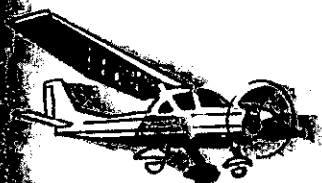
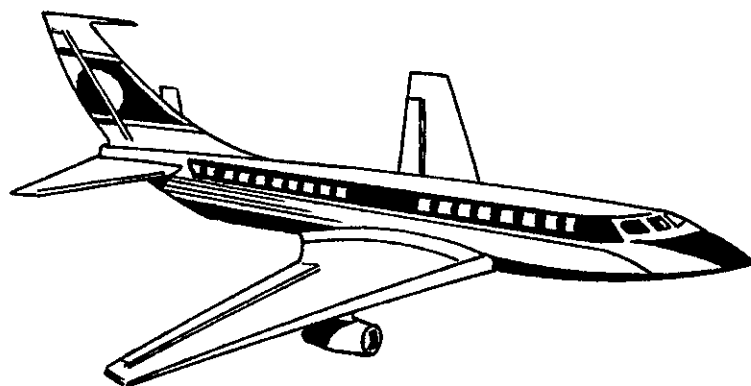
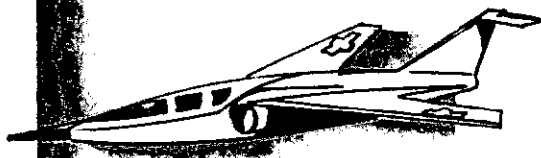
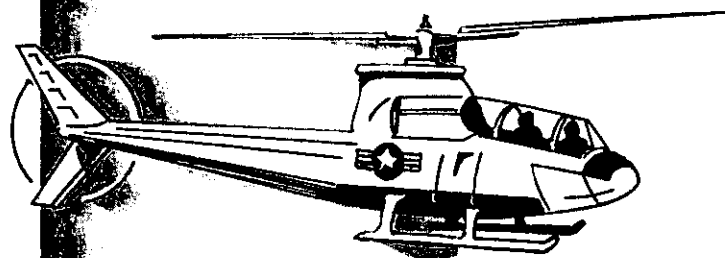


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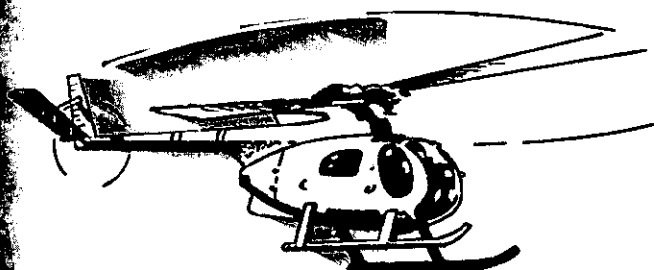
FEDERAL AVIATION REGULATIONS

Written Test Guide



FOR

MILITARY,
COMMERCIAL, and
PRIVATE PILOTS...



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FEDERAL AVIATION REGULATIONS WRITTEN TEST GUIDE

for

Military, Commercial, and Private Pilots



(REVISED)

1975

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE**

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PREFACE

The Flight Standards Service of the Federal Aviation Administration has developed this written test guide to assist military and civilian pilots who are preparing for an FAA written test on Federal Aviation Regulations.

This guide outlines the scope of required knowledge pertaining to Federal Aviation Regulations including the privileges and limitations of private and commercial pilots, the air traffic and general operating rules, and accident reporting rules.

This edition supersedes AC 61-34A, Federal Aviation Regulations Written Test Guide, dated 1970.

Comments regarding this publication should be directed to the U.S. Department of Transportation, Federal Aviation Administration, Flight Standards Technical Division, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

CONTENTS

	Page
Preface -----	iii
Introduction -----	1
Taking the written test -----	1
Scoring tests -----	2
Retesting after failure -----	2
Recommended study materials -----	2
How to obtain FAA publications -----	3
Study outline for the written test -----	3
Sample written test -----	7
Additional questions -----	11
General Aviation District Offices (GADOs) -----	13
Appendix—Figures 1 thru 40 -----	17
Order Blank -----	57

FEDERAL AVIATION REGULATIONS WRITTEN TEST GUIDE

FOR

MILITARY, COMMERCIAL, AND PRIVATE PILOTS

Introduction

The Federal Aviation Administration recognizes that most rated military pilots have the experience necessary to satisfy the aeronautical experience and skill requirements for civilian flying. In the area of knowledge as it relates to regulations, however, the military pilot may not have all the information he needs to operate as a civilian pilot. For this reason, Federal Aviation Regulations, section 61.73 of Part 61 (revised), which became effective November 1, 1973, sets forth the requirements for qualified military persons who wish to obtain a private or commercial pilot certificate.

