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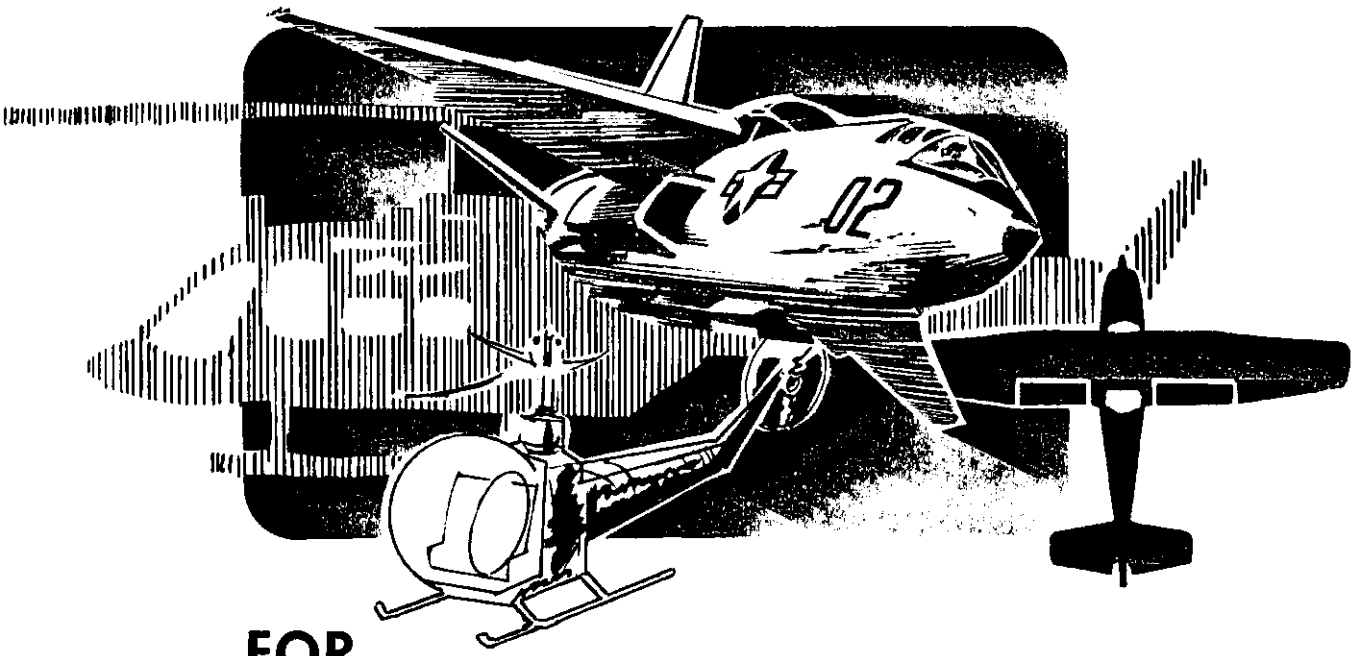
U.S. Department
of Transportation

**Federal Aviation
Administration**

FEDERAL AVIATION REGULATIONS

Written Test Guide



FOR

**MILITARY, COMMERCIAL
AND PRIVATE PILOTS**

PREFACE

The Office of Flight Operations 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 revision supersedes AC 61-34B, Federal Aviation Regulations Written Test Guide, dated 1975.

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

CONTENTS

FEDERAL AVIATION REGULATIONS WRITTEN TEST GUIDE FOR MILITARY, COMMERCIAL, AND PRIVATE PILOTS

INTRODUCTION

Rated military pilots may be credited with having the experience necessary to satisfy the aeronautical experience and skill requirements for civilian flying. Many of these military pilots may not have adequate knowledge of the regulations required to operate as a civilian pilot. For this reason, FAR section 61.73 sets forth the requirements for qualified military persons who wish to obtain a private or commercial pilot certificate.

The regulation provides that eligible military pilots may be certificated as commercial or private pilots if they pass the FAA written test on:

(a) pilot privileges and limitations,
(b) general operating and air traffic rules, and
(c) accident reporting rules.

To be eligible for certification, military pilots must present satisfactory evidence of having the required experience and meeting the military flight status requirements, and then passing the test on civil regulations. This test is administered and graded at FAA district offices. If the applicant passes, a temporary pilot certificate will be issued immediately; a permanent certificate will be sent to the applicant after final review and processing.

Because knowledge of aviation regulations is required for all persons operating as commercial or private pilots, this test guide is useful to all pilots, military or civilian who are preparing for FAA written tests.

TAKING THE WRITTEN TEST

The test items on regulations are based on Federal Aviation Regulations Parts 1, 61, 71, and 91 and National Transportation Safety Board, Part 830. The test consists of multiple – choice test items which may be answered by selecting one response from the four presented. This type of test conserves the applicant's time, permits greater coverage of subject matter, reduces the time required for scoring, and eliminates subjective judgment in determining grades.

The following is offered as guidance when taking the test:

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 it appears there is no completely correct answer, a choice should be made 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. In these instances the 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 with the test items whose answers you know first; then, if time permits, reconsider the difficult items.

Tests may be taken at all General Aviation District Offices and some Air Carrier District Offices. Check with the nearest FAA office for the time at which the test may be taken.

SCORING TESTS

The answer sheet for military pilots is graded at the FAA office which administered the test. If a passing score of 70 percent is obtained, a temporary pilot certificate is issued immediately. If the applicant does not pass, a "Notice of Disapproval of Application" is issued. 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 the test was failed. However, in the case of a first failure an applicant may apply for retesting before the 30 days have expired upon presenting a written statement from an authorized instructor certifying that appropriate ground instruction was given to the applicant and the applicant is competent to pass the test.

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, Part 830

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, AD – 41, Washington, D.C. 20594.

Airman's Information Manual: Basic Flight Information and ATC Procedures

This manual is designed to provide airmen with basic flight information and ATC procedures for use in the National Airspace System of the U.S. It also contains items of interest to pilots concerning health and medical facts, factors affecting flight safety, a pilot/controller glossary of terms used in the Air Traffic Control System, and information on safety, accident, and hazard reporting.

IFR and VFR Pilot Exam–O–Grams

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

Exam – O – Grams frequently contain information about the FAR's providing the applicant another source of knowledge available when preparing for an FAA test.

HOW TO OBTAIN FAA PUBLICATIONS

Information regarding the availability and instructions for ordering FAA publications are contained in the current edition of AC 00 – 2, Advisory Circular Checklist. This publication is issued as necessary and is free of charge to the public. To obtain a copy of AC 00 – 2, send your request to:

U.S. Department of Transportation
Publications Section, M – 443.1
Washington, D.C. 20590

If you wish to be placed on the mailing list to receive subsequent issues of the Advisory Circular Checklist, send your request to:

U.S. Department of Transportation
Distribution Requirements Section, M – 482.2
Washington, D.C. 20590

The publications listed in AC 00 – 2 are either free of charge from FAA or for sale by the Superintendent of Documents. When ordering sales publications remember:

1. Use an order form (not a letter unless absolutely necessary). Order forms may be duplicated or obtained free upon request from:

   Superintendent of Documents
   U.S. Government Printing Office
   Washington, D.C. 20402

2. Send separate orders for subscription and non-subscription items.

3. Give the exact name, Advisory Circular identification number, and stock number when ordering publications.

4. Send a check or money order for the exact amount payable to the Superintendent of Documents; DO NOT SEND CURRENCY. (Include an additional 25 percent to cover postage for foreign mailing.)

