Federal Aviation Regulations

PART 61 - CERTIFICATION OF PILOTS

Certificates Required

Your pilot certificate must be on your person when you act as pilot in command. (FAR 61.3)

Duration Of Certificates

A commercial pilot certificate is issued without a specific expiration date. (FAR 61.19)

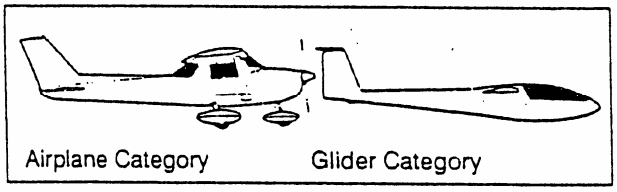
Medical Certificates

A second class medical used for commercial pilot privileges expires after 1 2 calendar months, but may be used 24 calendar months for private privileges.

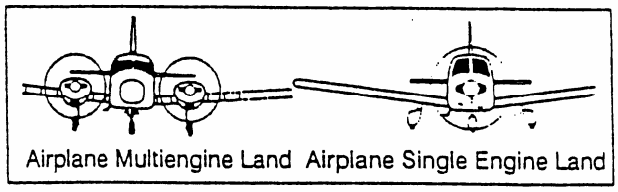
A second class medical issued April 10, this year, allows commercial privileges through April, next year, and private privileges through April, two years after it was issued. (FAR 61.23)

Aircraft Ratings

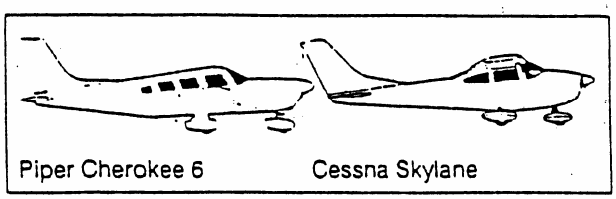
With respect to certification of airmen:
CATEGORY - a broad classification of aircraft (airplane, rotorcraft, glider, and lighter-than-air).



CLASS - airplane class ratings include single engine land, multiengine land, single engine sea, multiengine sea. A category and class rating is required for compensation or hire.



TYPE - a specific make and model, such as Cessna 1 50 or DC-3. A type rating is required to act as pilot in command of an aircraft with gross weight more than I 2,500 lbs. (FAR 61.5)



Pilot Logbooks

Flight time used to meet recent flight experience and training requirements must be logged.

You may log as second in command all flight time while acting as second in command in an aircraft requiring more than one pilot. (FAR 61.51)

Recent Flight Experience

Each pilot in command must have passed a flight review within the last 24 calendar months. (FAR 61.56)

To act as pilot in command of a high performance airplane (an engine of more than 200HP) or, a complex airplane (retractable gear, flaps, and controllable prop) you must receive flight instruction and have your logbook endorsed. (FAR61.31)

To carry passengers during the day, you need to have made 3 takeoff and landings within the last 90 days in an aircraft of the same category and class. To carry passengers at night, you need to have made 3 takeoff and landings to a full stop at night (one hour after sunset to one hour before sunrise) within the last 90 days in an aircraft of the same category and class. These requirements do not have to be met in type.

If you do not meet the night requirement and are carrying passengers, you must land before one hour after sunset. If sunset is 1800, the latest time passengers may be carried is 1859. (FAR 61.57)

Change Of Address

If you change your permanent address, you must notify the FAA Airmen Certification Branch in writing within 30 days. (FAR 61.60)

Commercial Pilot Privileges

A non-instrument rated commercial pilot may not carry passengers for hire at night, or during the daytime on cross-country flights of more than 50 NM. (FAR 61.139)

PART 91 - GENERAL OPERATING RULES

Preflight Action

As pilot in command (for every flight), you. are required to make sure runway lengths are adequate at airports of intended use.

Preflight Action (Cont)
Flights not in the vicinity of an airport must also have an alternative course of action if the flight cannot be completed as planned. (FAR 91.103)

Seatbelts

Flight crewmembers must fasten seatbelts while at their stations, and all occupants must fasten seatbelts during takeoff and landing. (FAR
91.107)

Supplemental Oxygen

Above 1 2,500 MSL up to 1 4,000 MSL, flight crew must use oxygen after 30 minutes.

Above 1 5,000 MSL, each occupant must be provided with supplemental oxygen, but is not required to use it. (FAR 91 .21 1)

Required Equipment

If operating for hire and beyond power-off gliding distance from shore, you must have approved flotation gear readily available to each occupant.

If operating for hire at night, you must have a landing light and an anticollision light system. (FAR91.205)

You may not allow the operation of certain portable electronic devices on aircraft being flown in commercial operations. (FAR 91.21)

To operate an aircraft towing an advertising banner, a certificate of waiver must be issued by the Administrator. (FAR 91.311)

Emergency Locator Transmitter

The maximum time an ELT battery may be operated before being recharged or replaced is one hour. (FAR 91.207)

Right Of Way Rules

CONVERGING- the aircraft on the right has the right of way, regardless if it is a helicopter or single or multiengine airplane. The other aircraft must give way.

OVERTAKING- the faster alters course to the right and passes well clear.

Right Of Way Rules (Cont)
LANDING- when two aircraft are landing, the lower has right of way, but it cannot take advantage of that rule to cut in front of the other. (FAR 91.1 13)

Operation Near Other Aircraft

Formation flight is prohibited while carrying passengers for hire. (FAR 91.111)

Restricted/Experimental Aircraft

Carrying passengers for hire is not authorized in limited category aircraft. (FAR 91 .315)

Aircraft Speed Limits

200 knots beneath the lateral limits of Class B airspace, or within 4 NM of the primary airport of Class C or D airspace. (FAR 91.117)

Acrobatic Flight

Acrobatic flight is prohibited when below 1500 AGL and when visibility is less than 3 miles. (FAR 91 .303)

Navigation Lights

If not equipped with the required position lights, the aircraft must terminate flight at sunset.

Since the right wingtip light is green, the left wingtip is red, the tail light is white, and the rotating beacon is flashing red; determine which way an airplane is flying if you only see one or two navigation lights. (FAR 91.209)

Controlled Airspace

Controlled airspace is where IFR traffic is given clearance to fly through the clouds at specific routes and altitudes, and is given separation from other IFR traffic by an ATC controller.

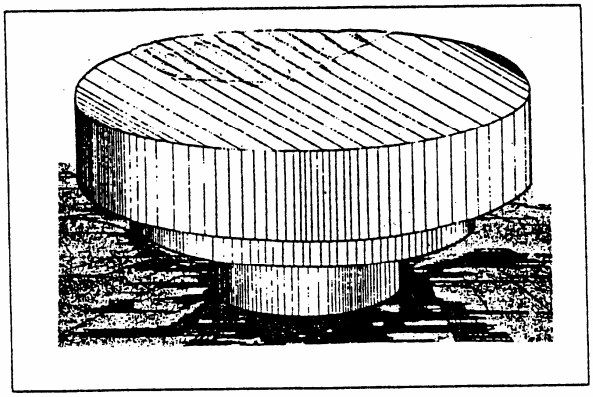
VFR traffic must maintain minimum visibility and cloud clearance requirements to see and avoid IFR traffic when flying in controlled airspace. Additionally, VFR traffic must receive a clearance to enter certain types of controlled
airspace.

Federal airways extend from 1,200 AGL up to 18,000 MSL, and extend 4 NM either side of centerline.

CLASS A AIRSPACE: Airspace at and above 18,000 MSL. VFR flights are prohibited.

