
TEMA: 0112 ATP - (CHAP. 01) REGULATIONS	
COD_PREG: P R E G U N T A:	RPTA:
8153 When may two persons share one approved safety belt in a lounge seat? OPCION A: When one is an adult and one is a child under 3 year of age OPCION B: Only during the en route flight OPCION C: During all operations except the takeoff and landing portion of a flight	B
8155 If either pilot of an air carrier airplane leaves the duty station while flying at FL 410, the other pilot and the flight engineer shall put on their oxygen masks and breathe oxygen OPCION A: and the flight engineer shall put on their oxygen masks and breathe oxygen OPCION B: shall put on the oxygen mask and breathe oxygen OPCION C: must have a quick-donning type oxygen mask available	B
8156 If a turbine-engine-powered, pressurized airplane is not equipped with quick-donning oxygen masks, what is the maximum flight altitude authorized without one pilot wearing and using an oxygen mask? OPCION A: FL 200 OPCION B: FL 300 OPCION C: FL 250	C
8157 If a passenger-carrying landplane is required to have an automatic deploying escape slide system, when must this system be armed? OPCION A: For taxi, takeoff, and landing OPCION B: Only for takeoff and landing OPCION C: During taxi, takeoff, landing, and after ditching	A
8158 If there is a required emergency exit located in the flightcrew compartment, the door which separates the compartment from the passenger cabin must be. OPCION A: unlocked during takeoff and landing OPCION B: locked at all times, except during any emergency declared by the pilot in command OPCION C: latched open during takeoff and landing	C
8159 Federal Aviation Regulations require that interior emergency lights must OPCION A: operate automatically when subjected to a negative G load OPCION B: be operable manually from the flightcrew station and a point in the passenger compartment OPCION C: be armed or turned on during taxiing and all flight operations	B
8160 Where should the portable battery-powered megaphone be located if only one is required on a passenger-carrying airplane? OPCION A: The most forward location in the passenger cabin OPCION B: in the cabin near the over-the-wing emergency exit OPCION C: The most rearward location in the passenger cabin	C
8161 How many portable battery-powered megaphones are required on an air carrier airplane with a seating capacity of 100 passengers on a trip segment when 45 passengers are carried? OPCION A: Two; one at the forward end, and the other at the most rearward location in the passenger cabin OPCION B: Two; one at the most rearward and one in the center of the passenger cabin OPCION C: Two; one located near or accessible to the flightcrew, and one located near the center of the passenger cabin	A
8162 How many portable battery-powered megaphones are required on an air carrier airplane with a seating capacity of 150 passengers on a trip segment when 75 passengers are carried? OPCION A: Two; one located near or accessible to the flightcrew, and one located near the center of the passenger cabin OPCION B: Two; one at the most rearward and one in the center of the passenger cabin OPCION C: Two; one at the forward end, and the other at the most rearward location of the passenger cabin	C
8163 In the event of an engine emergency, the use of a cockpit check procedure by the flightcrew is OPCION A: encouraged; it helps to ensure that all items on the procedure are accomplished OPCION B: required by regulations to prevent reliance upon memorized procedures OPCION C: required by the FAA as a doublecheck after the memorized procedure has been accomplished	B

8164	Which emergency equipment is required for a flag air carrier flight between John F. Kennedy International Airport and London, England?	B
OPCION A:	A life preserver equipped with an approved survivor locator light or other flotation device for the full seating capacity of the airplane	
OPCION B:	An appropriately equipped survival kit attached to each required liferaft	
OPCION C:	A self-buoyant, water resistant, portable survivaltype emergency locator transmitter for each required liferaft	

8166	Each large aircraft operating over water must have a life preserver for each	A
OPCION A:	aircraft occupant	
OPCION B:	seat on the aircraft	
OPCION C:	passenger seat, plus 10 percent	

8167	For a flight over uninhabited terrain, an airplane operated by a flag or supplemental air carrier must carry enough appropriately equipped survival kits for	B
OPCION A:	all of the passengers, plus 10 percent	
OPCION B:	all aircraft occupants	
OPCION C:	all passenger seats	

8168	When a supplemental air carrier is operating over an uninhabited area, how many appropriately equipped survival kits are required aboard the aircraft?	C
OPCION A:	One for each passenger seat	
OPCION B:	One for each passenger, plus 10 percent	
OPCION C:	One for each occupant of the aircraft	

8169	Life preservers required for overwater operations are stored	C
OPCION A:	within easy reach of each passenger	
OPCION B:	under each occupant seat	
OPCION C:	within easy reach of each seated occupant	

8170	An airplane operated by a supplemental air carrier flying over uninhabited terrain must carry which emergency equipment?	B
OPCION A:	Survival kit for each passenger	
OPCION B:	Suitable pyrotechnic signaling devices	
OPCION C:	Colored smoke flares and a signal mirror	

8171	An airplane operated by a commercial operator flying over uninhabited terrain must carry which emergency equipment?	C
OPCION A:	A signal mirror and colored smoke flares	
OPCION B:	Survival kit for each passenger	
OPCION C:	An approved survival-type emergency locator transmitter	

8172	An airplane operated by a flag air carrier operator flying over uninhabited terrain must carry which emergency equipment?	A
OPCION A:	Suitable pyrotechnic signaling devices	
OPCION B:	Colored smoke flares and a signal mirror	
OPCION C:	Survival kit for each passenger	

8173	How much supplemental oxygen for emergency descent must a pressurized turbine-powered air transport airplane carry for each flight crewmember on flight deck duty when operating at flight altitudes above 10,000 feet?	A
OPCION A:	A minimum of 2 hours supply	
OPCION B:	Sufficient for the duration of the flight above 8,000 feet cabin pressure altitude	
OPCION C:	Sufficient for the duration of the flight at 10,000 feet flight altitude, not to exceed 1 hour and 50 minutes	