5. If a letter is used to request publications, enclose a self – addressed mailing label.

6. All prices are subject to change. The latest AC 00 –2, Advisory Circular Checklist, should be consulted for current pricing of publications. It is important that the correct amount be enclosed with the order.

STUDY OUTLINE FOR THE WRITTEN TEST

This outline is a guide for an organized study program. 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 recall of a regulation without ability to apply it to an operationally realistic airman activity or situation will not assure knowledge of adequate depth.

I. Federal Aviation Regulations

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

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

17. Route segment
18. Terminal control area
19. Positive control area

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—Part 830

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. AIM (Airman's Information Manual)—Basic Flight Information and ATC Procedures

1. Air navigation radio aids
2. Radar services and procedures
3. Airport lighting/marking/aids
4. Controlled/uncontrolled/special use airspace
5. ATC services available to pilots
6. Radio communications phraseology and techniques
7. Airport operations
8. ATC clearance/separations
9. Preflight
10. ATC departure/en route/arrival procedures
11. Pilot/controller roles and responsibilities
12. National security and interception procedures
13. Emergency procedures
14. Safety of flight
15. Medical facts for pilots
16. Aeronautical charts and related publications
17. Pilot/controller glossary

EXCERPTS OF FEDERAL AVIATION REGULATIONS

EXCERPTS

PART 61 PILOTS AND FLIGHT INSTRUCTORS

§ 61.73 Military pilots or former military pilots: special rules.

(a) *General.* A rated military pilot or former rated military pilot who applies for a private or commercial pilot certificate, or an aircraft or instrument rating, is entitled to that certificate with appropriate ratings or to the addition of a rating on the pilot certificate he holds, if he meets the applicable requirements of this section. This section does not apply to a military pilot or former military pilot who has been removed from flying status for lack of proficiency or because of disciplinary action involving aircraft operation.

(b) *Military pilots on active flying status within 12 months.* A rated military pilot or former rated military pilot who has been active flying status within the 12 months before he applies must pass a written test on the parts of this chapter relating to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules. In addition, he must present documents showing that he meets the requirements of paragraph (d) of this section for at least one aircraft rating, and that he is, or was at any time since the beginning of the twelfth month before the month in which he applies—

(1) A rated military pilot on active flying status in an armed force of the United States; or

(2) A rated military pilot of an armed force of a foreign contracting State to the Convention on International Civil Aviation, assigned to pilot duties (other than flight training) with an armed force of the United States who holds, at the time he applies, a current civil pilot license issued by that foreign State authorizing at least the privileges of the pilot certificate he seeks.

(c) *Military pilots not on active flying status within previous 12 months.* A rated military pilot or former military pilot who has not been on active flying status within the 12 months before he applies must pass the appropriate written and flight tests prescribed in this Part for the certificate or rating he seeks. In addition, he must show that he holds an FAA medical certificate appropriate to the pilot certificate he seeks and present documents showing that he was, before the beginning of the twelfth month before the month in which he applies, a rated military pilot as prescribed by either subparagraph (1) or (2) of paragraph (b) of this section.

(d) *Aircraft ratings: other than airplane category and type.* An applicant for a category, class, or type rating (other than airplane category and type rating) to be added on the pilot certificate he holds, or for which he has applied, is issued that rating if he presents documentary evidence showing one of the following:

(1) That he has passed an official United States military checkout as pilot in command of aircraft of the category, class, or type for which he seeks a rating since the beginning of the twelfth month before the month in which he applies.

(2) That he has had at least 10 hours of flight time serving as pilot in command of aircraft of the category, class, or type for which he seeks a rating since the beginning of the twelfth month before the month in which he applies and previously has had an official United States military checkout as pilot in command of that aircraft.

(3) That he has met the requirements of subparagraph (1) or (2) of paragraph (b) of this section, has had an official United States military checkout in the category of aircraft for which he seeks a rating, and that he passes an FAA flight test appropriate to that category and the class or type rating he seeks. To be eligible for that flight test, he must have a written statement from an authorized flight instructor, made not more than 60 days before he applies for the flight test, certifying that he is competent to pass the test.

A type rating is issued only for aircraft types that the Administrator has certificated for civil operations. Any rating placed on an airline transport pilot certificate is limited to commercial pilot privileges.

(e) *Airplane category and type ratings.*

(1) An applicant for a commercial pilot certificate with an airplane category rating, or an applicant for the addition of an air-

plane category rating on his commercial pilot certificate, must hold an airplane instrument rating, or his certificate is endorsed with the following limitation: "not valid for the carriage of passengers or property for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night."

(2) An applicant for a private or commercial pilot certificate with an airplane type rating, or for the addition of an airplane type rating on his private or commercial pilot certificate who holds an instrument rating (airplane), must present documentary evidence showing that he has demonstrated instrument competency in the type of airplane for which the type rating is sought, or his certificate is endorsed with the following limitation: "VFR only."

(f) *Instrument rating.* An applicant for an airplane instrument rating or a helicopter instrument rating to be added on the pilot certificate he holds, or for which he has applied, is entitled to that rating if he has, within the 12 months preceding the month in which he applies, satisfactorily accomplished an instrument flight check of a U.S. Armed Force in an aircraft of the category for which he seeks the instrument rating and is authorized to conduct IFR flights on Federal airways. A helicopter instrument rating added on an airline transport pilot certificate is limited to commercial pilot privileges.

(g) *Evidentiary documents.* The following documents are satisfactory evidence for the purposes indicated:

(1) To show that the applicant is a member of the armed forces, an official identification card issued to the applicant by an armed force may be used.

(2) To show the applicant's discharge or release from an armed force, or his former membership therein, an original or a copy of a certificate of discharge or release may be used.

(3) To show current or previous status as a rated military pilot on flying status with a U.S. Armed Force, one of the following may be used:

(i) An official U.S. Armed Force order to flight duty as a military pilot.

(ii) An official U.S. Armed Force form or logbook showing military pilot status.

(iii) An official order showing that the applicant graduated from a United States military pilot school and is rated as a military pilot.

(4) To show flight time in military aircraft as a member of a U.S. Armed Force, an appropriate U.S. Armed Force form or summary of it, or a certified United States military logbook may be used.

(5) To show pilot-in-command status, an official U.S. Armed Force record of a military checkout as pilot in command, may be used.

(6) To show instrument pilot qualification, a current instrument card issued by a U.S. Armed Force, or an official record of the satisfactory completion of an instrument flight check within the 12 months preceding the month of the application may be used. However, a Tactical (Pink) instrument card issued by the U.S. Army is not acceptable.

SAMPLE TEST QUESTIONS

The following test items are for the purpose of acquainting the applicant with the format used in the construction of FAA tests. The FAA does not supply the correct answers to the questions. The applicant should determine the answers by research and study, by working with instructors, or by attending ground schools.

The FAA is not responsible for the contents of commercial reprints of this publication nor the accuracy of answers they may list.

FAR 1

001. "Ceiling," as used in aviation weather reports, is the height above the Earth's surface of the

1—highest layer of clouds located above the reporting station.
2—lowest layer of clouds or obscuration phenomena located above the reporting station.
3—highest layer of clouds that is reported as "overcast" and not classified as "thin" or "partial."
4—lowest layer of clouds or obscuration phenomena that is reported as "broken," "overcast," or "obscuration" and not classified as "thin" or "partial."