Controlled Airspace (Cont)

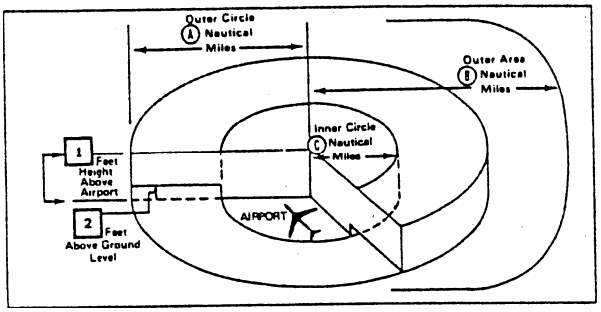
CLASS B AIRSPACE: Airspace surrounding major metropolitan airports. - Altitude and geographic limits are shown on sectional charts by blue solid lines.



To fly in Class B airspace requires:

-two-way communication with ATC;
-a transponder with altitude encoding (Mode C) capability when below 10,000 MSL and within 30 NM of the primary airport (transponder also required at and above (10,000 MSL);
-Solo student pilot operations are allowed if certain conditions are met (appropriate logbook endorsement). (FAR 91.131)

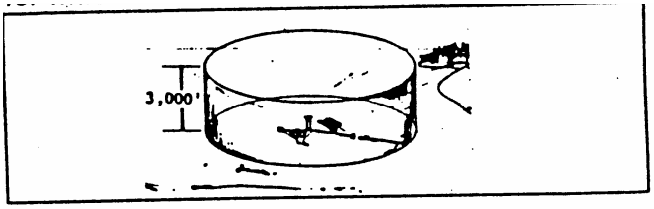
CLASS C AIRSPACE: Airspace surrounding regional airports. Altitude and geographic limits are shown on sectional charts by red solid lines. Class C airspace consists of a 5 NM radius inner circle from the surface to 4000 AGL, and an outer circle extending from 5 to 10 NM, and from 1200 AOL to 4000 AGL. An outer area exists out to 20 NM.



To fly in Class C airspace requires:

-two-way communication with ATC;
-a transponder with altitude encoding (Mode C) capability.

CLASS D AIRSPACE: Airspace at smaller airports that have an operating control tower and Is shown by a blue segmented circle. The lateral dimensions are based on instrument procedures for which the controlled airspace is established.



Controlled Airspace (Cont)

When the control tower is not in operation, this airspace becomes Class E.

Two-way communications are required for any operation within this airspace.

CLASS E AIRSPACE: Any controlled airspace not designated as Class A, B, C, or D is considered Class E. It exists up to 18,000 MSL. The base of Class E airspace is shown
by:
-red dashed lines when at the surface;
-red shaded areas when at 700 AGL;
-no shading when at 1 200 AGL.

CLASS G AIRSPACE: Any airspace that is not controlled airspace.

Weather Minimums for VFR Traffic

At & above 10,000 MSL: Visibility 5 miles. 1000 feet below and above clouds, 1 mile horizontally from clouds.

Below 10,000 MSL: Visibility 3 miles. 500 feet below, 1000 feet above, 2000 feet horizontally from clouds. If in Class G airspace (outside controlled airspace) during daytime, then 1 mile visibility, and if also below 1 200 AGL, then remain clear of the clouds.

Class D airspace, and Class E airspace that
starts at the surface: Ceiling layer must be at least I 000 feet, and visibility must be at least 3 miles. (FAR 91.155)

Special VFR Weather Minimums

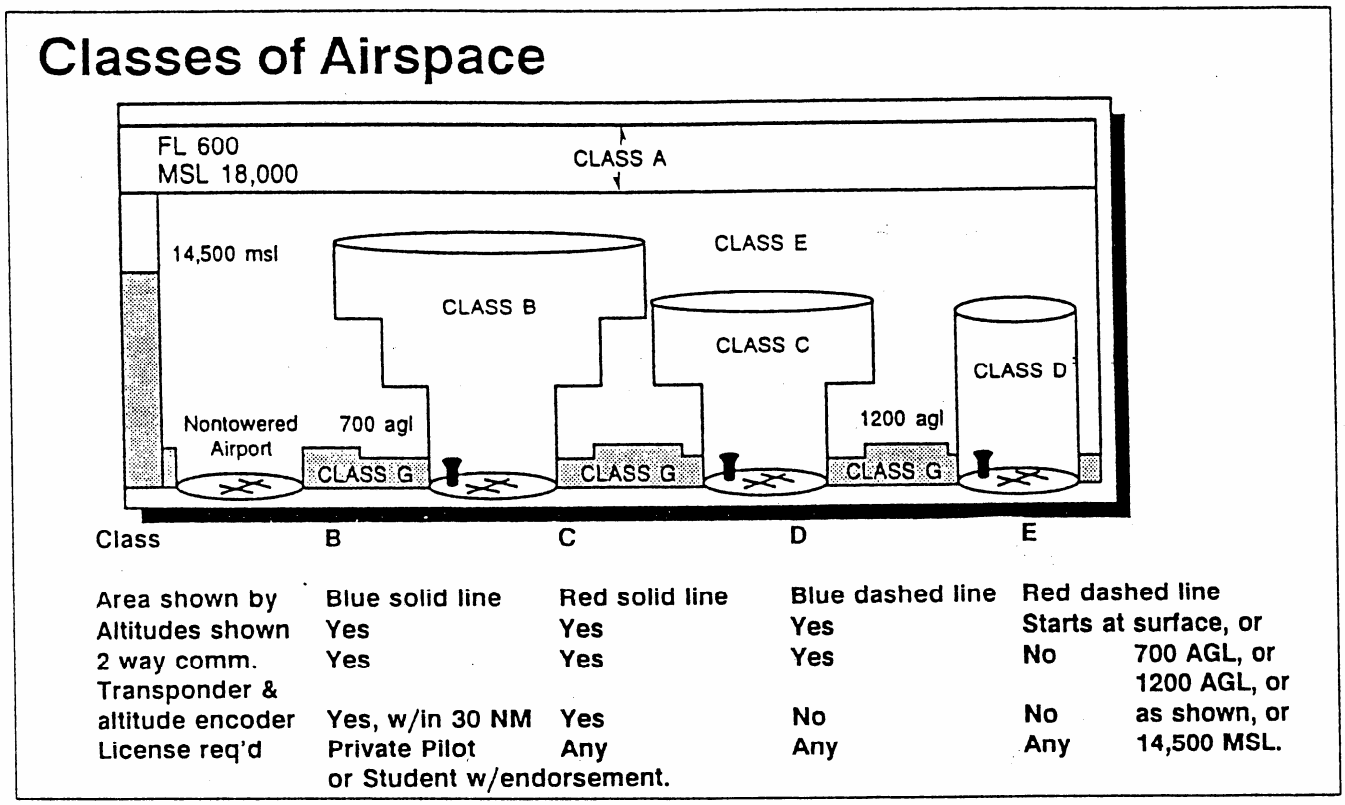
if the weather in the Class D airspace is less than 1000 ceiling or 3 miles visibility, and at least 1 mile visibility and you can remain clear of clouds, you may receive a special VFR clearance to enter by calling the control tower associated with that Class D airspace.

if an airport is marked with NSVFR, fixed wing special VFR is prohibited.

You may not receive a special VFR clearance at night unless you are Instrument rated and your airplane is instrument equipped. (FAR 91.157)

VFR Cruising Altitudes

Cruising altitudes are required to be maintained when flying more than 3000 feet AGL and are based on magnetic course. (FAR 91.159)



Aircraft Maintenance — General

The owner or operator of an aircraft is primarily responsible for maintaining the aircraft in an airworthy condition. (FAR 91.403)

The validity of the airworthiness certificate is maintained by the appropriate return-to-service statement in the aircraft maintenance records.
(FAR 91.409)

A copy of an aircraft lease must be sent to the FAA in Oklahoma City within 24 hours of its execution. (FAR 91 .23)

A record of preventative maintenance and a description of the work must be entered in the aircraft maintenance records.