8174	What is the passenger oxygen supply requirement for a flight, in a turbine-powered aircraft, with a cabin pressure altitude in excess of 15,000 feet? Enough oxygen for	A
OPCION A:	each passengers for the entire flight above 15,000 feet cabin altitude	
OPCION B:	30 percent of the passengers	
OPCION C:	10 percent of the passengers for 30 minutes	

8175 Which restriction applies to a cargo bin in a passenger compartment? The bin B
OPCION A: may have an open top if it is placed in front of the passengers and the cargo is secured by a cargo net
OPCION B: must withstand the load factor required of passenger seats, multiplied by 1.15, using the combined weight of the bin and the maximum weight of the cargo that may be carried in the bin
OPCION C: must be constructed of flame retardant material and fully enclosed

8176 Which factor determines the minimum number of hand fire extinguishers required for flight under FAR Part 121? C
OPCION A: Number of passengers and crewmembers aboard
OPCION B: Number of passenger cabin occupants
OPCION C: Airplane passenger seating accommodations

8177 Which requirement applies to emergency equipment (fire extinguishers, megaphones, first-aid kits, and crash ax) installed in an air carrier airplane? C
OPCION A: All emergency equipment, must be readily accessible to the passengers
OPCION B: Emergency equipment cannot be located in a compartment or area where it is not immediately visible to a flight attendant in the passenger compartment
OPCION C: Emergency equipment must be clearly identified and clearly marked to indicate its method of operation

8178 A crewmember interphone system is required on which airplane? C
OPCION A: A large airplane
OPCION B: A turbojet airplane
OPCION C: An airplane with more than 19 passenger seats

8179 An air carrier airplane must have an operating public address system if it B
OPCION A: has a seating capacity of 19 passengers
OPCION B: has a seating capacity for more than 19 passengers
OPCION C: weighs more than 12,500 pounds

8180 What is the minimum number of acceptable oxygen-dispensing units for first-aid treatment of occupants who might require undiluted oxygen for physiological reasons? A
OPCION A: Two
OPCION B: Four
OPCION C: Three

8181 A passenger briefing by a crewmember shall be given, instructing passengers on the necessity of using oxygen in the event of cabin depressurization, prior to flights conducted above C
OPCION A: FL 200
OPCION B: FL 240
OPCION C: FL 250

8182 The supplemental oxygen requirements for passengers when a flight is operated at FL 250 is dependent upon the airplane's ability to make an emergency descent to a flight altitude of B
OPCION A: 10,000 feet within 4 minutes
OPCION B: 14,000 feet within 4 minutes
OPCION C: 12,000 feet within 4 minutes or at a minimum rate of 2,500 ft/min, whichever is quicker

8183 Each air carrier flight deck crewmember on flight deck duty must be provided with an oxygen mask that can be rapidly placed on his face when operating at flight altitudes C
OPCION A: of FL 260
OPCION B: of FL 250
OPCION C: above FL 250

8184 A flight crewmember must be able to don and use a quick-donning oxygen mask within A
OPCION A: 5 seconds
OPCION B: 10 seconds
OPCION C: 15 seconds

8185 For a 2-hour flight in a reciprocating engine-powered airplane at a cabin pressure altitude of 12,000 feet, how much supplemental oxygen for sustenance must be provided? Enough oxygen for A

OPCION A: 30 minutes for 10 percent of the passengers
OPCION B: 10 percent of the passengers for 1.5 hours
OPCION C: each passenger for 30 minutes

8186 At which cabin altitude must oxygen be provided for all passengers during the entire flight at those altitudes B

OPCION A: 15,000 feet
OPCION B: 16,000 feet
OPCION C: 14,000 feet

8187 What is the flight level that operations may be conducted without the pilot at the controls wearing and using an oxygen mask, while the other pilot is away from the duty station? B

OPCION A: FL 240
OPCION B: FL 250
OPCION C: Above FL 250

8188 If a flight engineer becomes incapacitated during flight, who may perform the flight engineer's duties? B

OPCION A: The second in command only
OPCION B: Any flight crewmember, if qualified
OPCION C: Either pilot, if they have a flight engineer certificate

8189 Under which condition is a flight engineer required as a flight crewmember in FAR Part 121 operations? C

OPCION A: If the airplane is being flown on proving flight, with revenue cargo aboard
OPCION B: If the airplane is powered by more than two turbine engines
OPCION C: If required by the airplane's type certificate

8190 When the need for a flight engineer is determined by aircraft weight, what is the takeoff weight that requires a flight engineer? B

OPCION A: 80,000 pounds
OPCION B: more than 80,000 pounds
OPCION C: 300,000 pounds

8191 The "age 60 rule" of FAR Part 121 applies to A

OPCION A: any required pilot crewmember
OPCION B: any flight crewmember
OPCION C: the pilot in command only

8192 An airplane has seats for 149 passengers and eight crewmembers. What is the minimum number of flight attendants required with 97 passengers aboard? B

OPCION A: Four
OPCION B: Three
OPCION C: Two

8193 When an air carrier airplane with a seating capacity of 187 has 137 passengers on board, what is the minimum number of flight attendants required? B

OPCION A: Five
OPCION B: Four
OPCION C: Three

8198 Which document includes descriptions of the required crewmember functions to be performed in the event of an emergency? B

OPCION A: Airplane Flight Manual
OPCION B: Certificate holder's manual
OPCION C: Pilot's Emergency Procedures Handbook

8200 The required crewmember functions that are to be performed in the event of an emergency shall be assigned by the C

OPCION A: pilot in command
OPCION B: air carrier's chief pilot
OPCION C: certificate holder

8201 What is the minimum number of flight attendants required on an airplane having a passenger seating capacity of 188 with only 117 passengers aboard? B

OPCION A: Five
OPCION B: Four
OPCION C: Three

8202 What is the minimum number of flight attendants required an airplane with a passenger seating capacity of 333 when 296 passengers are aboard? A