FAR 1

002. As used in aviation, what does "flight visibility" mean?

1—The prevailing horizontal visibility as reported by the United States National Weather Service or an accredited observer.
2—The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
3—The average visibility in all directions as seen from the cockpit of an aircraft in flight.
4—The average slant – range distance that the pilot can see from the cockpit of an aircraft in flight.

FAR 1

003. Regulations which refer to "commercial operator" relate to that person who

1—engages in air commerce, other than air carrier, for compensation or hire.
2—acts as pilot in command of an air carrier aircraft.
3—is the owner of a scheduled airline.
4—is a required crewmember aboard an airline transport aircraft.

FAR 1

004. Regulations which refer to "operator" relate to that person who

1—causes the aircraft to be used or authorizes its use.
2—is the sole manipulator of the aircraft controls.
3—is a required crewmember aboard the aircraft.
4—acts as pilot in command of the aircraft.

FAR 1

005. An Airport Traffic Area extends upward to, but not including,

1—2,000 feet AGL.
2—3,000 feet MSL.
3—3,000 feet AGL.
4—2,000 feet MSL.

FAR 1

006. Airport Traffic Areas are in effect at all airports where

1—a flight service station is in operation.
2—a control zone is in effect.
3—the airport is located within the lateral limits of controlled airspace.
4—a control tower is in operation.

FAR 71

007. Excluding Hawaii, the vertical limits of the Federal Low Altitude Airways extend from

1—700 feet AGL up to, but not including, 14,500 feet MSL.
2—1,200 feet AGL up to, but not including, 18,000 feet MSL.
3—1,200 feet AGL up to, but not including, 14,500 feet MSL.
4—1,500 feet AGL up to, but not including, 24,000 feet MSL.

FAR 71

008. Which statement is true regarding Control Areas?

1—They start at an altitude of 700 feet or higher above the surface.
2—They start at the surface and extend upward to the base of the Continental Control Area.
3—They are located at tower – controlled airports only.
4—They have higher basic VFR minimums than Control Zones.

FAR 71

009. The Continental Control Area for the 48 contiguous states consists of airspace

1—below 10,000 feet MSL.
2—within all restricted areas and prohibited areas.
3—at and below 14,500 feet MSL.
4—at and above 14,500 feet MSL.

FAR 71

010. One of the major differences between Control Zones and Control Areas is that all Control Zones

1—always begin at 700 feet AGL while Control Areas always begin at 1,200 feet above the surface.
2—are located around tower – controlled airports only.
3—have higher basic VFR weather minimums than Control Areas.
4—begin at the surface, while all Control Areas begin at an altitude of 700 feet or higher above the surface.

FAR 71

011. Which statement is true regarding control zones?

1—They extend upward from 700 feet AGL and terminate at the base of the Continental Control Area.
2—Unless they underlie the Continental Control Area, control zones have no upper limit.
3—Designated control zones are located only at those airports which have a control tower in operation.
4—They are not depicted on sectional aeronautical charts.

FAR 71

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

1—1 mile.
2—2 miles.
3—5 miles.
4—7 miles.

NTSB 830

013. Aircraft accident reporting rules are contained in which regulation?

1—FAR Part 1.
2—FAR Part 61.
3—FAR Part 91.
4—NTSB Part 830.

NTSB 830

014. Certain rules contained in the National Transportation Safety Board Regulation, Part 830, pertain to

1—basic data essential to safety of flight in the U.S. National Airspace System.
2—Air Traffic Control procedures for operations within controlled airspace.
3—the development of national policies and programs conducive to the provisions of safe and efficient transportation.
4—the notification and reporting of aircraft accidents, incidents, and overdue aircraft.

NTSB 830

015. When is the National Transportation Safety Board required to be notified if an accident has resulted in substantial damage to an aircraft?

1—Within 10 days.
2—Within 30 days.
3—Within 45 days.
4—Immediately.

NTSB 830

016. To comply with regulations, which aircraft incident would require an immediate notification to the nearest field office of the National Transportation Safety Board?

1—Engine failure during flight.
2—An electrical fire during flight.
3—In – flight generator failure.
4—Landing gear damage due to a hard landing.

FAR 61

017. Current and appropriate pilot and medical certificates must be in one's personal possession

1—when acting as pilot in command or in any capacity as a required flight crewmember.
2—only when acting as pilot in command while passengers are aboard.
3—only when acting as pilot in command for compensation or hire.
4—only when acting as pilot in command.

FAR 61

018. Which of the following are considered "class ratings"?

1—Single–engine land; multiengine land; single–engine sea; multiengine sea.
2—Single– and multiengine land; single– and multiengine sea; airplane instrument; airplane "type" ratings.
3—Single–engine; multiengine; rotorcraft; lighter– than–air.
4—Airplane; rotorcraft; glider; lighter–than–air.

FAR 61

019. Examples of the term "Category" as used with respect to certification, privileges, and limitations of airmen, include

1—DC – 8 and DC – 9; Lear Jet; and Jet Commander.
2—airplane; rotorcraft; glider; and lighter – than – air.
3—transport; normal; utility; acrobatic; and restricted.
4—single – engine; multiengine; land, water, and helicopter.

FAR 61

020. Which statement is true regarding Commercial Pilot Certificates?

1—They expire if recency of experience requirements are not met.
2—They expire after a duration of 12 months.
3—They expire after a duration of 24 months.
4—There is no expiration date on these certificates.

FAR 61

021. If a Second – Class Medical Certificate was issued July 24, 1979, this certificate

1—permits private pilot privileges only, beyond midnight July 24, 1980.
2—permits private pilot privileges only, beyond midnight of the last day of July 1980.
3—permits commercial pilot privileges only, until midnight July 23, 1980.
4—must be renewed by midnight July 23, 1980, to carry passengers for hire after July 24, 1980.

FAR 61

022. To act as pilot in command of an airplane equipped with a retractable landing gear, a person is required to do which of the following if no pilot – in – command time in such an airplane was logged prior to November 1, 1973?

1—Pass an FAA flight test in such an airplane.
2—Make three solo takeoffs and landings in such an airplane.
3—Hold a retractable gear airplane class rating.
4—Receive flight instruction in such an airplane.

FAR 61

023. Before acting as pilot in command of high – performance airplanes, a private or commercial pilot must have logged pilot – in – command time in such airplanes before November 1, 1973, or have received flight instruction in airplanes with

1—a certificated maximum gross weight of more than 6,000 pounds.
2—a cruising speed of more than 200 knots.
3—more than 200 hp, or retractable landing gear, flaps, and controllable propeller, as the case may be.
4—a minimum of 185 hp.

FAR 61

024. If the pilot in command has a Commercial Pilot Certificate with airplane multiengine land, and DC – 3 type rating, which of these operations is authorized?

1—Operating any large airplane for hire.
2—Operating any multiengine airplane, regardless of weight.
3—Carrying passengers not for hire in a single – engine airplane.
4—Carrying passengers for hire in a light multiengine airplane.

FAR 61

025. Unless otherwise authorized, a pilot in command is required to possess a type rating for that aircraft when operating

1—a lighter – than – air category aircraft.
2—any surplus military aircraft.
3—an airplane in air commerce between the United States and other countries.
4—a turbojet powered airplane.