Aircraft maintenance records must include the current status of life-limited parts of each airframe, engine, propeller, rotor and appliance.
(FAR 91 .417)

Carrying Passengers After Alteration

After an aircraft has been repaired or altered in a manner that may have substantially changed its flight characteristics, passengers may not be carried until a flight test is accomplished. (FAR 91.407)

Inspections

The aircraft maintenance records (logbooks) contain the date of the last annual inspection and the return-to-service statement.

Every aircraft needs an annual inspection every 12 calendar months.

If an aircraft needs 100-hour inspection, the 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.

An annual inspection may be substituted for a I 00-hour inspection. (FAR 91 .409)

Transponders must be inspected every 24 calendar months, or their use is not permitted.
(FAR 91 .413)

PART 830 - NATIONAL TRANSPORTATION SAFETY BOARD RULING

The operator must immediately notify the NTSB of any accident or incident listed below:

-Any damage which adversely affects structural strength or flight characteristics.
- Inability of flight crewmember to perform duties as a result of in-flight injury or illness.
-In-flight fire, including a small electrical fire extinguished immediately.

PART 830 - NATIONAL TRANSPORTATION SAFETY BOARD RULING (Cont)

The operator is required to file an accident report within 10 days and an incident report only if requested to do so. You are not required to report an electrical fire that happened while on the ground. (NTSB 830)

AIRWORTHINESS DIRECTIVES

Compliance with ADs is the responsibility of the owner or operator of an aircraft, and must be shown in the aircraft maintenance records.

Noncompliance with ADs renders the aircraft unairworthy.

A new maintenance record being used for a rebuilt aircraft engine must include changes as required by Airworthiness Directives.

AERONAUTICAL DECISION MAKING (ADM)

ADM is systematic approach to the mental process used by pilots to consistently determine the best course of action in respect to a given set of circumstances.

ADM requires a self-assessment of hazardous attitudes. Five hazardous attitudes are identified and each one recommends an "Antidote" if an attitude is recognized.

1. **Anti-Authority** (Don't tell me!) these people believe rules and regulations are silly or unnecessary. Antidote; follow the rules, they are usually right.
2. **Impulsivity** (Do something quickly!) this shows up as a "do it now before it gets worse" attitude. Antidote; Not so fast, think, first.
3. **Invulnerability** (It can't happen to me!) These people believe they have seen it all. It can't get worse than this. Antidote; It could happen to me. .
4. **Macho** (I can do it!) This is an attitude that you can "show theme and do anything. Antidote; Taking chances is foolish.
5. **Resignation** (What's the use?) These people don't think they can make a difference. "It's not my problem, nobody told me". Antidote; I'm not helpless, I can make a difference.

The ADM steps for making a good decision are:

1. Identifying personal attitudes hazardous to safe flight.
2. Learning behavior modification techniques.
3. Learning how to recognize and cope with stress.
4. Developing risk assessment skills.
5. Using all resources in a multi-crew situation.
6. Evaluating the effectiveness of one's ADM skills.

Behavioral Traps can lead a pilot into poor ADM. High time pilots may feel a need to have the "right stuff". This can lead to practices that are dangerous or illegal. A dangerous tendency or behavior pattern is Get - there-itis.

Risk Management is the part of the decision making process, which relies on situational awareness, problem recognition, and good judgment to reduce the risks associated with each flight.

The DECIDE model is a six-step process to help a pilot approach ADM in a logical way.

1. **D**etect The decision maker detects the fact that change has occurred.
2. **E**stimate The decision maker estimates the need to counter or react to the change.
3. **C**hoose The decision maker chooses a desirable outcome (in terms of success) for the flight.
4. **I**dentify The decision maker identifies action which could successfully control the change.
5. **D**o The decision maker takes the necessary. action.
6. **E**valuate The decision maker evaluates the effect(s) of his/her action countering the change.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

Land and Hold Short Operations (LAHSO) is an air traffic control procedure that increases an airports capacity by having a pilot land and then hold short of an intersecting runway or taxiway, or some other designated point on a runway.

Student pilots are not allowed to participate in the LAHSO program.

The pilot-in -command has the final authority to accept or decline an LAHSO clearance. A pilot should decline a LA.HSO clearance when it will compromise safety.

The Available Landing Distance (ALD) data for LAHSO is published in the Airport Facility Directory (A/FD).

A 1,000 ft. ceiling and 3 miles visibility is required for a LAHSO clearance.

5001. G10 COM
Notification to the NTSB is required when there has been substantial damage

A) which requires repairs to landing gear.
B) to an engine caused by engine failure in flight.
C) which adversely affects structural strength or flight characteristics.
NOTE: CORRECT ANSWER IN BOLD ITALICS

5002. G11 COM
NTSB Part 830 requires an immediate notification as a result of which incident?
A) Engine failure for any reason during flight.
B) Damage to the landing gear as a result of a hard landing.
C) Any required flight crewmember being unable to perform flight duties because of illness.

5003. G11 COM
Which incident would require that the nearest NTSB field office be notified immediately?

A) In-flight fire.
B) Ground fire resulting in fire equipment dispatch.
C) Fire of the primary aircraft while in a hangar which results in damage to other property of more than $25,000.

5004.
While taxiing for takeoff, a small fire burned the insulation from a transceiver wire. What action would be required to comply with NTSB Part 830?

A) No notification or report is required.
B) A report must be filed with the avionics inspector at the nearest FAA-field office within 48 hours.
C) An immediate notification must be filed by the operator ofthe aircraft with the nearest NTSB field office.

5005.
During flight a fire which was extinguished burned the insulation from a transceiver wire. What action is required by regulations?

A) No notification or report is required.
B) Report must be filed with the avionics inspector at the nearest FAA field office within 48 hours.
C) An immediate notification by the operator of the aircraft to the nearest NTSB field office.

5006. G11 COM
When should notification of an aircraft accident be made to the NTSB if there was substantial damage and no injuries?

A) Immediately.
B) Within 10 days.
C) Within 30 days.

5007. G13 COM
The operator of an aircraft that has been involved in an incident is required to submit a report to the nearest field office of the NTSB

A) within 7 days.
B) within 10 days.
C) only if requested to do so.

5008.
Within how many days of an accident is an accident report required to be filed with the nearest NTSB field office?

A) 2 days.
B) 7 days.
C) 10 days.

5009.
What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation?

A) Class D, which then becomes Class C.
B) Class D, which then becomes Class E.
C) Class B.

5010.
Regulations which refer to commercial operators relate to that person who

A) is the owner of a small scheduled airline.
B) for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, as an air carrier.
C) for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier.

5011.
Regulations which refer to operate relate to that person who

A) acts as pilot in command of the aircraft.
B) is the sole manipulator ofthe aircraft controls.
C) causes the aircraft to be used or authorizes its use.

5012.
Regulations which refer to the operational control of a flight are in relation to

A) the specific duties of any required crewmember.
B) acting as the sole manipulator of the aircraft controls.
C) exercising authority over initiating, conducting, or terminating a flight.

5018. A20 COM
Commercial pilots are required to have a valid and appropriate pilot certificate in their physical possession or readily accessible in the aircraft when

A) piloting for hire only.
B) acting as pilot in command.
C) carrying passengers only.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5019.
Which of the following is considered aircraft class ratings?

A) Transport, normal, utility, and acrobatic.
B) Airplane, rotorcraft, glider, and lighter-than air.
C) Single -engine land, multiengine land. single-engine sea, and multiengine sea.

5020. A20 COM
Does a commercial pilot certificate have a specific expiration date?

A) No, it is issued without a specific expiration date.
B) Yes, it expires at the end of the 24th month after the month in which it was issued.
C) No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months.

