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**TEMA:** 0112 ATP - (CHAP. 01) REGULATIONS

| <b>COD PREG:</b> | <b>PREGUNTA:</b>  | <b>RPTA:</b> |
|------------------|---|--------------|
| PREG20077790     | Which documents are required to be carried aboard each domestic air carrier flight?   | C            |
| <b>OPCION A:</b> | Load manifest (or information from it) and flight release   |              |
| <b>OPCION B:</b> | Dispatch release and weight and balance release   |              |
| <b>OPCION C:</b> | Dispatch release, load manifest (or information from it), and flight plan   |              |
| PREG20077791     | 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?       | B            |
| <b>OPCION A:</b> | 1 months  |              |
| <b>OPCION B:</b> | 3 months  |              |
| <b>OPCION C:</b> | 12 months   |              |
| PREG20077792     | A domestic or flag air carrier shall keep copies of the flight plans, dispatch releases, and load manifests for at least  | A            |
| <b>OPCION A:</b> | 3 months  |              |
| <b>OPCION B:</b> | 6 months  |              |
| <b>OPCION C:</b> | 30 months   |              |
| PREG20077793     | 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?                                 | C            |
| <b>OPCION A:</b> | Has no effect on destination but alternate minimums are no less than 300 and 1  |              |
| <b>OPCION B:</b> | Minimums are decreased by 100 feet and 1/2 mile   |              |
| <b>OPCION C:</b> | Minimums are increased by 100 feet and 1/2 mile   |              |
| PREG20077794     | Which information must be contained in, or attached to, the dispatch release for a flag air carrier flight?   | A            |
| <b>OPCION A:</b> | Type of operation (e.g. IFR, VFR), trip number  |              |
| <b>OPCION B:</b> | Total fuel supply and minimum fuel required on board the airplane   |              |
| <b>OPCION C:</b> | Passenger manifest, company or organization name, and cargo weight  |              |
| PREG20077795     | 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 | A            |
| <b>OPCION A:</b> | supplemental and commercial   |              |
| <b>OPCION B:</b> | supplemental and domestic   |              |
| <b>OPCION C:</b> | flag and commercial   |              |

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| PREG20077796     | What information must be contained in, or attached to, the dispatch release for a domestic air carrier flight  | A |
| <b>OPCION A:</b> | Departure airport, intermediate stops, destinations, alternate airports, and trip number   |   |
| <b>OPCION B:</b> | Names of all passengers on board and minimum fuel supply   |   |
| <b>OPCION C:</b> | Cargo load, weight and balance data, and identification number of the aircraft   |   |
| PREG20077710     | In airplanes where a third gyroscopic bank-and pitch indicator is required, that instrument must   | C |
| <b>OPCION A:</b> | continue reliable operation for at least 30 minutes after the output of the airplane's electrical generating system falls below an optimum level.  |   |
| <b>OPCION B:</b> | be operable by a selector switch which may be actuated from either pilot station   |   |
| <b>OPCION C:</b> | continue reliable operation for a minimum of 30 minutes after total failure of the electrical generating system  |   |
| PREG20077712     | If the weather forecast do not require the listing of an alternate airport on an IFR flight, the airplane must carry sufficient fuel to fly to the destination airport and   | B |
| <b>OPCION A:</b> | make one missed approach and thereafter have a 45 minute reserve at normal cruising speed  |   |
| <b>OPCION B:</b> | fly thereafter for 45 minutes at normal cruising speed   |   |
| <b>OPCION C:</b> | fly for 45 minutes thereafter at normal cruise climb speed   |   |
| PREG20077713     | A pilot's experience includes 8 hours in a particular make and basic model multiengine, turboprop airplane while acting as pilot in command. Which additional pilot in command experience meets the requirements for designation as pilot in command of that airplane when operated by a commuter air carrier in passenger carrying service? | C |
| <b>OPCION A:</b> | Twelve takeoffs and landings   |   |
| <b>OPCION B:</b> | Five takeoffs and landings, and 2 hours.   |   |
| <b>OPCION C:</b> | Ten takeoffs and landings, and 2 hours   |   |
| PREG20077714     | If either pilot of an air carrier airplane leaves the duty station while flying at FL 410, the other pilot   | B |
| <b>OPCION A:</b> | and the flight engineer shall put on their oxygen masks and breathe oxygen   |   |
| <b>OPCION B:</b> | shall put on the oxygen mask and breathe oxygen  |   |
| <b>OPCION C:</b> | must have a quick-donning type oxygen mask available   |   |
| PREG20077715     | 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?  | C |
| <b>OPCION A:</b> | FL 200   |   |
| <b>OPCION B:</b> | FL 300   |   |