FAR 61

026. If a pilot has only a "multiengine land" rating on a Commercial Certificate and carries passengers in a single engine airplane, this pilot would be operating in

1—accordance with FAR's, provided the pilot receives a checkout flight in the aircraft with a certificated instructor.
2—violation of FAR's.
3—accordance with FAR's, since the pilot is rated in a more complex aircraft and is not carrying passengers for hire.
4—violation of FAR's, unless the pilot has made at least three takeoffs and three landings within the past 90 days.

FAR 61

027. A person exercising the privileges of a Commercial Pilot Certificate must show, by a reliable record, the logging of which flight time?

1—The flight instruction time received.
2—The flight time necessary to meet the recent experience requirements.
3—All flight time flown with passengers aboard.
4—All flight time.

FAR 61

028. What flight time may a pilot log as second in command?

1—One – half of the total flight time while serving as second in command on aircraft requiring more than one pilot.
2—Only that flight time during which the second in command is the sole manipulator of the controls.
3—All flight time while acting as second in command in aircraft requiring more than one pilot.
4—All flight time while acting as second in command, regardless of aircraft crew requirement.

FAR 61
029. To serve as second in command of "large" airplanes, a person must hold at least a

1—Private Pilot Certificate with the appropriate category and class ratings.
2—Commercial Pilot Certificate with the appropriate category, class, and type ratings.
3—Private Pilot Certificate with the appropriate category, class, and type ratings.
4—Commercial Pilot Certificate with the appropriate category and class ratings.

FAR 61
030. To act as pilot in command of an aircraft, a person must have satisfactorily accomplished a flight review or completed a pilot proficiency check within the preceding

1—6 months.
2—12 months.
3—18 months.
4—24 months.

FAR 61
031. Which of the following must a person have accomplished within the preceding 90 days to act as pilot in command when carrying passengers in a single – engine land airplane?

1—At least three takeoffs and three landings in an airplane of the same class.
2—At least three takeoffs and three landings in any class airplane.
3—At least five takeoffs and five landings in a single – engine land airplane.
4—At least five landings in any aircraft.

FAR 61
032. Prior to carrying passengers at night, the pilot in command must have accomplished the required takeoffs and landings in

1—an aircraft that is equipped for instrument flight.
2—the same category and class as the aircraft to be used.
3—the same category, class, and type as the aircraft to be used.
4—any category aircraft.

FAR 61
033. What recent flight experience must a commercial airplane pilot meet prior to operating an airplane in solo flight?

1—Three takeoffs and three landings in an airplane within the preceding 90 days.
2—Three takeoffs and three landings in any fixed – wing aircraft within the preceding 90 days.
3—Satisfactorily accomplished a flight review in an aircraft for which rated within the preceding 24 months.
4—Satisfactorily accomplished a flight review within the preceding 24 months, but this review must be in an airplane.

FAR 61
034. Unless the necessary takeoffs and landings have been made to meet the recency of experience requirement, a commercial pilot may not

1—perform any duties as a crewmember.
2—fly for compensation or hire.
3—act as pilot in command.
4—carry passengers.

FAR 61
035. If recency of experience requirements for night flight are not met, and official sunset is 1806, the latest time which passengers can be carried is

1—1806.
2—1906.
3—1706.
4—1836.

FAR 61
036. To act as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember, a pilot must be type rated for that specific type aircraft and have satisfactorily completed a proficiency or flight check in that type aircraft, or an approved simulator, within the preceding

1—12 months.
2—18 months.
3—24 months.
4—36 months.

FAR 61
037. When a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only

1—30 days after the date of the move.
2—60 days after the date of the move.
3—90 days after the date of the move.
4—120 days after the date of the move.

FAR 61
038. To act as pilot in command of an airplane towing a glider, a certificated airplane pilot is required to have

1—at least a Private Pilot Certificate with a glider rating and made and logged at least three flights as pilot or observer in a glider being towed by an airplane.
2—a logbook record of having made at least three flights as sole manipulator of the controls of a glider being towed by an airplane.
3—at least a Commercial Pilot Certificate with a glider rating.
4—a logbook endorsement for receipt of ground and flight instruction in gliders and familiarity with techniques and procedures for glider towing.

FAR 61

039. According to regulations pertaining to general privileges and limitations, a private pilot may

1—not be paid in any manner for the operating expenses of a flight.
2—be paid for the operating expenses of a flight if at least three takeoffs and three landings were made by the pilot within the preceding 90 days.
3—share the operating expenses of a flight with the passengers.
4—charge a reasonable fee for acting as pilot in command.

FAR 61

040. If a Second – Class Medical Certificate was issued to a commercial pilot 13 months ago, during the next 11 months, this pilot may

1—act as pilot in command for compensation or hire, but may not carry passengers or property for compensation or hire.
2—not act as pilot in command nor carry passengers or property.
3—act as pilot in command for compensation or hire and carry passengers or property for compensation or hire.
4—act as pilot in command and carry passengers or property, but not for compensation or hire.

FAR 61

041. You intend to carry passengers for hire on a night VFR flight in a single – engine airplane within a 25 – mile radius of the departure airport. You are required to possess at least which rating(s)?

1—An Airline Transport Pilot Certificate with a single – engine land rating.
2—A Commercial Pilot Certificate with a single – engine land rating.
3—A Commercial Pilot Certificate with a single – engine and instrument (airplane) rating.
4—A Private Pilot Certificate with a single – engine land and instrument airplane rating.

FAR 61

042. A commercial pilot who carries passengers for hire at night is required to hold

1—an airplane instrument rating.
2—a type rating for the airplane being flown.
3—an airplane flight instructor certificate.
4—a First – Class Medical Certificate.

FAR 91

043. If an in – flight emergency requires immediate action, a pilot in command may

1—not deviate from regulations unless, prior to the deviation, approval is granted by the Administrator.
2—not deviate from regulations unless permission is obtained from Air Traffic Control.
3—deviate from regulations to the extent required to meet the emergency, and must submit a written report to the Administrator within 24 hours.
4—deviate from regulations to the extent required to meet that emergency.

FAR 91

044. The preflight action required by regulations relative to alternatives available if the planned flight cannot be completed is applicable to

1—any flight conducted for hire or compensation.
2—any flight not in the vicinity of an airport.
3—all IFR and night VFR flights.
4—IFR flights only.

FAR 91

045. In addition to other preflight action required for a VFR cross – country flight, regulations also specifically require the pilot in command to

1—check the accuracy of the omninavigational equipment.
2—determine runway lengths at any airport of intended use.
3—check each fuel tank visually to ensure that it is always filled to capacity.
4—file a flight plan.

FAR 91

046. Preflight action as required by regulations for all flights away from the vicinity of an airport shall include a study of the weather, taking into consideration fuel requirements and

1—an alternate course of action if the flight cannot be completed as planned.
2—the filing of a flight plan.
3—the designation of an alternate airport.
4—an operational check of your navigation radios.

FAR 91

047. Familiarization with all available weather reports and forecasts, fuel requirements, and alternatives available is required by regulations

1—for all flights not in the vicinity of an airport.
2—only if passengers are carried for hire.
3—only if the flight is conducted outside controlled airspace.
4—only if the flight is conducted within controlled airspace.