5021. A20 COM
A second-class medical certificate issued to a commercial pilot on April 10, this year, permits the pilot to exercise which of the following privileges?

A) Commercial pilot privileges through April 30, next year.
B) Commercial pilot privileges through April 10, 2 years later.
C) Private pilot privileges through, but not after, March 31, next year.

5022. A20 COM
When is the pilot in command required to hold a category and class rating appropriate to the aircraft being flown?

A) On flights when carrying another person.
B) All solo flights.
C) On practical tests given by an examiner or FAA Inspector.

5023.
Unless otherwise authorized the pilot in command is required to hold a type rating when operating any

A) Aircraft that is certified for more than one pilot.
B) Aircraft of more than 12,500 pounds maximum certified takeoff weight.
C) Multiengine aircraft having a gross weight of . more than 6.000 pounds.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5024. A20 COM
To act as pilot in command of an airplane that is equipped with retractable landing gear, flaps, and controllable-pitch propeller, a person is required to

A) hold a multiengine airplane class rating.
B) make at least six takeoffs and landings in such an airplane within the preceding 6 months.
C) receive and log ground and flight training in such an airplane, and obtain a logbook endorsement certifying proficiency.

5025. A20 COM
What flight time may a pilot log as second in command?

A) All flight time while acting as second in command in aircraft configured for more than one pilot.
B) Only that flight time during which the second in command is the sole manipulator of the controls.
C) All flight time when qualified and occupying a crewmember station in an aircraft that requires more than one pilot.

5026.
What flight time must be shown, in a reliable record, by a pilot exercising the privileges of a commercial certificate?

A) Flight time showing aeronautical training and experience to meet requirements for a certificate or rating.
B) All flight time flown for compensation or hire.
C) Only flight time for compensation or hire with passengers aboard which is necessary to meet the recent flight experience requirements.

5027. A20 COM
If a pilot does not meet the recency of experience requirements for night flight and official sunset is 1900 CST, the latest time passengers should be carried is

A) 1800 CST.
B) 1959 CST.
C) 1900 CST.

5028.
Prior to carrying passengers, the pilot in command must have accomplished the required takeoffs and landings in:

A) The same category. class. arid type of aircraft (if a type rating is required).
B) Any category aircraft.
C) The same category and class of aircraft to be used.

5030. A20 COM
No pilot may act as pilot in command of an aircraft under IFR or in weather conditions less than the minimums prescribed for VFR unless that pilot has, within the past 6 months, performed and logged under actual or simulated instrument conditions, at least

A) three instrument approaches and logged 3 hours of instruments.
B) six instrument flights and six approaches.
C) six instrument approaches, holding procedures, intercepting and tracking courses, or passed an instrument proficiency check in an aircraft that is appropriate to the aircraft category.

5032.
Pilots who change their permanent mailing address and fail to notify the FAA Airmen Certification Branch of this change are entitled to exercise the privileges of their pilot certificate for a period of

A) 30 days.
B) 60 days.
C) 90 days.

5033. A21 COM
To act as pilot in command of an airplane towing a glider, the tow pilot is required to have

A) a logbook record of having made at least three flights as sole manipulator of the controls of a glider being towed by an airplane.
B) a logbook endorsement from an authorized glider instructor certifying receipt of ground and flight training in gliders, and be proficient with techniques and procedures for safe towing of gliders.
C) at least a private pilot certificate with a category rating for powered aircraft, and made and logged at least three flights as pilot or observer in a glider being towed by an airplane.

5034. A21 COM
To act as pilot in command of an airplane towing a glider, a pilot must have accomplished, within the preceding 12 months, at least

A) three actual glider tows under the supervision of a qualified tow pilot.
B) ten flights as pilot in command of an aircraft while towing a glider.
C) three actual or simulated glider tows while accompanied by a qualified tow pilot.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5039. A24 COM
What limitation is imposed on a newly certificated commercial pilot - airplane, if that person does not hold an instrument rating? The carriage of passengers

A) or property for hire on cross-country flights at night is limited to a radius of 50 NM.
B) for hire on cross-country flights is limited to 50 NM for night flights, but not limited for day flights.
C) for hire on cross-country flights in excess of 50 NM, or for hire at night is prohibited.

5043. A66 COM
Excluding Hawaii, the vertical limits of the Federal Low Altitude airways extend from

A) 700 feet AGL up to, but not including, 14,500 feet MSL.
B) 1,200 feet AGL up to, but not including, 18,000 feet MSL.
C) 1,200 feet AGL up to, but not including, 14,500 feet MSL.

5044. B07 COM
What action must be taken when a pilot in command deviates from any rule in 14 CFR part 91?

A) Upon landing, report the deviation to the nearest FAA Flight Standards District Office.
B) Advise ATC of the pilot in command's intentions.
C) Upon the request of the Administrator, send a written report of that deviation to the Administrator.

5045. B07 COM
Who is responsible for determining if an aircraft is in condition for safe flight?

A) A certificated aircraft mechanic.
B) The pilot in command.
C) The owner or operator.

5046. B07 COM
When operating a U.S.-registered civil aircraft, which document is required by regulation to be available in the aircraft?

A) A manufacturer's Operations Manual.
B) A current, approved Airplane Flight Manual.
C) An Owner's Manual.

5047. B07 COM
A pilot in command (PIC) of a civil aircraft may not allow any object to be dropped from that aircraft in flight

A) if it creates a hazard to persons and property.
B) unless the PIC has permission to drop any object over private property.
C) unless reasonable precautions are taken to avoid injury to property.

5049. B08 COM
The required preflight action relative to weather reports and fuel requirements is applicable to

A) IFR flights only.
B) any flight not in the vicinity of an airport.
C) any flight conducted for compensation or hire.

5050. B08 COM
Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must

A) be familiar with all instrument approaches at the destination airport.
B) list an alternate airport on the flight plan, and confirm adequate takeoff and landing performance at the destination airport.
C) be familiar with the runway lengths at airports of intended use, and the alternatives available, if the flight cannot be completed.

5051.
Required flight crewmembers' seatbelts must be fastened

A) only during takeoff and landing.
B) while the crewmembers are at their stations.
C) only during takeoff and landing when passengers are aboard the aircraft.

5052.
With U.S. registered civil airplanes, the use of seatbelts is required during movement on the surface, takeoffs and landings for:

A) each person over 2 years of age on board.
B) commercial passenger operations only.
C) safe operating practice, but not required by regulations.

5055. B12 COM
Which is required to operate an aircraft towing an advertising banner?

A) Approval from ATC to operate in Class E airspace.
B) A certificate of waiver issued by the Administrator.
C) A safety link at each end of the towline which has a breaking strength not less than 80 percent of the aircraft's gross weight.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5056. B07 COM
Portable electronic devices which may cause interference with the navigation or communication system may not be operated on a U.S.- registered civil aircraft being flown

A) along Federal airways.
B) within the U.S.
C) in air carrier operations.

5060. B11 COM
A coded transponder equipped with altitude reporting equipment is required for
1. Class A, Class B, and Class C airspace areas.
2. all airspace of the 48 contiguous U.S. and District of Columbia at and above 10,000 feet MSL (including airspace at and below 2,500 feet above the surface).

A) 1.
B) 2.
C) Both 1 and 2.

5061. B11 COM
In the contiguous U.S., excluding the airspace at and below 2,500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all airspace above

A) 10,000 feet MSL.
B) 12,500 feet MSL.
C) 14,500 feet MSL.

5062.
What is the maximum tolerance (+ or -) allowed for an operational VOR equipment check when using a VOT?

A) 4°.
B) 6°.
C) 8°.