**OPCION C:** FL 250

PREG20077716 If a passenger-carrying landplane is required to have an automatic deploying escape slide system, when must this system be armed? A

**OPCION A:** For taxi, takeoff, and landing

**OPCION B:** Only for takeoff and landing

**OPCION C:** During taxi, takeoff, landing, and after ditching

PREG20077717 If there is a required emergency exit located in the flightcrew compartment, the door which separates the compartment from the passenger cabin must be. C

**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

PREG20077718 Regulations require that interior emergency lights must: B

**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

PREG20077720 In the event of an engine emergency, the use of a cockpit check procedure by the flightcrew is B

**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

PREG20077737 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

PREG20077711 The two pilots stations of a pressurized aircraft are equipped with approved quick- donning masks. What is the maximum altitude authorized if one pilot is not wearing an oxygen mask and breathing oxygen? B

**OPCION A:** 41,000 feet MSL

**OPCION B:** 35,000 feet MSL

**OPCION C:** 25,000 feet MSL

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| PREG20077739     | A flight crewmember must be able to don and use a quick-donning oxygen mask within   | A |
| <b>OPCION A:</b> | 5 seconds  |   |
| <b>OPCION B:</b> | 10 seconds   |   |
| <b>OPCION C:</b> | 15 seconds   |   |
| PREG20077758     | 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 |
| <b>OPCION A:</b> | difference training  |   |
| <b>OPCION B:</b> | transition training  |   |
| <b>OPCION C:</b> | upgrade training   |   |
| PREG20077759     | How often must a crewmember actually operate the airplane emergency equipment, after initial training? Once every                                    | C |
| <b>OPCION A:</b> | 6 calendar months  |   |
| <b>OPCION B:</b> | 12 calendar months   |   |
| <b>OPCION C:</b> | 24 calendar months   |   |
| PREG20077760     | 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 |
| <b>OPCION A:</b> | 8 hours during any 12 consecutive hours  |   |
| <b>OPCION B:</b> | 10 hours during any 12 consecutive hours   |   |
| <b>OPCION C:</b> | 12 hours during any 24 consecutive hours   |   |
| PREG20077761     | 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 |
| <b>OPCION A:</b> | 8 hours  |   |
| <b>OPCION B:</b> | 10 hours   |   |
| <b>OPCION C:</b> | 12 hours   |   |
| PREG20077762     | 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 | B |
| <b>OPCION A:</b> | 100 hours  |   |
| <b>OPCION B:</b> | 120 hours  |   |
| <b>OPCION C:</b> | 300 hours  |   |
| PREG20077763     | 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 |
| <b>OPCION A:</b> | 6 hours  |   |
| <b>OPCION B:</b> | 8 hours  |   |