OPCION A: Seven
OPCION B: Six
OPCION C: Five

8204 The air carrier must give instruction on such subjects as respiration, hypoxia, and decompression to crewmembers serving on pressurized airplanes operated above C

OPCION A: FL 180
OPCION B: FL 200
OPCION C: FL 250

8205 A pilot in command must complete a proficiency check or simulator training within the preceding A

OPCION A: 6 calendar months
OPCION B: 12 calendar months
OPCION C: 24 calendar months

8206 A person whose duties include the handling or carriage of dangerous articles and/or magnetized materials must have satisfactorily completed an established and approved training program within the preceding B

OPCION A: 24 calendar months
OPCION B: 12 calendar months
OPCION C: 6 calendar months

8207 A pilot flight crewmember, other than pilot in command, must have received a proficiency check or line-oriented simulator training within the preceding C

OPCION A: 6 calendar months
OPCION B: 12 calendar months
OPCION C: 24 calendar months

8208 Which is one of the requirements that must be met by a required pilot flight crewmember in re-establishing recency of experience? B

OPCION A: At least one landing must be made with a simulated failure of the most critical engine
OPCION B: At least one ILS approach to the lowest ILS minimums authorized for the certificate holder and a landing from that approach
OPCION C: At least three landings must be made to a complete stop

8209 What is one of the requirements that must be met by an airline pilot to re-establish recency of experience? B

OPCION A: At least one landing must be made from a circling approach
OPCION B: At least one full stop landing must be made
OPCION C: At least one precision approach must be made to the lowest minimums authorized for the certificate holder

8210 What are the line check requirements for the pilot in command for a domestic air carrier? A

OPCION A: The line check is required every 12 calendar months in one of the types of airplanes to be flown
OPCION B: The line check is required only when the pilot is scheduled to fly into special areas and airports
OPCION C: The line checks is required every 12 months in each type aircraft in which the pilot may fly

8212 An air carrier uses an airplane that is certified for operation with a flightcrew of two pilots and one flight engineer. In case the flight engineer becomes incapacitated A

OPCION A: at least one other flight crewmember must be qualified to perform the flight engineer duties
OPCION B: one crewmember must be qualified to perform the duties of the flight engineer
OPCION C: one pilot must be qualified and have a flight engineer certificate to perform the flight engineer duties

8213 When a flight engineer is a required crewmember on a flight, it is necessary for C

OPCION A: one pilot to hold a flight engineer certificate and be qualified to perform the flight engineer duties in an emergency
OPCION B: the flight engineer to be properly certificated and qualified, but also at least one other flight crewmember must be qualified and certified to perform flight engineer duties
OPCION C: at least one other flight crewmember to be qualified to perform flight engineer duties, but a certificate is not required

8214 If a flight crewmember completes a required anual flight check in December 1987 and the required annual recurrent flight check in January 1989, the latter check is considered to have been taken in B

OPCION A: November 1988
OPCION B: December 1988
OPCION C: January 1989

8215 The training required by flight crewmembers who have not qualified and served in the same capacity on another airplane of the same group (e.g., turbojet powered) is C

OPCION A: upgrade training
OPCION B: transition training
OPCION C: initial training

8216 A crewmember who has served as second incommand on a particular type airplane (e.g., B-727-100) may serve as pilot-in-command upon completing which training program? A

OPCION A: Upgrade training
OPCION B: Recurrent training
OPCION C: Initial training

8217 The training required for crewmembers or dispatchers who have been qualified and served in the same capacity on other airplanes of the same group is B

OPCION A: difference training
OPCION B: transition training
OPCION C: upgrade training

8218 How often must a crewmember actually operate the airplane emergency equipment, after initial training? Once every C

OPCION A: 6 calendar months
OPCION B: 12 calendar months
OPCION C: 24 calendar months

8219 A flag air carrier may schedule a pilot to fly in an airplane, having two pilots and one additional flight crewmember, for no more than C

OPCION A: 8 hours during any 12 consecutive hours
OPCION B: 10 hours during any 12 consecutive hours
OPCION C: 12 hours during any 24 consecutive hours

8220 The maximum flight time in 24 consecutive hours that a flag air carrier may schedule a pilot in a two-pilot crew without a rest period is A

OPCION A: 8 hours
OPCION B: 10 hours
OPCION C: 12 hours

8221 The maximum number of hours a pilot may fly in 7 consecutive days as the pilot in command in a two-pilot crew for a flag air carrier is B

OPCION A: 35 hours
OPCION B: 32 hours
OPCION C: 30 hours

8222 The maximum number of hours that a supplemental air carrier pilot may fly, as a crewmember, in a commercial operation, in any 30 consecutive days is A

OPCION A: 100 hours
OPCION B: 120 hours
OPCION C: 300 hours

8223 A supplemental air carrier may schedule a pilot, on a three-pilot crew, for flight deck duty during any 24-consecutive-hour period for not more than B

OPCION A: 6 hours
OPCION B: 8 hours
OPCION C: 10 hours

8225 Which passenger announcement(s) must be made after each takeoff? B

OPCION A: Keep safety belts fastened while seated and no smoking in the aircraft lavatories
OPCION B: Passengers should keep seat belts fastened while seated
OPCION C: How to use the passenger oxygen system and that there is a \$1,000 fine for tampering with a smoke detector

8226 What information must the pilot in command of a supplemental air carrier flight or commercial operator carry to the destination airport? B

OPCION A: Cargo and passenger distribution information
OPCION B: copy of the flight plan
OPCION C: Names of all crewmembers and designated pilot in command

8227 How does deadhead transportation, going to or from a duty assignment, affect the computation of flight time limits for air carrier flight crewmembers? It is C

OPCION A: considered part of the rest period if the flightcrew includes more than two pilots
OPCION B: considered part of the rest period for flight engineers and navigators
OPCION C: not considered to be part of a rest period