FAR 91

048. If in your preflight action for a cross – country flight you obtain only the Surface Aviation Weather Reports and do not utilize available forecasts, you are

1—following regulations, unless the flight is being conducted in interstate air commerce.
2—following regulations.
3—exercising poor judgment but not violating regulations.
4—violating regulations.

FAR 91

049. When must a required flight crewmember's seatbelt be fastened?

1—During takeoffs and landings only if passengers are being carried for hire.
2—During the entire flight while at the assigned station.
3—During the entire flight if the aircraft is being used for hire.
4—During takeoffs and landings only.

FAR 91

050. No person may act as a crewmember of a civil aircraft if that person has consumed alcohol within the preceding

1—8 hours.
2—12 hours.
3—16 hours.
4—24 hours.

FAR 91

051. One may not act as pilot of an aircraft while carrying a passenger who is obviously under the influence of intoxicating liquors or drugs unless

1—the passenger remains seated with seatbelt fastened.
2—the passenger is a medical patient under proper care.
3—the passenger is provided with supplemental oxygen.
4—the pilot determines safety of flight will not be compromised.

FAR 91

052. Is it permissible for a pilot to allow a person who is obviously under the influence of intoxicating liquors or drugs to be carried aboard an aircraft?

1—No.
2—Yes, but only after a waiver has been obtained from the FAA.
3—Yes, but only if the person is a medical patient under proper care.
4—Yes, but only if the person does not have access to the cockpit or pilot's compartment.

FAR 91

053. Prior to takeoff, passengers should be notified to fasten their seatbelts. This action is

1—a good operating practice but is not required by regulations.
2—required by regulations prior to all takeoffs and landings.
3—required by regulations prior to all takeoffs but not before landings.
4—required only for air taxi and airline operations.

FAR 91

054. Regulations require that seatbelts in an airplane be properly secured about the

1—occupants during takeoffs and landings.
2—crewmembers only, during takeoffs and landings.
3—occupants during flight in moderate or severe turbulence only.
4—passengers and crewmembers during the entire flight.

FAR 91

055. A chair – type (canopy in back) parachute is carried in an aircraft and is available for emergency use. Regulations require that this parachute must have been packed by an appropriately rated parachute rigger within the preceding

1—60 days.
2—90 days.
3—120 days.
4—180 days.

FAR 91

056. Which of the following is required to operate an aircraft towing an advertising banner?

1—Approval from ATC to operate in a control area.
2—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.
3—A record of training for the pilot in command.
4—A certificate of waiver issued by the Administrator.

FAR 91

057. Which of the following is required when operating an aircraft towing a glider?

1—A glider pilot rating on the pilot – in – command's pilot certificate.
2—A Special Purpose Airworthiness Certificate issued by the FAA Administrator.
3—Approval from ATC to tow the glider in a Control Zone.
4—A certificate of waiver issued by the Administrator.

FAR 91

058. Portable electronic devices which may interfere with the navigational equipment or communications system may not be operated on aircraft being flown

1—along Federal Airways.
2—at altitudes above 14,500 feet MSL.
3—by a commercial operator.
4—within the United States.

FAR 91

059. No person may begin a flight during the day in a rotorcraft under VFR unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least

1—10 minutes.
2—20 minutes.
3—30 minutes.
4—40 minutes.

FAR 91

060. Considering the wind and forecast weather conditions, no person may begin a flight in an airplane at night unless there is enough fuel to fly to the first point of intended landing at normal cruising speed and after that to fly at least

1—30 minutes.
2—45 minutes.
3—1 hour.
4—1 hour 15 minutes.

FAR 91

061. Within the 48 contiguous states and the District of Columbia, airplanes operating in which of the following are required to be equipped with a transponder having automatic altitude reporting capability?

1—Controlled airspace above 12,500 feet MSL, excluding the airspace at or below 2,500 feet AGL.
2—All controlled airspace when operating under IFR.
3—All airspace above 12,500 feet MSL, except for VFR flights.
4—All control areas when operating under IFR.

FAR 91

062. No person may operate a civil aircraft unless the Airworthiness Certificate or Special Flight Permit or authorization required by regulations, is

1—displayed at the cabin or cockpit entrance so that it is visible to passengers or crewmembers.
2—included in the approved logbooks for that aircraft.
3—filed with the other required certificates or documents within the aircraft.
4—filed in the operator's office from which the airplane is dispatched.

FAR 91

063. Regarding certificates and documents, no person may operate an aircraft unless it has within it at least an

1—Airworthiness Certificate and aircraft and engine logbooks.
2—Airworthiness Certificate and owner's handbook.
3—Airworthiness Certificate, aircraft and engine logbooks, and owner's handbook.
4—Airworthiness Certificate, Registration Certificate, and operating limitations.

FAR 91

064. Who is responsible for determining whether an aircraft is in condition for safe flight?

1—The maintenance man who maintains the aircraft.
2—The maintenance inspector.
3—The owner of the aircraft.
4—The pilot in command.

FAR 91

065. The operating limitations for an aircraft can be found

1—only in the owner's handbook.
2—in the aircraft and engine logbooks.
3—in the FAA – approved flight manual, markings, and placards or any combination thereof.
4—on the Airworthiness Certificate.

FAR 91

066. You plan to cruise at 13,500 feet for 1 hour 45 minutes in an unpressurized aircraft. What period of time will the flight crew be required to use supplemental oxygen?

1—45 minutes.
2—1 hour.
3—1 hour 15 minutes.
4—1 hour 45 minutes.

FAR 91

067. At which of these cabin pressure altitudes may a pilot operate an aircraft in excess of 30 minutes without using supplemental oxygen?

1—12,500 feet MSL.
2—14,500 feet MSL.
3—15,000 feet MSL.
4—15,500 feet MSL.

FAR 91
068. When operating a pressurized aircraft above Flight Level 350, suppose it is necessary for one of the required pilots to leave the control station. The pilot remaining at the controls should take which action?

1—Breathe supplemental oxygen until the other pilot returns to the control station.
2—Position the quick – donning oxygen mask so that it can be placed on the face within 5 seconds.
3—Require all occupants to breathe supplemental oxygen during the other pilot's absence.
4—Ensure that the pilot who departed the control station has an appropriately charged walk – around oxygen bottle.

FAR 91
069. If a pressurized airplane is not equipped with a quick – donning type oxygen mask, one pilot at the controls must wear and use an oxygen mask when operating above which Flight Level?

1—250.
2—300.
3—350.
4—180.

FAR 91
070. When operating an aircraft at cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet MSL, supplemental oxygen shall be used by the required minimum flight crew

1—during that part of the flight that is more than 30 minutes in duration.
2—during the entire flight time at those altitudes.
3—while at those altitudes for 15 minutes.
4—at no required time, unless passengers are being carried for hire.

FAR 91
071. Above which cabin pressure altitude must each occupant be provided with supplemental oxygen?

1—10,000 feet MSL.
2—12,500 feet MSL.
3—14,000 feet MSL.
4—15,000 feet MSL.

FAR 91
072. Which is required equipment for powered aircraft during VFR night flights?

1—Gyroscopic direction indicator.
2—Anticollision light system.
3—Gyroscopic pitch and bank indicator.
4—Appropriate radio navigational equipment.

FAR 91
073. What equipment is required if an airplane is operated for hire on a daytime VFR flight conducted over water and beyond power – off gliding distance from shore?