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| <b>OPCION C:</b> | 10 hours   |   |
| PREG20077764     | Which passenger announcement(s) must be made after each takeoff?   | B |
| <b>OPCION A:</b> | Keep safety belts fastened while seated and no smoking in the aircraft lavatories  |   |
| <b>OPCION B:</b> | Passengers should keep seat belts fastened while seated  |   |
| <b>OPCION C:</b> | How to use the passenger oxygen system and that there is a \$1,000 fine for tampering with a smoke detector  |   |
| PREG20077765     | 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 |
| <b>OPCION A:</b> | considered part of the rest period if the flightcrew includes more than two pilots   |   |
| <b>OPCION B:</b> | considered part of the rest period for flight engineers and navigators   |   |
| <b>OPCION C:</b> | not considered to be part of a rest period   |   |
| PREG20077766     | Duty and rest period rules for domestic air carrier operations require that a flight crewmember  | A |
| <b>OPCION A:</b> | not be assigned to any duty with the air carrier during any required rest period   |   |
| <b>OPCION B:</b> | not be on duty aloft for more than 100 hours in any 30 day period  |   |
| <b>OPCION C:</b> | be relieved of all duty for at least 24 hours during any 7 consecutive days  |   |
| PREG20077768     | 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 |
| <b>OPCION A:</b> | 7 days   |   |
| <b>OPCION B:</b> | 5 days   |   |
| <b>OPCION C:</b> | 48 hours   |   |
| PREG20077769     | When carrying a passenger aboard an all-cargo aircraft, which of the following applies?  | B |
| <b>OPCION A:</b> | The passenger must have access to a seat in the pilot compartment  |   |
| <b>OPCION B:</b> | The pilot in command may authorize the passenger to be admitted to the crew compartment  |   |
| <b>OPCION C:</b> | Crew-type oxygen must be provided for the passenger  |   |
| PREG20077839     | 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)

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- 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.
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PREG20077797 What information must be included on a domestic air carrier dispatch release? B

- 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
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PREG20077798 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 B

- OPCION A:** weather reports and forecasts
- OPCION B:** names of all crewmembers
- OPCION C:** minimum fuel supply
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PREG20077800 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.
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PREG20077801 (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.
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PREG20077802 (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.

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| PREG20077803 | (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.   |   |
| PREG20077799 | 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   |   |
| PREG20077782 | 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 addition to the fuel required to the alternate airport  |   |
| PREG20077788 | 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   |   |
| PREG20077775 | The persons jointly responsible for the initiation, continuation, diversion, and termination of a supplemental air carrier or commercial operator flight are the | B |
| 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   |   |
| PREG20077804 | (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.   |   |

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| PREG20077776 | The pilot in command has emergency authority to exclude any and all persons from admittance to the flight deck   | B |
| 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  |   |
| PREG20077777 | If an aircraft dispatcher cannot communicate with the pilot of an air carrier flight during an emergency the aircraft dispatcher should  | A |
| 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  |   |
| PREG20077778 | 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  |   |
| PREG20077779 | A flag air carrier flight lands at an intermediate airport at 1805Z. The latest time it may depart without being redispached is  | C |
| OPCION A:    | 2005Z  |   |
| OPCION B:    | 1905Z  |   |
| OPCION C:    | 0005Z  |   |
| PREG20077780 | 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  |   |
| PREG20077781 | 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 redispach release? | C |
| OPCION A:    | 1945Z  |   |
| OPCION B:    | 2015Z  |   |
| OPCION C:    | 0045Z  |   |
| PREG20077783 | 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  |   |



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

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PREG20077784 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

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PREG20077785 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

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PREG20077786 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

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PREG20077787 Where can the pilot of a flag air carrier airplane find the latest NOTAMs? A

**OPCION A:** Any company dispatch facility

**OPCION B:** Notices To Airmen publication

**OPCION C:** Airport/Facility Directory

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PREG20077738 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

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PREG20077770 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

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PREG20077757 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

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**OPCION B:** Recurrent training

**OPCION C:** Initial training

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PREG20077756 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

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PREG20077767 A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispach release is required? A

**OPCION A:** Not more than 1 hour

**OPCION B:** Not more than 2 hours

**OPCION C:** More than 6 hours

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PREG20077754 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

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PREG20077755 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

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PREG20077740 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

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PREG20077743 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