In essence, section 61.73 provides that under the conditions prescribed, military pilots may be certificated as commercial or private pilots if they pass the written test based on items relating to:

- (a) pilot privileges and limitations,
- (b) general operating and air traffic rules, and

If the military pilot applicant presents satisfactory evidence of meeting the stipulated requirements for experience and flying status and passes the written test on regulations, the FAA office where the test is administered will issue a temporary pilot certificate. A permanent certificate will be sent within 90 days.

Civilian applicants are not required, as are military pilots, to take a written test based on regulations alone. Part 61 stipulates that a civilian applicant for a Commercial or Private Certificate must pass a written test, appropriate to the aircraft rating sought, on the subjects in which ground instruction is required.

The written tests for civilian applicants, also include (in addition to other appropriate

subjects) test items on pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules. From this it can be seen that knowledge of aviation regulations is required for all persons operating as commercial or private pilots. Therefore, this test guide is equally useful to the military or civilian pilot desiring additional guidance in the study of regulations.

Taking the Written Test

The test items related to regulations are based on Federal Aviation Regulations, Parts 1, 61, and 91, and National Transportation Safety Board Procedural Regulation, Part 430. Pilots of all experience levels engage in flying operations which require knowledge and application of those regulations which pertain to airman privileges and limitations, as well as to safe operations on the ground and in the air. The tests consist of multiple-choice test items which may be answered by selecting one response from the four presented. This type of test is used because it can be scored quickly and, through elimination of personal opinion in scoring, provides for a high degree of reliability. In a short test period it can assure comprehensive testing and therefore greater validity. It saves the applicant's time, can be scored objectively, and provides a reliable evaluation of applicant's knowledge. With few exceptions, the test items are applicable to all pilot certificates and aircraft categories. In the interest of safety, however, pilots should be familiar with the few regulations that are peculiar to a specific aircraft category or pilot certificate. Such test items, germane to knowledge requirements as established by FAR 61, are comparatively few in number, and their inclusion should create no problem for the informed applicant.

In addition to being a test of knowledge, understanding, and application of regulations, tests are, of necessity, an exercise in communications through the use of written language. Communication through use of such abstract symbols as words is indeed a complicated endeavor; so complicated in fact, that care must be constantly exercised to prevent a breakdown in the process. The same word may mean different things to different people. This is especially true of rapid or careless reading which may fail to clearly establish the exact thought context whereby one determines precisely what a phrase or word means. In order to minimize this problem, always bear in mind the following:

1. Follow the directions given in the test booklet.
2. Read the test item carefully. Avoid hasty assumptions.
3. Do not attempt to answer the test item until you understand the question.
4. The answer selected should be the most complete and accurate of the alternatives given. It is important that the applicant understand that even though he feels there is no completely correct answer, he should make his choice based on the alternatives given.
5. It may appear that there is more than one answer. However, there is only one answer that is **CORRECT AND COMPLETE**. The other answers are either incomplete or erroneous.
6. Occasionally, a regulation is changed after a test is printed. If so, an applicant will receive credit until the affected test item is revised.
7. Do not spend too much time on any one item. It may force hurried reading and inaccurate analysis of other items in order to complete the test in the time allotted. Deal first with the test items whose answers you know; then, if time permits, reconsider the difficult items.

The military pilot may take the test on regulations at any FAA Flight Standards General Aviation District Office and most Air Carrier District Offices. The applicant is allowed 2 hours to complete the test. One may

not be permitted to start the test if this amount of time is not available. The tests for civilian candidates for private and commercial pilot certificates include many subjects; therefore, more time is allowed. These tests may be taken at all General Aviation District Offices, many Flight Service Stations, and many Air Carrier District Offices.

Scoring Tests

Grading of the answer sheet for military pilots is accomplished immediately at the office where administered. If a passing grade of 70 percent is not obtained a "Notice of Disapproval of Application" is issued to the applicant. This form should be presented upon application for retesting.