8228 Duty and rest period rules for domestic air carrier operations require that a flight crewmember A

OPCION A: not be assigned to any duty with the air carrier during any required rest period
OPCION B: not be on duty aloft for more than 100 hours in any 30 day period
OPCION C: be relieved of all duty for at least 24 hours during any 7 consecutive days

8232 A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispatch release is required? A

OPCION A: Not more than 1 hour
OPCION B: Not more than 2 hours
OPCION C: More than 6 hours

8233 If an intoxicated person creates a disturbance aboard an air carrier aircraft, the certificate holder must submit a report, concerning the incident, to the Administrator within B

OPCION A: 7 days
OPCION B: 5 days
OPCION C: 48 hours

8234 When carrying a passenger aboard an all-cargo aircraft, which of the following applies? B

OPCION A: The passenger must have access to a seat in the pilot compartment
OPCION B: The pilot in command may authorize the passenger to be admitted to the crew compartment
OPCION C: Crew-type oxygen must be provided for the passenger

8235 Each crewmember shall have readily available for individual use on each flight a C
OPCION A: key to the flight deck door
OPCION B: certificate holder's manual
OPCION C: flashlight in good working order

8236 If an engine's rotation is stopped in flight, the pilot in command must report it, as soon as practicable, to the A
OPCION A: appropriate ground radio station
OPCION B: nearest FAA district office
OPCION C: operations manager (or director of operations)

8237 If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the C
pilot in command
OPCION A: must land at the nearest suitable airport, in point of time, at which a safe landing can be made
OPCION B: may continue to the planned destination if approved by the company aircraft dispatcher
OPCION C: may continue to the planned destination if this is considered as safe as landing at the nearest suitable airport

8240 When the pilot in command is responsible for a deviation during an emergency, the pilot should submit a C
written report within
OPCION A: 10 days after the deviation
OPCION B: 10 days after returning home
OPCION C: 10 days after returning to home base

8241 What action shall the pilot in command take if it becomes necessary to shut down one of the two engines on an B
air carrier airplane?
OPCION A: Land at the airport which the pilot considers to be as safe as the nearest suitable airport in point of time
OPCION B: Land at the nearest suitable airport in point of time at which a safe landing can be made
OPCION C: Land at the nearest airport, including military, that has a crash and rescue unit

8243 The persons jointly responsible for the initiation, continuation, diversion, and termination of a supplemental air B
carrier or commercial operator flight are the
OPCION A: pilot in command and chief pilot
OPCION B: pilot in command and director of operations
OPCION C: pilot in command and the flight follower

8244 The pilot in command has emergency authority to exclude any and all persons from admittance to the flight B
deck
OPCION A: except a FAA inspector doing enroute checks
OPCION B: in the interest of safety
OPCION C: except persons who have authorization from the certificate holder and the FAA or NTSB

8245 If an aircraft dispatcher cannot communicate with the pilot of an air carrier flight during an emergency the A
aircraft dispatcher should
OPCION A: take any action considered necessary under the circumstances
OPCION B: comply with the company's lost aircraft plan
OPCION C: phone the ARTCC where the flight is located and ask for a phone patch with the flight

8246 Who is required to submit a written report on a deviation that occurs during an emergency? C
OPCION A: Pilot in command
OPCION B: Dispatcher
OPCION C: Person who declares the emergency

8259 A flag air carrier flight lands at an intermediate airport at 1805Z. The latest time it may depart without being C
redispatched is
OPCION A: 2005Z
OPCION B: 1905Z
OPCION C: 0005Z

8260	A domestic air carrier airplane land at an intermediate airport at 1815Z. The latest it may depart without a specific authorization from an aircraft dispatcher is	B
OPCION A:	1945Z	
OPCION B:	1915Z	
OPCION C:	1845Z	

8266	When a flag a air carrier airplane lands at an intermediate airport at 1822Z, what is the latest time it may continue a flight without receiving a redispatch authorization?	C
OPCION A:	1922Z	
OPCION B:	1952Z	
OPCION C:	0022Z	

8267	If a flag air carrier flight lands at an intermediate airport at 1845Z, and experiences a delay, what is the latest time it may depart for the next airport without a redispatch release?	C
OPCION A:	1945Z	
OPCION B:	2015Z	
OPCION C:	0045Z	

8268	The reserve fuel supply for a domestic air carrier flight is	B
OPCION A:	30 minutes plus 15 percent at normal fuel consumption in addition to the fuel required to the alternate airport	
OPCION B:	45 minutes at normal fuel consumption in addition to the fuel required to fly to and at the most distant alternate airport	
OPCION C:	45 minutes at normal fuel consumption in additi0on to the fuel required to the alternate airport	

8269	The minimum amount (planned) of fuel to be aboard a flag air carrier turbojet airplane on a flight with in the 48 contiguous United States, after reaching the most distant alternate airport, should be	A
OPCION A:	45 minutes at normal cruising fuel consumption	
OPCION B:	2 hours at normal cruising fuel consumption	
OPCION C:	enough fuel to return to the destination airport or to fly for 90 minutes at normal cruising fuel consumption, whichever is less	

8270	What is the fuel reserve requirement for a commercially operated reciprocating-engine-powered airplane flying within the 48 contiguous United States upon arrival at the most distant alternate airport specified in the flight release? Enough fuel to fly	C
OPCION A:	30 minutes plus 15 percent of total time required to fly at normal cruising consumption to the alternate	
OPCION B:	to fly for 90 minutes at normal cruising fuel consumption	
OPCION C:	45 minutes at normal cruising fuel consumption	

8271	For a flag air carrier flight to be released to an island airport for which an alternate airport is not available, a turbojet-powered airplane must have enough fuel to fly to that airport and thereafter to fly	A
OPCION A:	at least 2 hours at normal cruising fuel consumption	
OPCION B:	for 3 hours at normal cruising fuel consumption	
OPCION C:	back to the departure airport	