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| PREG20077745     | The required crewmember functions that are to be performed in the event of an emergency shall be assigned by the   | C |
| <b>OPCION A:</b> | pilot in command   |   |
| <b>OPCION B:</b> | air carrier's chief pilot  |   |
| <b>OPCION C:</b> | certificate holder   |   |
| PREG20077746     | The air carrier must give instruction on such subjects as respiration, hypoxia, and decompression to crewmembers serving on pressurized airplanes operated above | C |
| <b>OPCION A:</b> | FL 180   |   |
| <b>OPCION B:</b> | FL 200   |   |
| <b>OPCION C:</b> | FL 250   |   |
| PREG20077747     | A pilot in command must complete a proficiency check or simulator training within the preceding  | A |
| <b>OPCION A:</b> | 6 calendar months  |   |
| <b>OPCION B:</b> | 12 calendar months   |   |
| <b>OPCION C:</b> | 24 calendar months   |   |
| PREG20077744     | Which document includes descriptions of the required crewmember functions to be performed in the event of an emergency?  | B |
| <b>OPCION A:</b> | Airplane Flight Manual   |   |
| <b>OPCION B:</b> | Certificate holder's manual  |   |
| <b>OPCION C:</b> | Pilot's Emergency Procedures Handbook  |   |
| PREG20077742     | If a flight engineer becomes incapacitated during flight, who may perform the flight engineer's duties?  | B |
| <b>OPCION A:</b> | The second in command only   |   |
| <b>OPCION B:</b> | Any flight crewmember, if qualified  |   |
| <b>OPCION C:</b> | Either pilot, if they have a flight engineer certificate   |   |
| PREG20077749     | A pilot flight crewmember, other than pilot in command, must have received a proficiency check or line-oriented simulator training within the preceding          | C |
| <b>OPCION A:</b> | 6 calendar months  |   |
| <b>OPCION B:</b> | 12 calendar months   |   |
| <b>OPCION C:</b> | 24 calendar months   |   |
| PREG20077750     | Which is one of the requirements that must be met by a required pilot flight crewmember in re-establishing recency of experience?                                | B |
| <b>OPCION A:</b> | At least one landing must be made with a simulated failure of the most critical engine   |   |
| <b>OPCION B:</b> | At least one ILS approach to the lowest ILS minimums authorized for the certificate holder and a landing from that approach                                      |   |

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**OPCION C:** At least three landings must be made to a complete stop

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PREG20077751 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

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PREG20077752 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

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PREG20077748 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 **A**

**OPCION A:** 24 calendar months

**OPCION B:** 12 calendar months

**OPCION C:** 6 calendar months

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PREG20077753 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

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PREG20077789 Category II ILS operations below 1600 RVR and a 150-foot DH may be approved after the pilot in command has **C**

**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

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| PREG20077805 | (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.  |   |
| PREG20077824 | 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.   |   |
| PREG20077807 | (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.   |   |
| PREG20077827 | 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.   |   |
| PREG20077828 | 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.  |   |
| PREG20077829 | To be eligible for the practical test for the renewal of a Category II authorization, what recent instrument approach experience is required?   | A |

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| <b>OPCION A:</b> | 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. |
| <b>OPCION B:</b> | Within the previous 6 months, six ILS approaches flown by use of an approach coupler to the Category I DH.                        |
| <b>OPCION C:</b> | Within the previous 12 calendar months, three ILS approaches flown by use of an approach coupler to the Category II DH.           |

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| PREG20077830     | When may a Category II ILS limitation be removed?   | A |
| <b>OPCION A:</b> | When three Cat II ILS approaches have been completed to a 150-foot decision height and landing. |   |
| <b>OPCION B:</b> | When six ILS approaches to Category II minimums have been completed in the past 6 months.       |   |
| <b>OPCION C:</b> | 120 days after issue or renewal.  |   |

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| PREG20077831     | A Category II ILS pilot authorization, when originally issued, is normally limited to | A |
| <b>OPCION A:</b> | Category II operations not less than 1600 RVR and a 150-foot DH.                      |   |
| <b>OPCION B:</b> | pilots who have completed an DGTA-approved Category II training program.              |   |
| <b>OPCION C:</b> | Category II operations not less than 1200 RVR and a 100-foot DH.                      |   |