5063.
In accordance with FAR Part 91, supplemental oxygen must be used by the required minimum flight crew for that time exceeding 30 minutes while at cabin pressure altitudes of

A) 10,500 feet MSL feet MSL.
B) 12,000 feet MSL feet MSL
C) 12,500 feet MSL feet MSL.

5064. B11 COM
What are the oxygen requirements when operating at cabin pressure altitudes above 15,000 feet MSL?

A) Oxygen must be available for the flightcrew.
B) Oxygen is not required at any altitude in a balloon.
C) The flightcrew and passengers must be provided with supplemental oxygen.

5065. B11 COM
Which is required equipment for powered aircraft during VFR night flights?

A) Anticollision light system.
B) Gyroscopic direction indicator.
C) Gyroscopic bank-and-pitch indicator.

5066. B11 COM
Which is required equipment for powered aircraft during VFR night flights?

A) Flashlight with red lens, if the flight is for hire.
B) An electric landing light, if the flight is for hire.
C) Sensitive altimeter adjustable for barometric pressure.

5067. B11 COM
Approved flotation gear, readily available to each occupant, is required on each airplane if it is being flown for hire over water,

A) in amphibious aircraft beyond 50 NM from shore.
B) beyond power-off gliding distance from shore.
C) more than 50 statute miles from shore.

5069. B12 COM
The carriage of passengers for hire by a commercial pilot is

A) not authorized in a 'limited' category aircraft.
B) not authorized in a 'utility' category aircraft.
C) authorized in 'restricted' category aircraft.

5070. B11 COM
The maximum cumulative time that an emergency locator transmitter may be operated before the rechargeable battery must be recharged is

A) 30 minutes.
B) 45 minutes.
C) 60 minutes.

5071. B07 COM
No person may operate a large civil aircraft of U.S. registry which is subject to a lease, unless the lessee has mailed a copy of the lease to the FAA Aircraft Registration Branch, Technical Section, Oklahoma City, OK, within how many hours of its execution?

A) 24.
B) 48.
C) 72.

5073. B08 COM
Which is true with respect to formation flights? Formation flights are

A) authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
B) not authorized, except by arrangement with the pilot in command of each aircraft.
C) not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.

5074. B08 COM
While in flight a helicopter and an airplane are converging at a 90° angle, and the helicopter is located to the right of the airplane. Which aircraft has the right-of-way, and why?

A) The helicopter, because it is to the right of the airplane.
B) The helicopter, because helicopters have the right-of-way over airplanes.
C) The airplane, because airplanes have the right-of-way over helicopters.

5075. B08 COM
Two aircraft of the same category are approaching an airport for the purpose of landing. The right-of-way belongs to the aircraft

A) at the higher altitude.
B) at the lower altitude, but the pilot shall not take advantage of this rule to cut in front of or to overtake the other aircraft.
C) that is more maneuverable, and that aircraft may, with caution, move in front of or overtake the other aircraft.

5076. B08 COM
Airplane A is overtaking airplane B. Which airplane has the right-of-way?

A) Airplane A; the pilot should alter course to the right to pass.
B) Airplane B; the pilot should expect to be passed on the right.
C) Airplane B; the pilot should expect to be passed on the left.

5077.
What is the maximum indicated airspeed allowed in the airspace underlying Class B airspace?

A) 156 knots.
B) 200 knots.
C) 230 knots.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5078. B08 COM
Unless otherwise authorized or required by ATC, the maximum indicated airspeed permitted when at or below 2,500 feet AGL within 4 NM of the primary airport within Class C or D airspace is

A) 180 knots.
B) 200 knots.
C) 230 knots.

5079. B12 COM
What is the minimum altitude and flight visibility required for acrobatic flight?

A) 1,500 feet AGL and 3 miles.
B) 2,000 feet MSL and 2 miles.
C) 3,000 feet AGL and 1 mile.

5080. B11 COM
If not equipped with required position lights, an aircraft must terminate flight

A) at sunset.
B) 30 minutes after sunset.
C) 1 hour after sunset.

5082. B08 COM
Which is true regarding flight operations in Class B airspace?

A) The pilot must receive an ATC clearance before operating an aircraft in that area.
B) Flight under VFR is not authorized unless the pilot in command is instrument rated.
C) Solo student pilot operations are not authorized.

5083. B08 COM
The minimum flight visibility for VFR flight increases to 5 statute miles beginning at an altitude of

A) 14,500 feet MSL.
B) 10,000 feet MSL if above 1,200 feet AGL.
C) 10,000 feet MSL regardless of height above ground.

5085. B08 COM
What is the minimum flight visibility and proximity to cloud requirements for VFR flight, at 6,500 feet MSL, in Class C, D, and E airspace?

A) 1 mile visibility; clear of clouds.
B) 3 miles visibility; 1,000 feet above and 500 feet below.
C) 5 miles visibility; 1,000 feet above and 1,000 feet below.

5088. B09 COM
When operating an airplane for the purpose of takeoff or landing within Class D airspace under special VFR, what minimum distance from clouds and what visibility are required?

A) Remain clear of clouds, and the ground visibility must be at least 1 SM.
B) 500 feet beneath clouds, and the ground visibility must be at least 1 SM.
C) Remain clear of clouds, and the flight visibility must be at least 1 NM.

5089.
At some airports located in Class D airspace where ground visibility is not reported, takeoffs and landings under special VFR are

A) not authorized.
B) authorized by ATC if the flight visibility is at least 1 SM.
C) authorized only if the ground visibility is observed to be at least 3 SM.

5090. B09 COM
To operate an airplane under SPECIAL VFR (SVFR) within Class D airspace at night, which is required?

A) The pilot must hold an instrument rating, but the airplane need not be equipped for instrument flight, as long as the weather will remain at or above SVFR minimums.
B) The Class D airspace must be specifically designated as a night SVFR area.
C) The pilot must hold an instrument rating, and the airplane must be equipped for instrument flight.

5091. B09 COM
VFR cruising altitudes are required to be maintained when flying

A) at 3,000 feet or more AGL, based on true course.
B) more than 3,000 feet AGL, based on magnetic course.
C) at 3,000 feet or more above MSL, based on magnetic heading.

5093. B13 COM
Who is primarily responsible for maintaining an aircraft in an airworthy condition?

A) The lead mechanic responsible for that aircraft.
B) Pilot in command or operator.
C) Owner or operator of the aircraft.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5094. B13 COM
Assuring compliance with an Airworthiness Directive is the responsibility of the

A) pilot in command and the FAA certificated mechanic assigned to that aircraft.
B) pilot in command of that aircraft.
C) owner or operator of that aircraft.

5095. B13 COM
After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made

A) on the airworthiness certificate.
B) in the aircraft maintenance records.
C) in the FAA-approved flight manual.

5096. B13 COM
A standard airworthiness certificate remains in effect as long as the aircraft receives

A) an annual inspection.
B) an annual inspection and a 100-hour inspection prior to their expiration dates.
C) required maintenance and inspections.

5097. If an aircraft's operation in flight was substantially affected by an alteration or repair, the aircraft documents must show that it was test flown and approved for return to service by an appropriately-rated pilot prior to being operated

A) by any private pilot.
B) with passengers aboard.
C) for compensation or hire.

5098. B13 COM
Which is correct concerning preventive maintenance, when accomplished by a pilot?

A) A record of preventive maintenance is not required.
B) A record of preventive maintenance must be entered in the maintenance records.
C) Records of preventive maintenance must be entered in the FAA-approved flight

NOTE: CORRECT ANSWER IN BOLD ITALICS

5099. B13 COM
An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition, if any, may that aircraft be operated beyond 100 hours without a new inspection?