8272	An alternate airport is not required for a supplemental or commercial air carrier, turbojet-powered airplane on an IFR flight outside the 48 contiguous United States, if enough fuel	B
OPCION A:	is aboard to fly to the destination at normal cruise speed and thereafter at least 2 hours at normal holding speed	
OPCION B:	is aboard the airplane to fly to the destination and then to fly for at least 2 more hours at normal cruising fuel consumption	
OPCION C:	to fly over the destination for 30 minutes at holding airspeed at 1,500 feet AGL is carried aboard the airplane	

8273	The fuel reserve required for a turbine-engine-powered (other than turbopropeller) supplemental air carrier airplane upon arrival over the most distant alternate airport outside the 48 contiguous United States is	A
OPCION A:	30 minutes at holding speed, at 1,500 feet over the airport	
OPCION B:	30 minutes, over the airport, at 1,500 feet, at cruising speed	
OPCION C:	2 hours at the normal cruising fuel consumption rate	

8274 Upon arriving at the most distant airport, what is the fuel reserve requirement for a turbopropeller flag air carrier airplane? C

OPCION A: 90 minutes at holding altitude and speed fuel consumption or 30 minutes plus 15 percent of cruise fuel consumption, whichever is less

OPCION B: 45 minutes at holding altitude

OPCION C: 30 minutes plus 15 percent of the total time required, or 90 minutes at normal cruise, whichever is less

8275 The fuel reserve required, for a turbopropeller supplemental air carrier airplane upon the arrival at a destination airport for which an alternate airport is not specified, is B

OPCION A: 3 hours at normal consumption, no wind condition

OPCION B: 3 hours at normal cruising fuel consumption

OPCION C: 2 hours at normal cruising fuel consumption

8276 A turbine-engine-powered flag air carrier airplane is released to an airport which has no available alternate. What is the required fuel reserve? B

OPCION A: 2 hours at normal cruise speed in a no wind condition fuel consumption

OPCION B: 2 hours at normal cruise fuel consumption

OPCION C: 30 minutes, plus 10 percent of the total flight time

8277 The fuel reserve required for a reciprocating-engine-powered supplemental air carrier airplane upon arrival at the most distant alternate airport during a flight in the 48 contiguous United States is A

OPCION A: 45 minutes at normal cruising fuel consumption

OPCION B: the fuel required to fly to the alternate, plus 10 percent

OPCION C: 3 hours at normal cruising fuel consumption

8280 By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services? A

OPCION A: The aircraft dispatcher

OPCION B: Air route traffic control center

OPCION C: Director of operations

8281 Who is responsible for obtaining information on all current airport conditions, weather, and irregularities of navigation facilities for a supplemental air carrier flight? C

OPCION A: Aircraft dispatcher

OPCION B: Director of operations or flight follower

OPCION C: Pilot in command

8282 During a supplemental air carrier flight, who is responsible for obtaining information on meteorological conditions? B

OPCION A: Aircraft dispatcher

OPCION B: Pilot in command

OPCION C: Director of operations or flight follower

8283 Where can the pilot of a flag air carrier airplane find the latest FDC NOTAMs? A

OPCION A: Any company dispatch facility

OPCION B: Notices To Airmen publication

OPCION C: Airport/Facility Directory

8284 Who is responsible, by regulation, for briefing a domestic or flag air carrier pilot in command on all available weather information? B

OPCION A: Company meteorologist

OPCION B: Aircraft dispatcher

OPCION C: Director of operations

8285 Category II ILS operations below 1600 RVR and a 150-foot DH may be approved after the pilot in command has

OPCION A: logged 90 hours' flight time, 10 takeoffs and landings in make and model airplane and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month, in operations under 14 CFR parts 91 and 121

OPCION B: made at least six Category II approaches in actual IFR conditions with 100-foot DH within the preceding 12 calendar months

OPCION C: logged 100 hours' flight time in make and model airplane under 14 CFR part 121 and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month

8286 Which documents are required to be carried aboard each domestic air carrier flight?

OPCION A: Load manifest (or information from it) and flight release

OPCION B: Dispatch release and weight and balance release

OPCION C: Dispatch release, load manifest (or information from it), and flight plan

8287 How long shall a supplemental air carrier or commercial operator retain a record of the load manifest, airworthiness release, pilot route certification, flight release, and flight plan?

OPCION A: 1 monts

OPCION B: 3 months

OPCION C: 12 months

8288 A domestic or flag air carrier shall keep copies of the flight plans, dispatch releases, and load manifests for at least

OPCION A: 3 months

OPCION B: 6 months

OPCION C: 30 months

8289 When a pilot's flight time consists of 80 hours' pilot in command in a particular type airplane, how does this affect the minimums for the destination airport?

OPCION A: Has no effect on destination but alternate minimums are no less than 300 and 1

OPCION B: Minimums are decreased by 100 feet and 1/2 mile

OPCION C: Minimums are increased by 100 feet and 1/2 mile

8290 Which information must be contained in, or attached to, the dispatch release for a flag air carrier flight?

OPCION A: Type of operation (e.g. IFR, VFR), trip number

OPCION B: Total fuel supply and minimum fuel required on board the airplane

OPCION C: Passenger manifest, company or organization name, and cargo weight

8291 The certificated air carrier and operators who must attach to, or include on, the flight release form the name of each flight crewmember, flight attendant, and designated pilot in command are

OPCION A: supplemental and commercial

OPCION B: supplemental and domestic

OPCION C: flag and commercial

8292 What information must be contained in, or attached to, the dispatch release for a domestic air carrier flight

OPCION A: Departure airport, intermediate stops, destinations, alternate airports, and trip number

OPCION B: Names of all passengers on board and minimum fuel supply

OPCION C: Cargo load, weight and balance data, and identification number of the aircraft

8293 What information must be included on a domestic air carrier dispatch release?

OPCION A: Evidence that the airplane is loaded according to schedule, and a statement of the type of operation

OPCION B: Minimum fuel supply and trip number

OPCION C: Company or organization name and identification number of the aircraft

8295 The information required in the flight release for supplemental air carriers and commercial operators that is not required in the dispatch release for flag and domestic air carriers is the

OPCION A: weather reports and forecasts

OPCION B: names of all crewmembers

OPCION C: minimum fuel supply

8296 Which documents are required to be carried aboard each flag air carrier flight? C
OPCION A: Dispatch release, flight plan, and weight and balance release
OPCION B: Load manifest, flight plan, and flight release
OPCION C: Dispatch release, load manifest, and flight plan

8299 Refer to Excerpt from CFR 49, Part 172 C
If not excepted, what label, if any, must be placed on a package containing acetone?
OPCION A: No label is required.
OPCION B: POISON.
OPCION C: FLAMMABLE LIQUID.