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| PREG20077832     | What is the lowest HAT for which a Category II applicant can be certified during the original issuance of the authorization? | B |
| <b>OPCION A:</b> | 100 feet AGL.  |   |
| <b>OPCION B:</b> | 150 feet AGL.  |   |
| <b>OPCION C:</b> | 200 feet AGL.  |   |

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| PREG20077833     | When a type rating is to be added to an airline transport pilot certificate, and the practical test is scheduled in an approved flight simulator and an aircraft, the applicant is | A |
| <b>OPCION A:</b> | required to have at least a current third-class medical certificate.   |   |
| <b>OPCION B:</b> | required to have a current first-class medical certificate.  |   |
| <b>OPCION C:</b> | not required to hold a medical certificate.  |   |

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| PREG20077834     | Unless otherwise authorized, when is the pilot-in-command required to hold a type rating? | B |
| <b>OPCION A:</b> | When operating an aircraft that is certificated for more than one pilot.                  |   |
| <b>OPCION B:</b> | When operating an aircraft having a gross weight of more than 12,500 pounds.              |   |
| <b>OPCION C:</b> | When operating a multiengine aircraft having a gross weight of more than 6,000 pounds.    |   |

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| PREG20077835     | When a temporary replacement is received for an airman's medical certificate, for what maximum time is this document valid? | A |
| <b>OPCION A:</b> | 30 days.  |   |

**OPCION B:** 60 days.

**OPCION C:** 90 days.

PREG20077836 During an emergency, a pilot-in-command does not deviate from an FAR rule but is given priority by ATC. To whom or under what condition is the pilot required to submit a written report? C

**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

PREG20077837 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.

PREG20077838 Lewiston-Nez Perce Co. is a FAR Part 139 airport. 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, 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.

PREG20077774 What action shall the pilot in command take if it becomes necessary to shut down one of the two engines on an air carrier airplane? B

**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

PREG20077826 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.

PREG20077825 An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an aircraft, needs A



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

- PREG20077823 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.

- PREG20077822 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.

- PREG20077808 (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.

- PREG20077809 (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.

- PREG20077810 (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.



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| PREG20077811     | (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?   |   |
| <b>OPCION A:</b> | 50 pounds, unless otherwise specifically permitted.  |   |
| <b>OPCION B:</b> | 10 pounds, if classified as corrosive.   |   |
| <b>OPCION C:</b> | 25 pounds, if classified as ORM-D.   |   |
| PREG20077812     | (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?  |   |
| <b>OPCION A:</b> | No limit applies.  |   |
| <b>OPCION B:</b> | A number whose combined transportation indices total 50.   |   |
| <b>OPCION C:</b> | A number whose combined transportation indices total 100.  |   |
| PREG20077813     | (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?   |   |
| <b>OPCION A:</b> | 100.   |   |
| <b>OPCION B:</b> | 50.  |   |
| <b>OPCION C:</b> | 25.  |   |
| PREG20077806     | (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?   |   |
| <b>OPCION A:</b> | DANGEROUS.   |   |
| <b>OPCION B:</b> | HAZARDOUS/CLASS X.   |   |
| <b>OPCION C:</b> | CARGO AIRCRAFT ONLY.   |   |
| PREG20077814     | What precaution, if any, should be taken if dry ice is carried aboard an aircraft?   | C |
| <b>OPCION A:</b> | This material does not require special precautions.  |   |
| <b>OPCION B:</b> | A waiver to carry this material should be requested from the DGTA.   |   |
| <b>OPCION C:</b> | Proper ventilation of the aircraft should be assured.  |   |
| PREG20077816     | (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 |
| <b>OPCION A:</b> | 10 gallons   |   |

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**OPCION B:** 15 gallons

**OPCION C:** 20 gallons

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PREG20077817 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

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PREG20077818 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

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PREG20077819 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.

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PREG20077820 "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.

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PREG20077821 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.