A) The aircraft may be flown for any flight as long as the time in service has not exceeded 110 hours.
B) The aircraft may be dispatched for a flight of any duration as long as 100 hours has not been exceeded at the time it departs.
C) The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.

5100. B13 COM
Which is true concerning required maintenance inspections?

A) A 100-hour inspection may be substituted for an annual inspection.
B) An annual inspection may be substituted for a 100-hour inspection.
C) An annual inspection is required even if a progressive inspection system has been approved.

5101. B13 COM
An ATC transponder is not to be used unless it has been tested, inspected, and found to comply with regulations within the preceding

A) 30 days.
B) 12 calendar months.
C) 24 calendar months.

5102. B13 COM
Aircraft maintenance records must include the current status of the

A) applicable airworthiness certificate.
B) life-limited parts of only the engine and airframe.
C) life-limited parts of each airframe, engine, propeller, rotor, and appliance.

5103. B13 COM
Which is true relating to Airworthiness Directives (AD's)?

A) AD's are advisory in nature and are, generally, not addressed immediately.
B) Noncompliance with AD's renders an aircraft unairworthy.
C) Compliance with AD's is the responsibility of maintenance personnel.

5104. B13 COM
A new maintenance record being used for an aircraft engine rebuilt by the manufacturer must include previous

A) operating hours of the engine.
B) annual inspections performed on the engine.
C) changes as required by Airworthiness Directives.

5105. B13 COM
If an ATC transponder installed in an aircraft has not been tested, inspected, and found to comply with regulations within a specified period, what is the limitation on its use?

A) Its use is not permitted.
B) It may be used when in Class G airspace.
C) It may be used for VFR flight only.

5106. A20 COM
To act as pilot-in-command of an airplane with more than 200 horsepower, a person is required to

A) receive and log ground and flight training from a qualified pilot in such an airplane.
B) receive and log ground and flight training from an authorized instructor in such an airplane.
C) obtain an endorsement from a qualified pilot stating that the person is proficient to operate such an airplane.

5107. A20 COM
To serve as pilot in command of an airplane that is certified for more than one pilot crewmember, and operated under part 91, a person must

A) complete a flight review within the preceding 24 calendar months.
B) receive and log ground and flight training from an authorized flight instructor.
C) complete a pilot-in-command proficiency check within the preceding 12 calendar months in an airplane that is type certificated for more than one pilot.

5108. To serve as second in command of an airplane that is certificated for more than one pilot crewmember, and operated under Part 9 1, a person must:

A) receive and log flight training from an authorized flight instructor in the type of airplane privileges are requested.
B) hold at least a commercial pilot certificate with an airplane category rating.
C) within the last I 2 months become familiar with the required information, and perform and log pilot time in the type of airplane for which privileges are requested.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5109. B07 COM
What person is directly responsible for the final authority as to the operation of the airplane?

A) Certificate holder.
B) Airplane owner/operator.
C) Pilot in command.

5110. Operating regulations for U.S. registered civil airplanes require that during movement on the surface takeoffs, and landings, a seat belt and shoulder harness (if installed) must be properly secured about each:

A) flight crew members only.
B) person on board.
C) flight and cabin crew members.

5111. B08 COM
No person may operate an aircraft in simulated instrument flight conditions unless the

A) pilot has filed an IFR flight plan and received an IFR clearance.
B) other control seat is occupied by a safety pilot, who holds at least a private pilot certificate and is appropriately rated.
C) other control seat is occupied by at least an appropriately rated commercial pilot.

5112. B08 COM
If the minimum safe speed for any particular operation is greater than the maximum speed prescribed in 14 CFR part 91, the
A) operator must have a Letter of Agreement with ATC.
B) operator must have a Memorandum of Agreement (MOA) with the controlling agency.
C) aircraft may be operated at that speed.

5114. B08 COM
What altimeter setting is required when operating an aircraft at 18,000 feet MSL?

A) Current reported altimeter setting of a station along the route.
B) Altimeter setting at the departure or destination airport.
C) 29.92 Inches Hg.

5115. B08 COM
After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot

A) receives an amended clearance or has an emergency.
B) is operating VFR on top.
C) requests an amended clearance.

5116. B08 COM
When approaching to land at an airport, without an operating control tower, in Class G airspace, the pilot should

A) enter and fly a traffic pattern at 800 feet AGL.
B) make all turns to the left, unless otherwise indicated.
C) fly a left-hand traffic pattern at 800 feet AGL.

5117. B08 COM
When operating an aircraft in the vicinity of an airport with an operating control tower, in Class E airspace, a pilot must establish communications prior to

A) 5 NM, and up to and including 3,000 feet AGL.
B) 8 NM, and up to and including 3,000 feet AGL.
C) 4 NM, and up to and including 2,500 feet AGL.

5118. B08 COM
When approaching to land at an airport with an ATC facility, in Class D airspace, the pilot must establish communications prior to

A) 4 NM, up to and including 2,500 feet AGL.
B) 10 NM, up to and including 3,000 feet AGL.
C) 30 SM, and be transponder equipped.

5119. B08 COM
Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area?

A) Prior to takeoff, a pilot must establish communication with the ATC controlling facility.
B) Aircraft must be equipped with an ATC transponder.
C) Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.

5120. B08 COM
Which is true regarding flight operations in Class A airspace?

A) May conduct operations under visual flight rules.
B) Aircraft must be equipped with approved distance measuring equipment (DME).
C) Aircraft must be equipped with an ATC transponder and altitude reporting equipment.

5121. B08 COM
When weather information indicates that abnormally high barometric pressure exists, or will be above _____ inches of mercury, flight operations will not be authorized contrary to the requirements published in NOTAMs.

A) 30.50
B) 31.00
C) 32.00

NOTE: CORRECT ANSWER IN BOLD ITALICS

5126. A24 COM
A person with a commercial pilot certificate may act as pilot in command of an aircraft carrying persons or property for compensation or hire, if that person

A) holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR part 61.
B) is qualified in accordance with 14 CFR part 61 and with the applicable parts that apply to the operation.
C) is qualified in accordance with 14 CFR part 61 and has passed a pilot competency check given by an authorized check pilot.

5128. To act as pilot in command of a tailwheel airplane without prior experience, a pilot must

A) log ground and flight training from an authorized instructor.
B) pass a competency check and receive an endorsement from an authorized instructor.
C) receive and log flight training from an authorized instructor.

5129. B12 COM
No person may operate an aircraft that has an experimental airworthiness certificate

A) under instrument flight rules (IFR).
B) when carrying property for hire.
C) when carrying persons or property for hire.

5130.
For night flying operations, the best night vision is achieved when the

A) pupils of the eyes have become dilated in approximately 10 minutes.
B) rods in the eyes have become adjusted to the darkness in approximately 30 minutes.
C) cones in the eyes have become adjusted to the darkness in approximately 5 minutes.

5133.
When planning a night cross-country flight a pilot should check for the availability and status of

A) destination airport lighting systems.
B) all VORs to be used en route.
C) airport rotating light beacons.

5134. H568 COM
Light beacons producing red flashes indicate

A) a pilot should remain clear of an airport traffic pattern and continue circling.
B) obstructions or areas considered hazardous to aerial navigation.
C) end of runway warning at departure end.

5135. H572 COM
When operating VFR at night, what is the first indication of flying into restricted visibility conditions?

A) Cockpit lights begin to take on an appearance of a halo or glow around them.
B) Ground lights begin to take on an appearance of being surrounded by a halo or glow.
C) A gradual disappearance of lights on the ground.

5136. H574 COM
After experiencing a powerplant failure at night, one of the primary considerations should include

A) planning the emergency approach and landing to an unlighted portion of an area.
B) maneuvering to, and landing on a lighted highway or road.
C) turning off all electrical switches to save battery power for landing.