Retesting After Failure

An applicant for a written test who fails that test may not apply for retesting until after 30 days after the date he failed the test. However, in the case of his first failure he may apply for retesting before the 30 days have expired upon presenting a written statement from an authorized instructor certifying that he has given ground instruction as appropriate to the applicant and finds him competent to pass the test.

The Airman Written Test Report should be retained by the applicant until he passes a practical test or until he applies for retesting.

Recommended Study Materials

Military pilots applying for the test on regulations or civilians applying for the test for a Commercial or a Private Pilot Certificate will find the following publications either helpful or essential in a study program.

FEDERAL AVIATION REGULATIONS

Suggested Parts for study are:

Part 1—Definitions and Abbreviations

Part 61—Certification: Pilots and Flight Instructors.

Part 71—Designation of Federal Airways, Controlled Airspace, and Reporting Points.

Part 91—General Operating and Flight Rules

NATIONAL TRANSPORTATION SAFETY BOARD PROCEDURAL REGULATION

Part 430

This publication deals with procedures required in the notification and reporting of accidents and lost or overdue aircraft within the United States, its territories, and possessions. It is free upon request from the National Transportation Safety Board, Publications Branch, Washington, D.C. 20591.

AIRMAN'S INFORMATION MANUAL

Presents, in five parts, information necessary for planning and conducting flights within the National Airspace System. Besides providing frequently undated airport and navigation aids data, AIM includes instructional and procedural information and is designed for use in the cockpit. It is of further value by explaining certain FARs and elaborating on ATC information concerning rules and procedures of flight. To better serve the needs of the individual pilot, each Part is available on a separate annual subscription basis.

PILOT EXAM-O-GRAMS

These synopses analyze and explain topics of importance to safety in flight. They are based on the need, as established by written test results, to clarify certain information and to correct common mistakes and misconceptions.

Moreover, Exam-O-Grams frequently contain information about the FARs. Thus the applicant has another source of knowledge available when preparing for an FAA test.

VFR and IFR Exam-O-Grams are available free of charge from:

U.S. Department of Transportation
Federal Aviation Administration
Flight Standards Technical Division
Operations Branch, AAC-240
P.O. Box 25082
Oklahoma City, Oklahoma 73125

How to Obtain FAA Publications

Information regarding the availability and instructions for ordering FAA publications

are contained in the current edition of the "Advisory Circular Checklist and Status of Federal Aviation Regulations," AC 00-2. This publication is published every four months and issued free of charge to the public. To obtain a copy of AC 00-2, send your request to:

U.S. Department of Transportation
Publication Section, TAD 443.1
Washington, D.C. 20590

If you wish to be placed on the mailing list in order to receive current issues of the Advisory Circular Checklist every four months, send your request to:

U.S. Department of Transportation
Distribution Requirements Section,
TAD-482.3
Washington, D.C. 20590

Study Outline for the Written Test

This outline offers the framework upon which a student may build an organized study program. It includes topics that are basic to adequate knowledge and understanding of those Federal Aviation Regulations which are pertinent to FAA certification of a military pilot as a commercial or private pilot. Test items on regulations may be directly related to one or more of the subjects contained in this outline. The user should understand, however, that the simple rote recall of a regulation without ability to apply it to an operationally realistic airman activity or situation will not assure knowledge of adequate depth.

1. FEDERAL AVIATION REGULATIONS

A. Parts 1 and 71.—*Definitions and Abbreviations, and Controlled Airspace.*

- | | |
|----------------------------|------------------------------|
| 1. Air commerce | 11. Pilot in command |
| 2. Airport traffic area | 12. Second in command |
| 3. Ceiling | 13. Federal airway |
| 4. Commercial operator | 14. Control area |
| 5. Flight level | 15. Continental control area |
| 6. Flight visibility | 16. Control zone |
| 7. Interstate air commerce | 17. Route segment |
| 8. Large aircraft | 18. Terminal control area |
| 9. Major alteration | 19. Positive control area |
| 10. Major repair | |

B. Part 61—*Certification, Pilots and Flight Instructors.*

1. Required certificates/ratings
2. Certificates and ratings issued
3. Expired pilot certificates/reissuance
4. Carriage of narcotic drugs/marihuana
5. Duration of pilot certificates
6. Duration of medical certificates
7. General limitations
8. Pilot logbooks
9. Operations during medical deficiency
10. Second-in-command qualifications
11. Recent experience: Pilot in command
12. Pilot-in-command proficiency check
13. Falsification, reproduction, alteration
14. Change of address
15. Private pilot privileges/limitations
16. Commercial pilot privileges/limitations
17. Military pilots or former military pilots:
Special rules