1—An approved system of dispensing at least two different colors of water dye.
2—A sensitive altimeter adjustable for barometric pressure.
3—Approved flotation gear readily available to each occupant and at least one pyrotechnic signaling device.
4—Approved flotation gear readily available to each occupant only if the aircraft is flown beyond 50 NM from shore.

FAR 91
074. Unless authorized, a "restricted category" civil aircraft shall not be operated over

1—any airport.
2—densely populated areas.
3—large bodies of water.
4—designated mountainous areas.

FAR 91
075. An airplane with no ELT (Emergency Locator Transmitter) that is engaged in flight training may be operated at which maximum distance from the departure airport?

1—25 miles.
2—50 miles.
3—75 miles.
4—10 miles.

FAR 91
076. The expiration date for batteries used in emergency locator transmitters must be legibly marked, on the

1—Airworthiness Certificate.
2—outside of the transmitter.
3—radio station license.
4—instrument panel.

FAR 91
077. When are non – rechargeable batteries of an ELT (Emergency Locator Transmitter) required to be replaced?

1—Every 24 months.
2—When 50 percent of their useful life expires or they were in use for a cumulative period of 1 hour.
3—At the time of each 100 – hour or annual inspection.
4—Annually.

FAR 91

078. No person may operate a large civil U.S. aircraft which is subject to a lease, unless the lessee has mailed a copy of the lease to the FAA's Aircraft Registration Branch in Oklahoma City within

1—24 hours of its execution.
2—48 hours of its execution.
3—72 hours of its execution.
4—96 hours of its execution.

FAR 91

079. May an airplane be operated in formation flight while passengers are being carried for hire?

1—Yes; when operating outside controlled airspace.
2—Yes; subject to prior arrangements with all pilot(s) involved.
3—Yes; subject to passenger approval.
4—No; no pilot may operate an aircraft carrying passengers for hire in formation flight.

FAR 91

080. Which aircraft requires an altitude alerting system when being operated?

1—All transport aircraft.
2—All airplanes over 12,500 lbs., MGW.
3—All aircraft, except, when used in training.
4—All turbojet – powered aircraft.

FAR 91

081. You are flying an airplane at 6,500 feet while on a heading of 300°. You see an airplane headed west and converging from your right. According to regulations, which pilot should give way and why?

1—You should give way, since the airplane on your right has the right – of – way.
2—The pilot of the other airplane should give way, since you are to its left and you have the right – of – way.
3—The pilot of the other aircraft should give way, since it is not flying at a proper VFR altitude.
4—Each pilot should alter course to the right, since safety requires constant vigilance of all pilots.

FAR 91

082. Assume two airplanes are approaching an airport for the purpose of landing. The pilot of which airplane has the right – of – way?

1—The airplane flying at the lower altitude, but the pilot of this airplane shall not take advantage of this rule to overtake the other airplane.
2—The airplane flying ahead of or on the right regardless of altitude.
3—The airplane which is the least maneuverable.
4—The airplane that has the other on its right.

FAR 91

083. Suppose if on a night flight the pilot of airplane "A" observes only the red wingtip light of airplane "B" and the airplanes are converging. Which airplane has the right-of – way?

1—Airplane "A"; it is to the right of airplane "B".
2—Airplane "A"; it is to the left of airplane "B".
3—Airplane "B"; it is to the right of airplane "A".
4—Airplane "B"; it is to the left of airplane "A".

FAR 91

084. Unless otherwise authorized or required by ATC, what is the maximum indicated airspeed at which a person may operate an aircraft below 10,000 feet MSL?

1—156 knots.
2—200 knots.
3—230 knots.
4—250 knots.

FAR 91

085. When operating an aircraft equipped with a reciprocating engine within an Airport Traffic Area, the maximum indicated airspeed permitted is

1—109 knots.
2—156 knots.
3—200 knots.
4—250 knots.

FAR 91

086. The maximum indicated airspeed at which flight may be made beneath the lateral limits of a Terminal Control Area, is

1—156 knots.
2—200 knots.
3—230 knots.
4—250 knots.

FAR 91

087. Unless otherwise authorized or required by ATC, what is the maximum speed at which turbine – powered aircraft should be flown within an Airport Traffic Area?

1—200 knots.
2—230 knots.
3—288 knots.
4—156 knots.

FAR 91

088. What is the minimum allowable flight visibility for acrobatic flight?

1—2 miles.
2—3 miles.
3—5 miles.
4—1 mile.

FAR 91
089. What is the minimum allowable altitude for acrobatic flight?

1—1,500 feet AGL.
2—2,000 feet MSL.
3—3,000 feet AGL.
4—1,000 feet MSL.

FAR 91
090. According to regulations, no person may operate an aircraft in acrobatic flight

1—over any congested area of a city, town, or settlement.
2—within 5 miles of a Federal Airway.
3—below an altitude of 2,000 feet above the surface.
4—when flight visibility is less than 5 miles.

FAR 91
091. Position lights are required to be displayed on all aircraft in flight beginning from

1—30 minutes before sunset to 30 minutes after sunrise.
2—sunset to sunrise.
3—30 minutes after sunset to 30 minutes before sunrise.
4—1 hour before sunset to 1 hour after sunrise, and any time the flight visibility is less than 1 mile.

FAR 91
092. After declaring an emergency with ATC and being given priority over other air traffic, a landing is made without incident. In this case, the pilot

1—shall under all circumstances, submit a detailed report of that emergency to the chief of the ATC facility involved.
2—must submit a detailed report to the nearest General Aviation District Office or Regional Office of the FAA within 7 days.
3—must personally report to the facility involved to explain the reason for the emergency.
4—shall, if requested by ATC, submit a detailed report of that emergency within 48 hours to the chief of that ATC facility.

FAR 91
093. While in flight, a steady red light directed at you from the control tower means

1—give way to other aircraft; continue circling.
2—return for landing; expect steady green light at the appropriate time.
3—continue flight; exercise extreme caution.
4—continue flight; airport unsafe, do not land.

FAR 91
094. While in flight, an alternating red and green light directed at you from the control tower means

1—give way to other aircraft, continue circling.
2—exercise extreme caution.
3—airport unsafe—do not land.
4—return for landing; expect steady green light at proper time.

FAR 91
095. A flashing green light directed from the control tower operator to an aircraft in flight means

1—continue; exercise extreme caution.
2—continue; increase your radio receiver volume.
3—return for landing; expect a steady green light at the proper time.
4—give way to other aircraft; continue circling.

FAR 91
096. Except when necessary for takeoff or landing, what is the minimum safe altitude above the highest obstacle that must be maintained over congested area?

1—500 feet.
2—1,000 feet.
3—1,500 feet.
4—2,000 feet.

FAR 91
097. Over sparsely populated areas an aircraft may not be operated (except when necessary for takeoff or landing) closer than what distance from any person, vehicle, or structure?

1—100 feet.
2—500 feet.
3—1,000 feet.
4—2,000 feet.

FAR 91
098. For flights over a congested area, the minimum safe altitude required by regulations is 1,000 feet above the highest obstacle. What is the minimum horizontal requirement?

1—1,000 feet.
2—1,500 feet.
3—2,000 feet.
4—2,500 feet.

FAR 91

099. The minimum safe altitude which applies anywhere is

1—an altitude which permits a safe emergency landing in the event of a power failure.
2—500 feet above the surface, except over open water or sparsely populated areas.
3—1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
4—500 feet above the surface.