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| PREG20077815 | (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.   |   |
| PREG20077773 | When the pilot in command is responsible for a deviation during an emergency, the pilot should submit a written report within   | C |
| OPCION A:    | 10 days after the deviation   |   |
| OPCION B:    | 10 days after returning home  |   |
| OPCION C:    | 72 hours after returning to home base   |   |
| PREG20077741 | 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  |   |
| PREG20077771 | 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:    | DGAC office   |   |
| OPCION C:    | operations manager (or director of operations)  |   |
| PREG20077723 | 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   |   |
| PREG20077724 | 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   |   |
| PREG20077725 | 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

PREG20077726 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

PREG20077727 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

PREG20077728 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

PREG20077729 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

PREG20077730 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

PREG20077731 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

PREG20077732 Which factor determines the minimum number of hand fire extinguishers required for flight under RAP Part 121? C

**OPCION A:** Number of passengers and crewmembers aboard

**OPCION B:** Number of passenger cabin occupants

**OPCION C:** Airplane passenger seating accommodations

PREG20077733 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

PREG20077734 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

PREG20077735 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

PREG20077722 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

PREG20077736 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

PREG20077721 Which emergency equipment is required for a flag air carrier flight between John F. Kennedy International Airport and London, England? B

|                  |   |   |
|------------------|---|---|
| <b>OPCION A:</b> | A life preserver equipped with an approved survivor locator light or other flotation device for the full seating capacity of the airplane     |   |
| <b>OPCION B:</b> | An appropriately equipped survival kit attached to each required liferaft   |   |
| <b>OPCION C:</b> | A self-buoyant, water resistant, portable survivaltype emergency locator transmitter for each required liferaft                               |   |
| PREG20077719     | Where should the portable battery-powered megaphone be located if only one is required on a passenger-carrying airplane?                      | C |
| <b>OPCION A:</b> | The most forward location in the passenger cabin  |   |
| <b>OPCION B:</b> | in the cabin near the over-the-wing emergency exit  |   |
| <b>OPCION C:</b> | The most rearward location in the passenger cabin   |   |
| PREG20077772     | If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the pilot in command                | C |
| <b>OPCION A:</b> | must land at the nearest suitable airport, in point of time, at which a safe landing can be made  |   |
| <b>OPCION B:</b> | may continue to the planned destination if approved by the company aircraft dispatcher  |   |
| <b>OPCION C:</b> | may continue to the planned destination if this is considered as safe as landing at the nearest suitable airport                              |   |
| PREG20077706     | Wich document specifically authorizes a person to operate an aircraft in a particular geographic area?  | A |
| <b>OPCION A:</b> | Operations Specifications   |   |
| <b>OPCION B:</b> | Operating Certificate   |   |
| <b>OPCION C:</b> | Dispatch Release  |   |
| PREG20077707     | Which is a requirement for flightcrew use of oxygen masks in a pressurized cabin airplane?  | B |
| <b>OPCION A:</b> | Both pilots at the controls shall use oxygen masks above FL 350   |   |
| <b>OPCION B:</b> | At altitudes above 25,000 feet MSL, if one pilot leaves the pilot duty station, the remaining pilot at the controls shall use an oxygen mask. |   |
| <b>OPCION C:</b> | At altitudes above FL 250, one of the two pilots at the controls shall use an oxygen mask continuously.                                       |   |
| PREG20077708     | What is the minimum passenger seating configuration that requires a second in command?  | C |
| <b>OPCION A:</b> | 15 seats  |   |
| <b>OPCION B:</b> | 12 seats  |   |
| <b>OPCION C:</b> | 10 seats  |   |
| PREG20077709     | What aircraft operating under FAR Part 135 are required to have a third gyroscopic bank-and-pitch indicator installed?                        | A |
| <b>OPCION A:</b> | All airplanes that are turbojet powered   |   |
| <b>OPCION B:</b> | All multiengine airplanes that require a two pilot flightcrew   |   |

**OPCION C:** All turbine powered aircraft having a passenger seating capacity of 30  
seats or more

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