C. Part 91—*General Operating and Flight Rules—Subpart A—General.*

1. Responsibility of pilot in command
2. Pilot in command/more than one pilot
3. Preflight action
4. Flight crewmembers at stations
5. Interference with crewmembers
6. Careless or reckless operation
7. Liquor and drugs
8. Dropping objects
9. Fastening of safety belts
10. Parachutes and parachuting
11. Portable electronic devices
12. ATC transponder equipment requirements
13. Civil aircraft: Certificates required
14. Aircraft airworthiness
15. Aircraft operating limitations/markings
16. Supplemental oxygen
17. Instrument and equipment requirements
18. Limited/restricted aircraft limitations
19. Ferry flight with one engine inoperative
20. Emergency exits for airplanes
21. Aural speed warning device
22. Emergency locator transmitters
23. Report: Aircraft identification/ activity

D. Part 91—*General Operating and Flight Rules—Subpart B—Flight Rules.*

1. Waivers
2. Operating near other aircraft
3. Right-of-way rules
4. Aircraft speed
5. Acrobatic flights
6. Aircraft lights
7. Complying — ATC clearances/instructions
8. ATC light signals
9. Minimum safe altitudes; general
10. Altimeter settings
11. Flight plan; information required
12. Operation—in vicinity of airport
13. Operation—airport with control tower
14. Operation—airport without control tower
15. Flight in terminal control areas
16. Temporary flight restrictions
17. Flight test areas
18. Restricted and prohibited areas
19. Positive control areas; route segments
20. Basic VFR weather minimums
21. Special VFR weather minimums
22. VFR cruising altitude or flight level
23. ATC transponder test/inspection

E. Part 91—*General Operating and Flight Rules—Subpart C—Maintenance, Preventive Maintenance, and Alterations.*

1. General maintenance and alterations
2. Maintenance required
3. Carrying persons after repair/alteration
4. Inspections/progressive inspections
5. Altimeter system tests/inspections
6. Maintenance records/transfer of records
7. Rebuilt engine maintenance records
8. ATC transponder test/inspection

**II. NATIONAL TRANSPORTATION SAFETY BOARD
PROCEDURAL REGULATION—PART 430**

A. General.

1. Applicability
2. Definitions

B. Initial Notification of Aircraft Accidents, Incidents, and Overdue Aircraft.

1. Immediate notification
2. Information to be given in notification

C. Preservation of Aircraft Wreckage, Mail, Cargo, and Records.

D. Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft.

III. AIRMAN'S INFORMATION MANUAL (AIM)

A. AIM Part 1: Basic Flight Manual and ATC Procedures.

1. Glossary of aeronautical terms
2. Airport lighting/markings/aids
3. Air navigation radio aids
4. Visual approach slope indicator (VASI)
5. Controlled/uncontrolled airspace
6. Operating at nontower airports
7. Special use airspace—prohibited, restricted, ISJTA, alert areas
8. Automatic terminal information service (ATIS)
9. ATC departure/en route/arrival procedures
10. Radar traffic information service
11. Terminal radar program for VFR aircraft
12. Aeronautical advisory stations (UNICOM)
13. Radiotelephone phraseology/technique
14. Traffic/wind direction indicators

15. Obtaining weather information/briefing

16. Flight plans

17. ADIZ and designated mountainous areas

18. Medical facts for pilots

19. Good operating practices

B. AIM Part 2: Airport Directory.

1. Obtaining airport/heliport data
2. FSS/weather service telephone numbers

C. AIM Part 3: Operational Data and Notices to Airmen.

1. Obtaining airport/facility/FSS data
2. Special notices/special operations
3. Notices to Airmen (NOTAMS)

D. AIM Part 4: Graphic Notices and Supplemental Data.

1. Terminal radar service areas (TRSA's)
2. Terminal area graphic notices
3. Restrictions to en route navigation aids
4. VOR receiver checkpoints
5. Parachute jumping areas
6. "Heavy Wagon" and "Olive Branch" Routes

SAMPLE WRITTEN TEST

The following test items with correct responses are included here only for the purpose of acquainting you with the format used in the construction of FAA tests.