FAR 91

100. Altitudes are referred to as flight levels starting from which elevation?

1—14,500 feet MSL.
2—18,000 feet MSL.
3—29,000 feet MSL.
4—10,000 feet MSL.

FAR 91

101. If an altimeter setting is not available at a departure airport, the sensitive altimeter should be set to indicate

1—the elevation of the departure airport corrected to mean sea level.
2—pressure altitude corrected for nonstandard temperature.
3—the elevation of the departure airport.
4—the elevation of the destination airport corrected to mean sea level.

FAR 91

102. When is it first required that the altimeter be set to 29.92" Hg. when climbing to cruising altitude or flight level?

1—12,500 feet MSL.
2—14,500 feet MSL.
3—18,000 feet MSL.
4—24,000 feet MSL.

FAR 91

103. Closing a VFR flight plan at the completion of a flight is

1—automatically accomplished by the control tower or FSS personnel when the aircraft lands at its destination.
2—required by regulations.
3—advisable, but is not required by regulations.
4—accomplished by any government agency through teletype service.

FAR 91

104. Unless otherwise authorized, two-way radio communications with ATC are required for landing or takeoff at

1—all airports within control zones, regardless of weather conditions.
2—at all tower-controlled airports regardless of the weather conditions.
3—at all tower-controlled airports only when weather conditions are less than VFR.
4—at tower-controlled airports within control zones only when weather conditions are less than VFR.

FAR 91

105. When approaching to land at an airport with an operating control tower, each pilot of

1—an airplane shall circle the airport to the right.
2—all aircraft must abide by noise abatement procedures.
3—any aircraft shall utilize VASI approach procedures.
4—a helicopter, shall avoid the flow of fixed-wing traffic.

FAR 91

106. At which minimum altitude must a turbine-powered or a large aircraft enter an airport traffic area?

1—1,000 feet AGL.
2—1,500 feet AGL.
3—2,000 feet AGL.
4—3,000 feet AGL.

FAR 91

107. A pilot approaching to land an aircraft on a runway served by a VASI (Visual Approach Slope Indicator) shall

1—not use the VASI unless a clearance for a VASI approach is received.
2—use the VASI only when weather conditions are below basic VFR.
3—maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.
4—use the VASI only when executing an approved instrument approach procedure.

FAR 91

108. Two airports, one with an operating control tower and one without, are located within the same airport traffic area. ATC authorization is required for

1—landing at the tower-controlled airport only, but not for flying through the area.
2—landing at the tower-controlled airport only, and for flying through the area.
3—landing at both airports, but not for flying through the area.
4—landing at both airports and for flying through the area.

FAR 91

109. Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?

1—Depart in any direction consistent with safety, after crossing the airport boundary.
2—Make all turns to the left.
3—Comply with any FAA traffic pattern established for the airport.
4—Depart as prearranged with other pilots using the airport.

FAR 91

110. Which equipment is required when operating an airplane within a Group II TCA?

1—A 4096 code transponder.
2—A 4096 code transponder with Mode C capability.
3—A VOR receiver with DME.
4—An Automatic Direction Finder.

FAR 91

111. Regardless of weather conditions, ATC authorization is required prior to operating an aircraft within a

1—Transition Area.
2—TCA (Terminal Control Area).
3—TRSA (Terminal Radar Service Area).
4—Control Zone.

FAR 91

112. Which statement concerning TCA (Terminal Control Areas) is true?

1—No person may operate an aircraft in either a Group I or a Group II TCA unless prior authorization from ATC has been received.
2—Flight under Visual Flight Rules is not permitted in Group I TCA.
3—Flight plans are required for flight operations in Group II TCA.
4—All TCA start at ground level and extend to 10,000 feet AGL.

FAR 91

113. Which of the following statements are true regarding the requirements for operating within a Group I TCA (Terminal Control Area)?

A. The pilot must hold at least a Commercial Pilot Certificate.
B. Authorization from ATC is required prior to operating in the area.
C. The pilot must be instrument rated and he must be operating on an instrument flight plan.
D. The airplane must have an operable VOR receiver, two-way communications radio, and a radar beacon transponder.
E. The pilot in command must hold at least a Private Pilot Certificate to take off or land within the TCA.

The true statements are:

1—A, C, D.
2—C, D, E.
3—B, D, E.
4—A, B, C, D.

FAR 91

114. Select the true statement concerning a Restricted Area.

1—Restricted Areas denote the existence of unusual and often invisible hazards to aircraft.
2—A Restricted Area is that airspace which contains the intensive training activities of military student jet pilots.
3—Restricted Areas have been established over international waters.
4—Flight within this airspace is prohibited.

FAR 91

115. During which flight operation is the pilot in command required to possess an instrument rating while operating under VFR?

1—When flying under DVFR.
2—When flying in a Positive Control Area.
3—When flying under an International Flight Plan.
4—When flying in a designated transition area.

FAR 91

116. Flight operations in "Positive Control Areas" may be conducted under

1—IFR only and at a specific flight level assigned by ATC.
2—VFR if the flight visibility is 5 miles or greater.
3—VFR if in radar contact with ATC.
4—VFR if the aircraft is equipped with a radar beacon transponder.

FAR 91

117. In which type of airspace are VFR flights prohibited?

1—Terminal Control Area.
2—Continental Control Area.
3—Control Zone.
4—Positive Control Area.

FAR 91

118. To operate an airplane VFR outside controlled airspace at an altitude of more than 1,200 feet AGL but less than 10,000 feet MSL, the minimum flight visibility required by regulations is

1—1 mile.
2—2 miles.
3—3 miles.
4—5 miles.

FAR 91

119. When operating an aircraft outside controlled airspace at an altitude above 1,200 feet AGL but less than 10,000 feet MSL, what minimum distance from clouds is required?

1—Clear of clouds.
2—500 feet above or 1,000 feet below and 2,000 feet horizontally.
3—1,000 feet above or 500 feet below and 2,000 feet horizontally.
4—1,000 feet above or 1,000 feet below and 1 mile horizontally

FAR 91

120. Basic VFR weather minimums require at least which visibility for operating a helicopter within a control zone and beneath a cloud ceiling?

1—1 mile.
2—2 miles.
3—3 miles.
4—5 miles.

FAR 91

121. During operations within controlled airspace at altitudes of more than 1,200 feet AGL and at or above 10,000 feet MSL, the minimum "distance below clouds" for VFR flight is

1—500 feet.
2—1,000 feet.
3—1,500 feet.
4—2,000 feet.

FAR 91

122. The basic VFR weather minimum regulation states, in part, that no person may operate an aircraft within a control zone beneath the ceiling when the ceiling is less than

1—500 feet.
2—1,000 feet.
3—1,200 feet.
4—1,500 feet.

FAR 91

123. Assume you are flying an airplane outside of controlled airspace and cruising at 8,000 feet MSL. According to regulations, what distance from clouds should be maintained?

1—You should remain clear of clouds.
2—500 feet above or 1,000 feet below and 2,000 feet horizontally from clouds.
3—1,000 feet above or 500 feet below and 2,000 feet horizontally.
4—1,000 feet above or 1,000 feet below and 1 mile horizontally.

FAR 91

124. During VFR operations at more than 1,200 feet AGL and at or above 10,000 feet MSL, the minimum flight visibility is

1—1 statute mile.
2—3 statute miles.
3—5 statute miles.
4—7 statute miles.