5137. H574 COM
When planning for an emergency landing at night, on of the primary considerations should include

A) turning off all electrical switches to save battery power for the landing.
B) selecting a landing area close to public access, if possible.
C) landing without flaps to ensure a nose-high landing attitude at touchdown.

5138. J13 COM
Who has the final authority to accept or decline any 'land and hold short' (LAHSO) clearance?

A) Airplane owner/operator.
B) ATC tower controller.
C) Pilot-in-command.

5139. J13 COM
When should pilots decline a 'land and hold short' (LAHSO) clearance?

A) If runway surface is contaminated.
B) When it will compromise safety.
C) Only when the tower controller concurs.

5140. J13 COM
What is the minimum visibility and ceiling required for a pilot to receive a 'land and hold short' clearance?

A) 3 nautical miles and 1,000 feet.
B) 3 statute miles and 1,000 feet.
C) 3 statute miles and 1,500 feet.

5141. A20 COM
A pilot convicted of operating a motor vehicle while either intoxicated by, impaired by, or under the influence of alcohol or a drug is required to provide a

A) written report to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the motor vehicle action.
B) written report to the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
C) notification of the conviction to an FAA Aviation Medical Examiner (AME) not later than 60 days after the motor vehicle action.

5143. A20 COM
A pilot convicted for the violation of any Federal or State statute relating to the process, manufacture, transportation, distribution, or sale of narcotic drugs is grounds for

A) a written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
B) notification of this conviction to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
C) suspension or revocation of any certificate, rating, or authorization issued under 14 CFR part 61.

5565. J37 COM
(Refer to figure 52, point 1) The floor of the Class E airspace above Georgetown Airport (Q61) is at

A) the surface.
B) 3,823 feet MSL.
C) 700 feet AGL.

5566. J37 COM
(Refer to figure 52, point 7) The floor of Class E airspace over the town of Woodland is

A) 700 feet AGL over part of the town and no floor over the remainder.
B) 1,200 feet AGL over part of the town and no floor over the remainder.
C) both 700 feet and 1,200 feet AGL.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5567. J37 COM
(Refer to figure 52, point 5) The floor of the Class E airspace over University Airport (0O5) is

A) the surface.
B) 700 feet AGL.
C) 1,200 feet AGL.

5568. J37 COM
(Refer to figure 52, point 8) The floor of the Class E airspace over the town of Auburn is

A) 1,200 feet MSL.
B) 700 feet AGL.
C) 1,200 feet AGL.

5575.
(Refer to figure 52, point 9). The rectangular blue box depicted is airspace within which:

A) there is a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.
B) the flight of aircraft is prohibited.
C) the flight of aircraft, while not prohibited, is subject to restriction.

5577. J37 COM
When a dashed blue circle surrounds an airport on a sectional aeronautical chart, it will depict the boundary of

A) Special VFR airspace.
B) Class D airspace.
C) Class B airspace

5800. G11 COM
Which airborne incident would require that the nearest NTSB field office be notified immediately?

A) Cabin door opened in-flight.
B) Flight control system malfunction or failure.
C) Cargo compartment door malfunction or failure.

5801.
While taxiing on the parking ramp, the landing gear, wheel, and tire are damaged by striking ground equipment. What action would be required to comply with NTSB Part 830?

A) A report must be filed with the nearest FAA field office within 7 days.
B) An immediate notification must be filed by the operator of the aircraft with the nearest NTSB field office.
C) No notification or report is required.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5802. B08 COM
The required preflight action relative to weather reports and fuel requirements is applicable to

A) IFR flights only.
B) any flight not in the vicinity of an airport.
C) any flight conducted for compensation or hire.

5803.
Before beginning any flight under IFR the pilot in command must become familiar with all available information concerning that flight. In addition the pilot must:

A) Be familiar with all instrument approaches at the destination airport.
B) List an alternate airport on the flight plan and confirm adequate takeoff and landing performance at the destination airport.
C) Be familiar with the runway lengths at airports of intended use, weather reports, fuel requirements, and the alternatives available if the flight cannot be completed.

5804. B08 COM
Each required flight crewmember is required to keep his or her shoulder harness fastened

A) during takeoff and landing, unless he or she is unable to perform required duties.
B) while the crewmembers are at their stations, unless he or she is unable to perform required duties.
C) during takeoff and landing only when passengers are aboard the aircraft.

5805. B07 COM
Portable electronic devices which may cause interference with the navigation or communication system may not be operated on a U.S.- registered civil aircraft being flown

A) along Federal airways.
B) within the U.S.
C) in air carrier operations.

5806. B12 COM
Which is true with respect to operating limitations of a 'restricted' category airplane?

A) A 'restricted' category airplane is limited to an operating radius of 25 miles from its home base.
B) A pilot of a 'restricted' category airplane is required to hold a commercial pilot certificate.
C) No person may operate a 'restricted' category airplane carrying passengers or property for compensation or hire.

5807. B12 COM
Which is true with respect to operating limitations of a 'primary' category airplane?

A) A "primary" category airplane is limited to a specified operating radius from its home base.
B) No person may operate a "primary" category airplane carrying passengers or property for compensation or hire.
C) A pilot of a "primary" category airplane must hold a commercial pilot certificate when carrying passengers for compensation or hire.

5809. B08 COM
Which is true with respect to operating near other aircraft in flight? They are
A) authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
B) not authorized, when operated so close to another aircraft they can create a collision hazard.
C) not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.

6027. J05 COM
The 'taxiway ending' marker

A) identifies area where aircraft are prohibited.
B) indicates taxiway does not continue.
C) provides general taxiing direction to taxiway.

6028. G10 COM
What period of time must a person be hospitalized before an injury may be defined by the NTSB as a 'serious injury'?
A) 72 hours; commencing within 10 days after date of the injury.
B) 48 hours; commencing within 7 days after date of the injury.
C) 10 days, with no other extenuating circumstances.

6029. C20 COM
In what type of operation, not regulated by 14 CFR part 119, may a commercial pilot act as pilot in command and receive compensation for services?

A) Part-time contract pilot.
B) Nonstop flights within a 25 SM radius of an airport to carry persons for intentional parachute jumps.
C) Nonstop flights within a 25 SM radius of an airport to carry cargo only.

6030. C20 COM
In what type of operation, not regulated by 14 CFR part 119, may a commercial pilot act as pilot in command and receive compensation for services?

A) On-demand, nine or less passenger, charter flights.
B) Crop dusting, spraying, and bird chasing.
C) On-demand cargo flights.

5810.
Which is true with respect to formation flights? Formation flights are:

A) Authorized when carrying passengers for hire with prior arrangement with the pilot in command of each aircraft in the formation.
B) Not authorized except by arrangement with the pilot in command of each aircraft.
C) Not authorized unless the pilot in command of each aircraft is trained and found competent in formation.

5811. B08 COM
An airplane is overtaking a helicopter. Which aircraft has the right-of-way?

A) Airplane; the airplane pilot should alter course to the left to pass.
B) Helicopter; the pilot should expect to be passed on the right.
C) Helicopter; the pilot should expect to be passed on the left.

5812. B08 COM
Which is true regarding pilot certification requirements for operations in Class B airspace?

A) The pilot in command must hold at least a private pilot certificate with an instrument rating.
B) The pilot in command must hold at least a private pilot certificate.
C) Solo student pilot operations are not authorized.

5813. B08 COM
Which is true regarding flight operations in Class B airspace?

A) The pilot must receive an ATC clearance before operating an aircraft in that area.
B) Flight under VFR is not authorized unless the pilot in command is instrument rated.
C) Solo student pilot operations are not authorized.

5815. J05 COM
(Refer to figure 51.) When taxiing up to an active runway, you are likely to be clear of the ILS critical area when short of which symbol?