Test Items on Part 1, Federal Aviation Regulations

1. "Large aircraft" means aircraft of more than——

- (1) 10,500 pounds empty weight.
- (2) 12,500 pounds maximum certificated takeoff weight.
- (3) 12,500 pounds maximum gross weight only when pilot and copilot are required as a minimum crew.
- (4) 60-foot wingspan and 25,000 pounds maximum certificated takeoff weight.

Response 2 is the correct answer.

2. "Ceiling" means the height above——

- (1) sea level of the lowest or obscuring phenomenon that is broken or "overcast" and not classified as "thin" or "partial."
- (2) the earth's surface of the lowest cloud layer or obscuring phenomenon that *is actually* "broken" or "overcast," and not classified as "thin" or "partial."
- (3) the earth's surface of the lowest cloud layer or obscuring phenomenon that *is reported* as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."
- (4) the earth's surface of the lowest cloud layer or obscuring phenomenon which covers five-tenths (5/10) or more of the sky.

Response 3 is the correct answer.

3. "Flight time" means the time from the moment the aircraft——

- (1) engine is started until it is shut down.

- (2) begins takeoff run until it is parked.
- (3) first moves under its own power for the purpose of flight until the moment it first comes to rest at the next point of landing ("block-to-block" time).
- (4) first moves under its own power for the purpose of flight until the moment it lands.

Response 3 is the correct answer.

4. By definition, which of the following would be classified as controlled airspace?

- (1) Continental control area, control area, control zone, and transition area.
- (2) Terminal radar service areas.
- (3) Special use airspace.
- (4) Alert, warning, restricted, and prohibited areas.

Response 1 is the correct answer.

Test Items on Part 71, Federal Aviation Regulations

5. An airway that is based on a centerline that extends from one navigational aid or intersection to another navigational aid or intersection, is referred to as a——

- (1) continental control area.
- (2) Federal airway.
- (3) transcontinental airway.
- (4) positive control area.

Response 2 is the correct answer.

6. A low altitude airway generally includes, and is limited to, which of the following limits on each side of the route centerline?

- (1) 1 mile or less on each side.
- (2) 2 to 3 miles on each side.
- (3) 1½ mile on each side.
- (4) 4 or more miles on each side.

Response 4 is the correct answer.

7. A control zone may include one or more airports and is normally a circular area with a radius of—

- (1) 6 miles.
- (2) 3 miles.
- (3) 5 miles and extensions to include instrument approach and departure paths.
- (4) 3 miles and extensions to include instrument approach and departure paths.

Response 3 is the correct answer.

Test Items on Part 61, Federal Aviation Regulations

8. Assume your second-class medical certificate was issued to you on January 1, 1974. With regard to carrying passengers for hire, your medical certificate is valid until the end of—

- (1) January 1975.
- (2) December 1975.
- (3) January 1976.
- (4) December 1976.

Response 1 is the correct answer.

9. No person who is convicted of violating any Federal or State statute relating to the possession, transportation, or importation of narcotic drugs is eligible for any certificate or rating for a period of—

- (1) one year following the conviction.
- (2) time equal to the length of confinement in a Federal penal institution after conviction.
- (3) indefinite time, depending on the severity of the sentencing.
- (4) six months following the conviction.

Response 1 is the correct answer.

10. Which of the following statements relative to the logging of flight time is correct?

- (1) Flight time must be logged when passengers or cargo are being carried for hire; all other flight time need not be shown by a reliable record.

(2) Flight time to meet the requirements for a certificate or rating must be shown by a reliable record.

(3) Total pilot-in-command time must be shown by a reliable record.

(4) Pilot-in-command flight time after receiving a Private Pilot Certificate or higher must be shown by a reliable record.

Response 2 is the correct answer.

11. Part 61 (revised) defines a high performance airplane as—

- (1) an aircraft that has more than 200 hp or that has a retractable landing gear, flaps, and a controllable propeller.
- (2) an aircraft with more than 250 hp.
- (3) any aircraft equipped with jet engine or engines.
- (4) an aircraft over 12,000 pounds maximum certificated gross takeoff weight.

Response 1 is the correct answer.

12. Which of the following statements is correct, regarding required documents in the aircraft?

- (1) No person may operate a civil aircraft unless it has aboard a manufacturer's approved flight manual.
- (2) No person may operate a civil aircraft unless it has aboard the aircraft engine and aircraft logbooks.
- (3) No person may operate a civil aircraft unless it has aboard an appropriate and current Airworthiness Certificate and a Registration Certificate issued to its lessee.
- (4) No person may operate a civil aircraft unless it has aboard an appropriate and current Airworthiness Certificate and a Registration Certificate issued to its owner.