FAR 91

125. The minimum flight visibility for VFR flight increases from 3 to 5 miles at and above which altitude?

1—10,000 feet MSL.
2—14,500 feet MSL.
3—18,000 feet MSL.
4—1,200 feet AGL.

FAR 91

126. During VFR operations within controlled airspace at altitudes of less than 1,200 feet AGL, the minimum flight visibility requirement is

1—1 statute mile.
2—3 statute miles.
3—5 statute miles.
4—7 statute miles.

FAR 91

127. During operations within controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum "horizontal distance from clouds" requirement for VFR flight is

1—500 feet.
2—1,000 feet.
3—1,500 feet.
4—2,000 feet.

FAR 91

128. During VFR operations outside controlled airspace at altitudes of less than 1,200 feet AGL, what is the minimum "distance from clouds" requirement?

1—Clear of clouds.
2—500 feet above or 1,000 feet below and 2,000 feet horizontal.
3—500 feet above or 500 feet below and 1,000 feet horizontal.
4—1,000 feet above or 1,000 feet below and 1,500 feet horizontal.

FAR 91

129. To operate an airplane within a control zone at night under special VFR, the pilot is required to

1—be instrument rated.
2—have an instructor aboard.
3—have logged more than 500 hours first pilot time.
4—remain 500 feet below the clouds.

FAR 91

130. The weather minimums associated with a special VFR clearance issued by ATC apply to which airspace?

1—Transition Area.
2—Control Area.
3—Control Zone.
4—Airport Traffic Area.

FAR 91

131. To operate an airplane at night within a Control Zone under Special VFR, which of the following is required?

1—The ceiling within the Control Zone must be at least 500 feet.
2—The airplane must be equipped for night flight and instrument flight, and the pilot must hold an Instrument Pilot rating.
3—The Control Zone must be specifically designated as a night Special VFR Control Zone.
4—The Control Zone must have an approach control facility.

FAR 91

132. Regulations stipulate that at an airport located within a control zone and at which ground visibility is not reported, takeoffs and landings of airplanes under Special VFR are

1—not authorized.
2—authorized if the flight visibility is at least 1 mile.
3—authorized only if another airport in that control zone reports a ground visibility of 1 mile.
4—not restricted by visibility requirements.

FAR 91

133. What is the visibility required, by the Special VFR Weather Minimums of FAR Part 91, for the operation of an airplane in a control zone?

1—At least 1 statute mile.
2—At least 2 statute miles.
3—At least 3 statute miles.
4—At least 5 statute miles.

FAR 91

134. Specific VFR cruising altitudes are required when flying

1—in visibility less than 3 miles.
2—on a VFR flight plan at any altitude.
3—more than 3,000 feet above the surface.
4—at any altitude regardless of visibility.

FAR 91

135. Which of the following courses and altitudes are appropriate for VFR aircraft operating more than 3,000 feet AGL, but below 18,000 feet MSL?

1—Magnetic course 180° through 359° inclusive, even thousands plus 500 feet.
2—True course 0° through 179° inclusive, odd thousands plus 500 feet.
3—True course 180° through 359° inclusive, odd thousands plus 500 feet.
4—Magnetic course 0° through 179° inclusive, even thousands plus 500 feet.

FAR 91

136. The selection of altitudes for VFR cross-country flights at more than 3,000 feet above the surface is based on the

1—true course being flown.
2—magnetic course being flown.
3—true heading being flown.
4—compass heading being flown.

FAR 91

137. Each person operating an aircraft under VFR in level cruising flight at an altitude of more than 3,000 feet above the surface and below 18,000 feet MSL, shall maintain an odd thousand-foot MSL altitude plus 500 feet while on a

1—true course of 180° through 359°.
2—true heading of 180° through 359°.
3—magnetic course of 0° through 179°.
4—magnetic heading of 0° through 179°.

FAR 91

138. Which statement is correct regarding ADs (Airworthiness Directives)?

1—ADs are advisories only.
2—A record of AD compliance is not a requirement.
3—ADs must be complied with for the aircraft or accessory to be considered airworthy.
4—ADs are pertinent, but only to certificated aircraft or powerplant mechanics conducting required inspections.

FAR 91

139. The responsibility for ensuring that an aircraft is maintained in an airworthy condition is primarily that of the

1—pilot in command.
2—owner or operator of the aircraft.
3—nearest FAA General Aviation District Office.
4—mechanic who signs the aircraft maintenance records.

FAR 91

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

1—instrument panel inspection sticker.
2—Airworthiness Certificate.
3—Repair and Alteration Form or operating placards.
4—aircraft maintenance records.

FAR 91

141. Completion of an annual inspection and the return of the aircraft to service shall always be indicated by

1—the re-licensing date on the Airworthiness Certificate.
2—the issuance date of the Airworthiness Certificate.
3—the results of the inspection described on a Repair and Alteration Form.
4—appropriate entries in the aircraft and maintenance records.

FAR 91

142. Before passengers can be carried in an aircraft that has been altered in a manner that may have appreciably changed its flight characteristics, it must be flight tested by an appropriately rated pilot with at least a

1—Commercial Pilot Certificate and an instrument rating.
2—Private Pilot Certificate.
3—Commercial Pilot Certificate and a mechanic's certificate.
4—Commercial Pilot Certificate.

FAR 91

143. If an alteration or repair substantially affects an airplane's operation in flight, the airplane must be test flown by an appropriately rated pilot and approved for return to service prior to being operated

1—for compensation or hire.
2—by any private pilot.
3—with passengers aboard.
4—away from the vicinity of the airport.

FAR 91

144. After 110 hours time in service, a 100-hour inspection was completed on an airplane that is used for hire. The next 100-hour inspection will be due within

1—10 hours time in service.
2—90 hours time in service.
3—100 hours time in service.
4—110 hours time in service.

FAR 91

145. An aircraft's last annual inspection was performed on July 13, 1980. The next annual inspection will be due no later than

1—July 31, 1981.
2—July 13, 1981.
3—100 flight hours following the last annual inspection.
4—12 calendar months after the date shown on the Airworthiness Certificate.

FAR 91

146. AD's (Airworthiness Directives) issued for a given airplane, engine, or propeller are amendments to

1—Service Bulletins.
2—Advisories to Airmen.
3—Federal Aviation Regulations.
4—Advisory Circulars.

FAR 91

147. Unless the airplane's 100-hour or annual inspections are repeated or superseded by other inspections, the records of those inspections must be retained by the owner or operator for which period of time?

1—1 year.
2—2 years.
3—The life of the airplane.
4—6 months.

FAR 91

148. What information from the aircraft maintenance records must be retained for an indefinite period of time?

1—The signature of the person approving the aircraft for return to service.
2—The total time in service of the airframe.
3—The completion date of any work performed on the aircraft.
4—The description of work performed on the aircraft.

FAR 91

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

1—30 days.
2—12 calendar months.
3—24 calendar months.
4—10 hours time in service.

FAR 91

150. Unless that airplane is equipped with a life preserver or an approved flotation device for each occupant, no person may take off for a flight over water of more than

1—20 nautical miles from the nearest shoreline.
2—30 nautical miles from the nearest shoreline.
3—40 nautical miles from the nearest shoreline.
4—50 nautical miles from the nearest shoreline.

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