8300 (Refer to Excerpt from CFR 49, Part 172) B
What is the maximum, if any, net quantity of acetyl bromide in one package that may be carried in a cargo-only aircraft? (Excerpt from CFR 49, Part 175)
OPCION A: 1 quart.
OPCION B: 1 gallon.
OPCION C: No limit is specified.

8301 (Refer to Excerpt from CFR 49, Part 172) A
What is the maximum, if any, net quantity of acetylene in one package that may be carried in a passenger-carrying aircraft?
OPCION A: Any amount is forbidden.
OPCION B: 300 pounds.
OPCION C: No limit is specified.

8302 (Refer to Excerpt from CFR 49, Part 172) B
If not expected, what label, if any, must be placed on a package containing allethrin?
OPCION A: ORM-A.
OPCION B: None.
OPCION C: CORROSIVE.

8303 (Refer to Excerpt from CFR 49, Part 172) C
What is the maximum, if any, net quantity of aluminum hydride in one package that may be carried in a passenger-carrying aircraft?
OPCION A: No limit is specified.
OPCION B: 25 pounds.
OPCION C: Any amount is forbidden.

8304 (Refer to Excerpt from CFR 49, Part 175) C
Hazardous material shipped on an aircraft must be described and certified on a shipping paper. For what period of time must the originating aircraft operator retain one copy of this document?
OPCION A: 30 days.
OPCION B: 60 days.
OPCION C: 90 days.

8305 (Refer to Excerpt from CFR 49, Part 175) C
Certain classes of hazardous material may be shipped by air but are not permitted aboard passenger-carrying aircraft. How must such material be labeled?
OPCION A: DANGEROUS.
OPCION B: HAZARDOUS/CLASS X.
OPCION C: CARGO AIRCRAFT ONLY.

8306	(Refer to Excerpt from CFR 49, Part 175)	A
	The aircraft operator discovers that the label on a container of hazardous materials is missing. How should the appropriate replacement label be determined?	
	OPCION A: Shipping papers. OPCION B: Hazardous material index. OPCION C: Hazardous Materials Tables of CFR 49.	
<hr/>		
8307	(Refer to Excerpt from CFR 49, Part 175)	C
	An operator makes a telephone report of an incident involving fire during the loading of hazardous materials. Within what period of time must a written report be submitted?	
	OPCION A: 48 hours. OPCION B: 10 days. OPCION C: 15 days.	
<hr/>		
8308	(Refer to Excerpt from CFR 49, Part 175)	C
	Which procedure must be followed if an operator, when loading magnetized material, cannot avoid placing it in a position where it affects the accuracy of the magnetic compass?	
	OPCION A: Placard the compass "unreliable". OPCION B: Rely solely on electronic navigation. OPCION C: Make a special compass swing and calibration.	
<hr/>		
8309	(Refer to Excerpt from CFR 49, Part 175)	B
	Which class of hazardous material must be loaded aboard an aircraft in a position that allows no contact with containers of corrosive materials?	
	OPCION A: Organic chemicals. OPCION B: Oxidizing materials. OPCION C: Catalytic agents.	
<hr/>		
8310	(Refer to Excerpt from CFR 49, Part 175)	A
	What is the maximum weight of hazardous material (other than nonflammable compressed gas) that may be carried in an accessible cargo compartment of a passenger-carrying aircraft?	
	OPCION A: 50 pounds, unless otherwise specifically permitted. OPCION B: 10 pounds, if classified as corrosive. OPCION C: 25 pounds, if classified as ORM-D.	
<hr/>		
8311	(Refer to Excerpt from CFR 49, Part 175)	A
	What is the maximum, if any, number of packages of ORM material that may be transported in a passenger-carrying aircraft?	
	OPCION A: No limit applies. OPCION B: A number whose combined transportation indices total 50. OPCION C: A number whose combined transportation indices total 100.	
<hr/>		
8312	(Refer to Excerpt from CFR 49, Part 175)	B
	If transported in a passenger-carrying aircraft, what is the maximum combined transportation indices of packages containing radioactive materials?	
	OPCION A: 100. OPCION B: 50. OPCION C: 25.	
<hr/>		
8313	What precaution, if any, should be taken if dry ice is carried aboard an aircraft?	C
	OPCION A: This material does not require special precautions. OPCION B: A waiver to carry this material should be requested from the DGTA. OPCION C: Proper ventilation of the aircraft should be assured.	