Response 4 is the correct answer.

13. Except when necessary for takeoffs or landings, no person may operate an aircraft (except a helicopter) below an altitude of—

- (1) 500 feet above the highest obstacle over a congested area.
- (2) 1,000 feet above the highest obstacle over a congested area.
- (3) 1,500 feet above the highest obstacle over a congested area.
- (4) 2,000 feet above the highest obstacle over a congested area.

Response 2 is the correct answer.

Test Items on Part 430, NTSB Procedural Regulation

14. Part 430 specifically states, the operator of an aircraft who is involved in an aircraft accident shall immediately notify——

- (1) the nearest Flight Service Station.
- (2) the nearest FAA General Aviation District Office.
- (3) the nearest NTSB, Bureau of Aviation Safety Field Office.
- (4) the nearest local law enforcement office.

Response 3 is the correct answer.

ADDITIONAL QUESTIONS

1. May a person act as pilot in command of a large aircraft if he does not hold a type rating for that aircraft?
2. When may a person whose pilot certificate is suspended apply for the reinstatement of his pilot certificate?
3. What is the standard direction for all turns to be made in an airplane approaching to land at an airport without an operating control tower?
4. What do the regulations require of a helicopter pilot with respect to fixed-wing aircraft traffic when approaching to land at airports without control towers?
5. Are the basic VFR weather minimums the same for all categories of aircraft when operating at more than 1,200 feet above the surface?
6. Is an intentional maneuver with a bank in excess of 60° considered an acrobatic maneuver?
7. What are the restrictions on the proximity of one aircraft to another in flight?
8. At what altitude does the continental control area begin?
9. What is a control zone?
10. At what altitude does a transition area begin when designated in conjunction with airway route structure or segments?
11. What class medical certificate must an applicant hold to be eligible for a commercial pilot certificate?
12. With respect to those regulations which pertain to certification, ratings, privileges, and limitations of airmen, what do the terms "category," "class," and "type" mean?
13. For how long a period are Private and Commercial Certificates valid?
14. May a pilot carry persons or property for hire in a restricted category aircraft?
15. When is an aircraft required to have at least one electric landing light?
16. May civilian pilots operate civil aircraft in formation flight?
17. Does an airplane towing a glider have the right-of-way over a glider in free flight?
18. May a noninstrument-rated pilot in command operate an aircraft in a positive control area?
19. When two aircraft are approaching each other head-on, what proper evasive action should be taken by each pilot of each aircraft?
20. May a commercial pilot exercise the privileges of a private pilot after his Class II Medical Certificate has expired?
21. May a person certificated as a private pilot act as pilot in command of an aircraft for compensation or hire?
22. Would a person who holds a pilot certificate and a medical certificate be required by Federal Aviation Regulations to present them for inspection upon the request of an authorized representative of the National Transportation Safety Board?
23. May an aircraft be operated between sunset and sunrise without lighted position lights?
24. With respect to center-of-gravity and weight limitations, who is responsible for the proper loading of an aircraft?
25. Within how many days after an accident shall the operator of the involved aircraft file a completed accident report, NTSB Form 6120.1, with the National Transportation Safety Board?
26. Within the United States, may a pilot in command allow a person to make a parachute jump from an aircraft if no emergency exists?

27. Is it the responsibility of the pilot in command to determine that all parachutes carried in an aircraft for emergency use have been packed within the preceding 60 days?
28. May the pilot of a civil aircraft carry a person who is obviously under the influence of intoxicating liquor?
29. What followup action is required of the pilot in command, who in an emergency deviates from the rules in Part 91, General Operating and Flight Rules?
30. Is any report required of the pilot in command who, in an emergency, is given priority by ATC?

GENERAL AVIATION DISTRICT OFFICES

NOTE: In this list no attempt has been made to separate Flight Standards District Offices from General Aviation District Offices as they also perform the functions of the General Aviation District Offices or "GADOs."