A) Top red.
B) Middle yellow.
C) Bottom yellow.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5817.
Which is true regarding flight operations to or form a satellite airport without an operating control tower within the Class C airspace area?

A) Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.
B) Aircraft must be equipped with an ATC transponder.
C) Prior to takeoff a pilot must establish communication with the ATC controlling facility.

5818. B08 COM
Which is true regarding flight operations in Class A airspace?

A) May conduct operations under visual flight rules.
B) Aircraft must be equipped with approved distance measuring equipment (DME).
C) Aircraft must be equipped with an ATC transponder and altitude reporting equipment.

5824. B11 COM
What transponder equipment is required for airplane operations within Class B airspace? A transponder

A) with 4096 code or Mode S, and Mode C capability.
B) is required for airplane operations when visibility is less than 3 miles.
C) with 4096 code capability is required except when operating at or below 1,000 feet AGL under the terms of a letter of agreement.

5825. A24 COM
A person with a commercial pilot certificate may act as pilot in command of an aircraft carrying persons or property for compensation or hire, if that person

A) holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR part 61.
B) is qualified in accordance with 14 CFR part 61 and with the applicable parts that apply to the operation.
C) is qualified in accordance with 14 CFR part 61 and has passed a pilot competency check given by an authorized check pilot.

5941.
Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which feature to reduce the risks associated with each flight?

A) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.
B) Applications of stress management and risk element procedures.
C) Situational awareness, problem recognition, and good judgment.

5942.
Aeronautical Decision Making (ADM) is a:

A) Systematic approach to the mental process used by pilots to consistently determine the best course of action for a given set of circumstances.
B) Decision making process which relies on good judgment to reduce risks associated with each flight.
C) Mental process of analyzing all information in a particular situation and making a timely decision on what action to take.

5943. L05 COM
The Aeronautical Decision Making (ADM) process identifies the steps involved in good decision making. One of these steps includes a pilot

A) identifying personal attitudes hazardous to safe flight.
B) developing the 'right stuff' attitude.
C) making a rational evaluation of the required actions.

5944. L05 COM
Examples of classic behavioral traps that experienced pilots may fall into are: trying to

A) assume additional responsibilities and assert PIC authority.
B) promote situational awareness and then necessary changes in behavior.
C) complete a flight as planned, please passengers, meet schedules, and demonstrate the 'right stuff.'

5945. L05 COM
The basic drive for a pilot to demonstrate the 'right stuff' can have an adverse effect on safety, by

A) a total disregard for any alternative course of action.
B) generating tendencies that lead to practices that are dangerous, often illegal, and that may lead to a mishap.
C) imposing a realistic assessment of piloting skills under stressful conditions.

5946. L05 COM
Most pilots have fallen prey to dangerous tendencies or behavior problems at some time. Some of these dangerous tendencies or behavior patterns which must be identified and eliminated include:

A) Deficiencies in instrument skills and knowledge of aircraft systems or limitations.
B) Peer pressure, get-there-itis, loss of positional or situation awareness, and operating without adequate fuel reserves.
C) Performance deficiencies from human factors such as, fatigue, illness or emotional problems.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5947. L05 COM
An early part of the Aeronautical Decision Making (ADM) process involves

A) taking a self-assessment hazardous attitude inventory test.
B) understanding the drive to have the 'right stuff.'
C) obtaining proper flight instruction and experience during training.

5948. L05 COM
Hazardous attitudes which contribute to poor pilot judgment can be effectively counteracted by

A) taking meaningful steps to be more assertive with attitudes.
B) early recognition of hazardous thoughts.
C) redirecting that hazardous attitude so that appropriate action can be taken.

5949. L05 COM
What are some of the hazardous attitudes dealt with in Aeronautical Decision Making (ADM)?

A) Risk management, stress management, and risk elements.
B) Poor decision making, situational awareness, and judgment.
C) Antiauthority (don't tell me), impulsivity (do something quickly without thinking), macho (I can do it).

5950. L05 COM
When a pilot recognizes a hazardous thought, he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for MACHO?

A) Follow the rules. They are usually right.
B) Not so fast. Think first.
C) Taking chances is foolish.

5951. L05 COM
What is the first step in neutralizing a hazardous attitude in the ADM process?

A) Dealing with improper judgment.
B) Recognition of hazardous thoughts.
C) Recognition of invulnerability in the situation.

5952.
What should a pilot do when recognizing a thought as hazardous?

A) Avoid developing this hazardous thought.
B) Develop this hazardous thought and follow through with modified action.
C) Label that thought as hazardous. then correct that thought by stating the corresponding learned antidote.

5953. L05 COM
To help manage cockpit stress, pilots must

A) condition themselves to relax and think rationally when stress appears.
B) be aware of life stress situations that are similar to those in flying.
C) avoid situations that will improve their abilities to handle cockpit responsibilities.

5954. L05 COM
What does good cockpit stress management begin with?

A) Knowing what causes stress.
B) Good life stress management.
C) Eliminating life and cockpit stress issues.

5955. L05 COM
The passengers for a charter flight have arrived almost an hour late for a flight that requires a reservation. Which of the following alternatives best illustrates the ANTIAUTHORITY reaction?

A) Those reservation rules do not apply to this flight.
B) The pilot can't help it that the passengers are late.
C) If the pilot hurries, he or she may still make it on time.

5956. L05 COM
While conducting an operational check of the cabin pressurization system, the pilot discovers that the rate control feature is inoperative. He knows that he can manually control the cabin pressure, so he elects to disregard the discrepancy. Which of the following alternatives best illustrates the INVULNERABILITY reaction?

A) It's too late to fix it now.
B) He can handle a little problem like this.
C) What is the worst that could happen.

5957.
The pilot and passengers are anxious to get to their destination for a business presentation. Level IV thunderstorms are reported to be in a line across their intended route of flight. Which of the following alternatives best illustrates the IMPULSIVITY reaction?

A) They want to hurry and get going before things get worse.
B) Thunderstorm won’t stop them.
C) They can’t change the weather, so they might as well go.

NOTE: CORRECT ANSWER IN BOLD ITALICS

5958.
While on an IFR flight a pilot emerges from a cloud to find himself within 300 feet of a helicopter. Which of the following alternatives best illustrates the “MACHO” reaction?

A) He is not too concerned everything will be all right.
B) He flies a little closer just to show him.
C) He quickly turns away and dives to avoid collision.

5959.
When a pilot recognizes a hazardous thought he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for ANTIAUTHORITY?

A) Not so fast. Think first.
B) It won’t happen to me. It could happen to me.
C) Don’t tell me. Follow the rules. They are usually right.

5960. L05 COM
A pilot and friends are going to fly to an out-of-town football game. When the passengers arrive, the pilot determines that they will be over the maximum gross weight for takeoff with the existing fuel load. Which of the following alternatives best illustrates the RESIGNATION reaction?

A) He can't wait around to de-fuel, they have to get there on time.
B) Well, nobody told him about the extra weight.
C) Weight and balance is a formality forced on pilots by the FAA.

5961. L05 COM
Which of the following is the final step of the Decide Model for effective risk management and Aeronautical Decision Making?

A) Estimate.
B) Eliminate.
C) Evaluate.

5962.
Which of the following is the first step of the Decide Model for effective risk management and Aeronautical Decision Making?

A) Detect.
B) Identify.
C) Evaluate.

5963.
The Decision Model is comprised of a 6-step process to provide a pilot a logical way of approaching Aeronautical Decision Making. These steps are:

A) Detect, estimate, choose, identify, do, and evaluate.
B) Determine, evaluate, choose, identify, do and eliminate.
C) Determine, eliminate, choose, identify, detect. and evaluate.

NOTE: CORRECT ANSWER IN BOLD ITALICS