8315	(Refer to Excerpt from CFR 49, Part 175)	B
	What is the minimum distance that a package of radioactive materials bearing the label "RADIOACTIVE YELLOW II", and having a transport index of 15, may be placed from a space continuously occupied by people?	
OPCION A:	3 feet.	
OPCION B:	4 feet.	
OPCION C:	5 feet.	
<hr/>		
8316	(Refer to Excerpt from CFR 49, Part 175.) What is the maximum quantity of flammable liquid fuel that may be carried in the cabin of a small, nonscheduled, passenger-carrying aircraft being operated in a remote area of the United States?	C
OPCION A:	10 gallons	
OPCION B:	15 gallons	
OPCION C:	20 gallons	
<hr/>		
8317	What period of time must a person be hospitalized before an injury may be defined by the NTSB as a "serious injury"?	B
OPCION A:	72 hours; commencing within 10 days after date of injury	
OPCION B:	48 hours; commencing within 7 days after date of the injury	
OPCION C:	10 days; with no other extenuating circumstances	
<hr/>		
8318	Within what time period should the nearest NTSB field office be notified when an aircraft is involved in an accident which results in substantial damage?	A
OPCION A:	Immediately	
OPCION B:	7 calendar days	
OPCION C:	10 days	
<hr/>		
8319	Which of the following constitutes "substantial damage" according to NTSB Part 830?	C
OPCION A:	Ground damage to landing gear, wheels, or tires	
OPCION B:	Damage to wingtips (or rotor blades, in the case of a helicopter)	
OPCION C:	Failure of a component which would adversely affect the performance, and which would require replacement	
<hr/>		
8320	Which of the following meets the requirements of a "serious injury" as defined by the NTSB?	B
OPCION A:	A simple fracture of the nose or other extremity	
OPCION B:	An injury which caused severe tendon damage	
OPCION C:	First-degree burns over 5 percent of the body	
<hr/>		
8321	Which incident requires an immediate notification to NTSB?	B
OPCION A:	Aircraft colliding on the ground	
OPCION B:	Flight control system malfunction	
OPCION C:	Damage to property, other than the aircraft, estimated to exceed \$ 10,000	
<hr/>		
8322	Within how many days must the operator of an aircraft involved in an accident file a report to the NTSB?	C
OPCION A:	3 days	
OPCION B:	7 days	
OPCION C:	10 days	
<hr/>		
8323	When is an operator of an aircraft, which has been involved in an incident, required to submit a report to the nearest field office of the NTSB?	C
OPCION A:	Within 7 days	
OPCION B:	Within 10 days	
OPCION C:	Only if requested to do so by the NTSB	
<hr/>		
8429	An airport approved by the Administrator for use by an air carrier certificate holder for the purpose of providing service to a community when the regular airport is not available is a/an:	B
OPCION A:	destination airport	
OPCION B:	provisional airport	
OPCION C:	alternate airport	

8430 A provisional airport is an airport approved by the Administrator for use by an air carrier certificate holder for the purpose of C

OPCION A: obtaining provisions and fuel when unable, due to winds, to proceed direct to the regular airport

OPCION B: having the aircraft catered (foods, beverages, or supplies)

OPCION C: providing service to a community when the regular airport is unavailable

8767 A person who is not authorized to conduct direct air carrier operations, but who is authorized by the Administrator to conduct operations as a U.S. commercial operator, will be issued C

OPCION A: an Air Carrier Certificate

OPCION B: a Supplemental Air Carrier Certificate

OPCION C: an Operating Certificate

8768 The kinds of operation that a certificate holder is authorized to conduct are specified in the A

OPCION A: certificate holder's operations specifications

OPCION B: application submitted for an Air Carrier or Operating Certificate, by the applicant

OPCION C: Air Carrier Certificate or Operating Certificate

8792 The crew interphone system on a large turbojet-powered airplane provides a means of two-way communications between ground personnel and at least one of two flight crewmembers in the pilot compartment, when the aircraft is on the ground. The interphone station for use by ground personnel must be located so that those using the system, from that station C

OPCION A: are always visible, from within the airplane

OPCION B: are able to avoid the intake areas of the engines

OPCION C: may avoid visible detection from within the airplane

9325 Which is a definition of the term "crewmember"? B

OPCION A: Only a pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.

OPCION B: A person assigned to perform duty in an aircraft during flight time.

OPCION C: Any person assigned to duty in an aircraft during flight except a pilot or flight engineer.

9326 "Operational control" of a flight refer to B

OPCION A: the specific duties of any required crewmember.

OPCION B: exercising authority over initiating, conducting, or terminating a flight.

OPCION C: exercising the privileges of pilot-in-command of an aircraft.

9329 A commercial pilot has DC-3 and DC-9 type ratings. A flight test is completed for an Airline Transport Pilot Certificate in a B-727. What pilot privileges may be exercised? C

OPCION A: ATP: B-727 and DC-3; Commercial: DC-9.

OPCION B: ATP: B-727 only; Commercial: DC-9 and DC-3.

OPCION C: ATP: B-727 and DC-9; Commercial: DC-3.

9330 In a 24-hour consecutive period, what is the maximum time, excluding briefing and debriefing, that an airline transport pilot may instruct other pilots in air transportation service? B

OPCION A: 6 hours.

OPCION B: 8 hours.

OPCION C: 10 hours.

9331 The flight instruction of other pilots in air transportation service by an airline transport pilot is restricted to C

OPCION A: 30 hours in any 7-consecutive-day period.

OPCION B: 7 hours in any 24-consecutive-hour period.

OPCION C: 36 hours in any 7-consecutive-day period.

9332 How soon after the conviction for driving while intoxicated by alcohol or drugs shall be reported to the DGAC, Dirección de Personal Aeronáutico y Seguridad Aeronáutica? B

OPCION A: No later than 30 working days after the motor vehicle action.

OPCION B: No later than 60 days after the motor vehicle action.

OPCION C: Required to be reported upon renewal of medical certificate.

9333 An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an approved flight simulator, is **B**

OPCION A: required to have at least a current third-class medical certificate.
OPCION B: not required to have a medical certificate.
OPCION C: required to have a first-class medical certificate.

9334 What recent experience is required to be eligible for the practical test for the original issue of a Category II authorization? **C**

OPCION A: Within the previous 6 months, six ILS approaches flown manually to the Category I DH.
OPCION B: Within the previous 12 calendar months, six ILS approaches flown by use of an approach coupler to the Category I or Category II DH.
OPCION C: Within the previous 6 months, six ILS approaches, three of which may be flown to the Category I DH by use of an approach coupler.