(Address letters to: Supervising Inspector—Federal Aviation Administration)

<i>State</i>	<i>City</i>	<i>Address</i>	<i>State</i>	<i>City</i>	<i>Address</i>
Alabama ----	Birmingham	6500 43rd Avenue North, Birmingham, Ala. 35206	Santa Monica		3200 Airport Avenue, Suite 3, Santa Monica, California 90405
Alaska -----	Anchorage	1515 East 13th Avenue, Anchorage, Alaska 99501	Van Nuys ---		7120 Hayvenhurst Ave., Van Nuys, California 91406
	Fairbanks ---	3788 University Avenue, Fairbanks, Alaska 99701	San Jose ----		1387 Airport Blvd., San Jose, California 95110
	Juneau -----	Rural Route 5, Box 5115, Juneau, Alaska 99801	Colorado ---	Denver -----	Federal Aviation Administration Bldg., Jefferson County Airport, Broomfield, Colorado 80020
Arizona ----	Phoenix -----	7616 East Butherus Dr., Scottsdale, Arizona 85254	District of Columbia	Washington, D.C.	West Building, Washington National Airport, Washington, D.C. 20001
Arkansas ---	Little Rock	Room 201 FAA/WS Bldg., Adams Field, Little Rock, Arkansas 72202	Florida -----	Jacksonville	Craig Field, P.O. Box 8665, Jacksonville, Florida 32211
California --	Fresno -----	2401 N. Ashley Air Terminal, Fresno, California 93727		Opa Locka --	Bldg. 121, Opa Locka Airport, Opa Locka, Florida 33054
	Long Beach	2815 East Spring Street, Long Beach, Calif. 90801		St. Petersburg	St. Petersburg-Clearwater Airport, St. Petersburg, Florida 33732
	Oakland -----	P.O. Box 2397, Airport Station, Oakland, California 94614	Georgia -----	Atlanta -----	Federal Aviation Administration Bldg., Fulton County Airport, Atlanta Georgia 30336
	Ontario -----	Administration Building, Ontario International Airport, Ontario, California 91761	Hawaii -----	Honolulu -----	P.O. Box 9728, Honolulu, Hawaii 96820
	Sacramento	Executive Airport, Sacramento, Calif. 95822	Idaho -----	Boise -----	3113 Airport Way, Boise, Idaho 83705
	San Diego ---	3750 John J. Montgomery Drive, San Diego, California 90405	Illinois -----	Chicago -----	P.O. Box H, West Chicago, Illinois 60185

<i>State</i>	<i>City</i>	<i>Address</i>	<i>State</i>	<i>City</i>	<i>Address</i>
	Springfield --	Capital Airport, Rural Route 2, Box 3, Springfield, Illinois 62707		Grand Rapids	5500 44th Street, S.E., Terminal Building, Grand Rapids, Michigan 49508
Indiana ----	Indian- apolis	Box 41525, Bldg. 1, Municipal Airport, Indianapolis, Indiana 46241	Minnesota --	Minneapolis -	6201 34th Avenue-South, Minneapolis, Minn. 55450
	South Bend -	1843 Commerce Drive, South Bend, Indiana 46328	Mississippi --	Jackson -----	P.O. Box 6273, Peal Branch, Jackson, Mississippi 39208
Iowa -----	Des Moines --	Room 204, Administra- tion Building, Des Moines, Iowa 50321	Missouri ----	St. Louis ----	9275 Genalre Drive, Berkeley, Missouri 63184
Kansas -----	Kansas City -	Administration Building, Fairfax Airport, Kansas City, Kansas 90405 66115	Montana ----	Billings -----	Room 216, Administra- tion Bldg., Logan Field Billings, Montana 59101
	Wichita -----	Flight Standards Bldg., Municipal Airport, Wichita, Kansas 67209		Helena -----	FAA Bldg., Room 3, Helena Airport, Helena, Montana 59601
Kentucky ---	Louisville ---	Second Floor, Central American Hangar, Louisville, Kentucky 40205	Nebraska ---	Lincoln -----	General Aviation Build- ing, Lincoln Municipal Airport, Lincoln, Nebraska 68524
Louisiana ---	LaFayette ---	LaFayette Airport, LaFayette, Louisiana 70501	Nevada -----	Reno -----	2601 E. Plumb Lane, Reno, Nevada 89502
	New Orleans	Administration Building, New Orleans Lake- front Airport, New Orleans, Louisiana 70126		Las Vegas ---	5700-C South Haven, Las Vegas, Nevada 89119
	Shreveport --	Room 202, Administra- tion Building, Downtown Airport, Shreveport, Louisiana 71107	New Jersey -	Teterboro ---	510 Industrial Avenue, Teterboro, New Jersey 07608
			New Mexico -	Albuquerque--	International Arrivals Building, Albuquerque Albuquerque, New Mexico 87119
Maine -----	Portland ----	974 Westbrook Street, Portland Airport, Portland, Maine 04102	New York --	Albany -----	Albany County Airport, Albany, New York 12211
Maryland ---	Baltimore ---	Friendship Interna- tional Airport, Baltimore, Maryland 21240		Farming- dale	Building #53, Republic Airport, Farmingdale, New York 11735
Massachu- setts	Norwood -----	Municipal Airport, Nor- wood, Massachusetts 02062		Rochester ---	Municipal Airport, Rochester, New York 14624
	Westfield -----	Barnes-Westfield Muni- cipal Airport, P.O. Box 544, Westfield, Massachusetts 01085	North Carolina	Charlotte ----	P.O. Box 27005, Muni- cipal Airport, Charlotte, North Carolina 28208
Michigan ---	Detroit -----	Willow Run Airport, Ypsilanti, Michigan 48197		Raleigh -----	P.O. Box 26807, Raleigh, North Carolina 27611
			North Dakota	Fargo -----	P.O. Box 2128, Fargo, North Dakota 58102

<i>State</i>	<i>City</i>	<i>Address</i>	<i>State</i>	<i>City</i>	<i>Address</i>
Ohio -----	Cincinnati ---	4242 Airport Road Cincinnati, Ohio 45226		Nashville ----	Third Floor, West Terminal Building, Nashville, Tennessee 37217
	Cleveland ---	Cleveland Hopkins Airport, Building W-11, Cleveland, Ohio 44185			
	Columbus ---	Room 215, Airport Terminal Building, Columbus, Ohio 43219	Texas -----	Corpus Christi	Rural Route 2, Box 903, International Airport, Corpus Christi, Texas 78408
Oklahoma ---	Oklahoma City	Federal Aviation Administration Building, Wiley Post Airport, Bethany, Oklahoma 73008		Dallas -----	Redbird Airport, Dallas, Texas 75232
	Tulsa -----	General Aviation Terminal Building, Room 110, International Airport, Tulsa, Oklahoma 74115		El Paso -----	FAA Building, 6795 Convair Road, El Paso, Texas 7995
Oregon -----	Eugene -----	Route 1, Box 717, Eugene, Oregon 97401		Fort Worth --	P.O. Box 1689, Fort Worth, Texas 76101
	Portland ----	5410 Northeast Marine Drive, Portland, Oregon 97218		Houston ----	8345 Telephone Road, Houston, Texas 77017
Pennsylvania	Allentown ---	Allentown-Bethlehem-Easton Airport, Allentown, Pennsylvania 18103		Lubbock -----	Route 3, P.O. Box 194Z, Lubbock, Texas 79415
	Harrisburg --	Room 201, Administration Building, Capital City Airport, New Cumberland, Pa. 17070		Midland -----	P.O. Box 6405, Air Terminal Station, Midland, Texas 79701
	Philadelphia -	Administration Building, 1st Floor, North Philadelphia Airport, Philadelphia, Pennsylvania 19114		San Antonio -	Room 201, 1115 Paul Wilkins Road, San Antonio, Texas 78216
	Pittsburgh --	Allegheny County Airport, Room 213, West Mifflin, Pennsylvania 15122	Utah -----	Salt Lake City	116 North 2400 West, Salt Lake City, Utah 84116
			Virginia ----	Richmond ---	Byrd Field, Sandston, Virginia 235150
			Washington -	Seattle -----	Room 104, FAA Bldg., Boeing Field, Seattle, Washington 98108
				Spokane -----	5629 East Rutter Ave., Spokane, Washington 99206
South Carolina	Columbia ----	Columbia Metropolitan Airport, Box 200, West Columbia, South Carolina 29169	West Virginia	Charleston --	Old Administration Building, Kanawha County Airport, Charleston, West Virginia 25311
South Dakota	Rapid City --	Rural Route 2, Box 633B, Rapid City, South Dakota 57701	Wisconsin --	Milwaukee --	General Mitchell Field, 5300 South Howell Avenue, Milwaukee, Wisconsin 53207
Tennessee ---	Memphis ----	P.O. Box 30050, Memphis, Tennessee 38130	Wyoming ---	Casper -----	Natrona County International Airport, 1187 Fuller Street, Casper, Wyoming 82601

NOTE: An office is also located at the following address in Puerto Rico:

RFD #1, P.O. Box 29A
Loiza Station
San Turce, Puerto Rico 00914