9335 An applicant who is taking a practical test for a type rating to be added to a commercial pilot certificate, in an approved simulator, is **C**

OPCION A: required to have a first-class medical certificate.
OPCION B: required to have a second-class medical certificate.
OPCION C: not required to have a medical certificate.

9339 A pilot, acting as second-in-command, successfully completes the instrument competency check specified in FAR Part 61. How long does this pilot remain current if no further IFR flights are made? **C**

OPCION A: 12 months.
OPCION B: 90 days.
OPCION C: 6 months.

9340 An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an aircraft, needs **B**

OPCION A: a first-class medical certificate.
OPCION B: at least a current third-class medical certificate.
OPCION C: a second-class medical certificate.

9342 What instrument flight time may be logged by a second-in-command of an aircraft requiring two pilots? **A**

OPCION A: All of the time the second-in-command is controlling the airplane solely by reference to flight instruments.
OPCION B: One-half the time the flight is on an IFR flight plan.
OPCION C: One-half the time the airplane is in actual IFR conditions.

9343 When a type rating is to be added to an airline transport pilot certificate, and the practical test is scheduled in an approved flight training device and/or approved flight simulator, the applicant is **B**

OPCION A: required to have at least a third-class medical certificate.
OPCION B: is not required to have a medical certificate.
OPCION C: required to have a first-class medical certificate.

9344 To satisfy the minimum required instrument experience for IFR operations, a pilot must accomplish during the past 6 months at least **A**

OPCION A: six instrument approaches, holding, intercepting and tracking courses through the use of navigation systems in an approved flight training device/simulator or in the category of aircraft to be flown.
OPCION B: six instrument approaches, three of which must be in the same category and class of aircraft to be flown, plus holding, intercepting and tracking courses in any aircraft.
OPCION C: six instrument approaches and 6 hours of instrument time, three of which may be in a glider.

9345 To be eligible for the practical test for the renewal of a Category II authorization, what recent instrument approach experience is required? **A**

OPCION A: Within the previous 6 months, six ILS approaches, three of which may be flown to the Category I DH by use of an approach coupler.
OPCION B: Within the previous 6 months, six ILS approaches flown by use of an approach coupler to the Category I DH.
OPCION C: Within the previous 12 calendar months, three ILS approaches flown by use of an approach coupler to the Category II DH.

9346 When may a Category II ILS limitation be removed? A
OPCION A: When three Cat II ILS approaches have been completed to a 150-foot decision height and landing.
OPCION B: When six ILS approaches to Category II minimums have been completed in the past 6 months.
OPCION C: 120 days after issue or renewal.

9347 A Category II ILS pilot authorization, when originally issued, is normally limited to A
OPCION A: Category II operations not less than 1600 RVR and a 150-foot DH.
OPCION B: pilots who have completed an DGTA-approved Category II training program.
OPCION C: Category II operations not less than 1200 RVR and a 100-foot DH.

9348 What is the lowest HAT for which a Category II applicant can be certified during the original issuance of the B
authorization?
OPCION A: 100 feet AGL.
OPCION B: 150 feet AGL.
OPCION C: 200 feet AGL.

9349 When a type rating is to be added to an airline transport pilot certificate, and the practical test is scheduled in an A
approved flight simulator and an aircraft, the applicant is
OPCION A: required to have at least a current third-class medical certificate.
OPCION B: required to have a current first-class medical certificate.
OPCION C: not required to hold a medical certificate.

9350 Unless otherwise authorized, when is the pilot-in-command required to hold a type rating? B
OPCION A: When operating an aircraft that is certificated for more than one pilot.
OPCION B: When operating an aircraft having a gross weight of more than 12,500 pounds.
OPCION C: When operating a multiengine aircraft having a gross weight of more than 6,000 pounds.

9351 When a temporary replacement is received for an airman's medical certificate, for what maximum time is this B
document valid?
OPCION A: 30 days.
OPCION B: 60 days.
OPCION C: 90 days.

9379 During an emergency, a pilot-in-command does not deviate from an FAR rule but is given priority by ATC. To C
whom or under what condition is the pilot required to submit a written report?
OPCION A: To the manager of the General Aviation District Office
OPCION B: To the manager of the facility in control at the time of the deviation
OPCION C: Upon request by ATC, submit a written report to the ATC manager

9388 When may ATC request a detailed report on an emergency even though a rule has not been violated? A
OPCION A: When priority has been given.
OPCION B: Anytime an emergency occurs.
OPCION C: When the emergency occurs in controlled airspace.

9625 Lewiston-Nez Perce Co. is a FAR Part 139 airport. What is the minimum number of aircraft rescue and fire B
fighting vehicles, and the type and amount of fire fighting agents that the airport should have?
(Refer to Appendix 2, Legend 15, Appendix 3, Figure 177)
OPCION A: Two vehicles and 600 pounds dry chemicals (DC) or Halon 1211 or 500 pounds of DC plus 100 gallons of water.
OPCION B: One vehicle and 500 pounds of dry chemical (DC) or Halon 1211 or 450 pounds DC plus 100 gallons of water.
OPCION C: One vehicle and 500 pounds of dry chemical (DC) or Halon 1211 or 350 pounds DC and 1,000 gallons of water.

9636 Newport News/Willimamsburg Intl is a FAR Part 139 airport. The A/FD contains the following entry: ARFF Index A. What is the minimum number of aircraft rescue and fire fighting vehicles, and the type and amount of fire fighting agents that the airport should have? **B**

(Refer to Appendix 2, Legend 15)

OPCION A: Two vehicles and 600 pounds dry chemical (DC) or Halon 1211 or 500 pounds of DC plus 100 gallons of water.

OPCION B: One vehicle and 500 pounds dry chemical (DC) or Halon 1211 or 450 pounds of DC plus 100 gallons of water.

OPCION C: One vehicle and 500 pounds dry chemical (DC) or Halon 1211 or 350 pounds of DC plus 1,000 gallons of water.
