

TEMA: 0112 ATP - (CHAP. 01) REGULATIONS

COD_PREG: PREGUNTA: **RPTA:**
PREG20077706 (8003) Wich document specifically authorizes a person to operate an aircraft in a particular geographic area? A
OPCION A: Operations Specifications
OPCION B: Operating Certificate
OPCION C: Dispatch Release
OPCION D:

PREG20077707 (8020) Which is a requirement for flightcrew use of oxygen masks in a pressurized cabin airplane? B
OPCION A: Both pilots at the controls shall use oxygen masks above FL 350
OPCION 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.
OPCION C: At altitudes above FL 250, one of the two pilots at the controls shall use an oxygen mask continuously.
OPCION D:

PREG20077708 (8044) What is the minimum passenger seating configuration that requires a second in command? C
OPCION A: 15 seats
OPCION B: 12 seats
OPCION C: 10 seats
OPCION D:

PREG20077709 (8053) What aircraft operating under FAR Part 135 are required to have a third gyroscopic bank-and-pitch indicator installed? A
OPCION A: All airplanes that are turbojet powered
OPCION 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
OPCION D:

PREG20077710 (8054) In airplanes where a third gyroscopic bank-and pitch indicator is required, that instrument must C
OPCION A: continue reliable operation for at least 30 minutes after the output of the airplane's electrical generating system falls below an optimum level.
OPCION B: be operable by a selector switch which may be actuated from either pilot station
OPCION C: continue reliable operation for a minimum of 30 minutes after total failure of the electrical generating system
OPCION D:

PREG20077711 (8055)	The two pilots stations of a pressurized aircraft are equipped with approved quick- donning masks. What is the maximun 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	
OPCION D:		

PREG20077712 (8088)	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
OPCION A:	make one missed approach and thereafter have a 45 minute reserve at normal cruising speed	
OPCION B:	fly thereafter for 45 minutes at normal cruising speed	
OPCION C:	fly for 45 minutes thereafter at normal cruise climb speed	
OPCION D:		

PREG20077713 (8110)	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 carryng service?	C
OPCION A:	Twelve takeoffs and landings	
OPCION B:	Five takeoffs and landings, and 2 hours.	
OPCION C:	Ten takeoffs and landings, and 2 hours	
OPCION D:		

PREG20077714 (8155)	If either pilot of an air carrier airplane leaves the duty station while flying at FL 410, the other pilot	B
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	
OPCION D:		

PREG20077715 (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?	C
OPCION A:	FL 200	
OPCION B:	FL 300	
OPCION C:	FL 250	
OPCION D:		

PREG20077716 (8157)	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	

OPCION D:

PREG20077717 (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. 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

OPCION D:

PREG20077718 (8159) 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

OPCION D:

PREG20077719 (8160) Where should the portable battery-powered megaphone be located if only one is required on a passenger-carrying airplane? C

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

OPCION D:

PREG20077720 (8163) 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

OPCION D:

PREG20077721 (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

OPCION D:

PREG20077722 (8166) Each large aircraft operating over water must have a life preserver for each A

OPCION A: aircraft occupant

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- OPCION B:** seat on the aircraft
OPCION C: passenger seat, plus 10 percent
OPCION D:
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PREG20077723 (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
OPCION D:
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PREG20077724 (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
OPCION D:
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PREG20077725 (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
OPCION D:
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PREG20077726 (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
OPCION D:
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PREG20077727 (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
OPCION D:
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PREG20077728 (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

OPCION D:

PREG20077730 (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

OPCION D:

PREG20077729 (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

OPCION D:

PREG20077731 (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

OPCION D:

PREG20077732 (8176) 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

OPCION D:

PREG20077733 (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

OPCION D:

PREG20077734 (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	
OPCION D:		

PREG20077735 (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	
OPCION D:		

PREG20077736 (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	
OPCION D:		

PREG20077737 (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	
OPCION D:		

PREG20077738 (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	
OPCION D:		

PREG20077739 (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	
OPCION D:		

PREG20077740 (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	
OPCION D:		

PREG20077741 (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	
OPCION D:		

PREG20077742 (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	
OPCION D:		

PREG20077743 (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	
OPCION D:		

PREG20077744 (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	
OPCION D:		

PREG20077745 (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	
OPCION D:		

PREG20077746 (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	
OPCION D:		

PREG20077747 (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	
OPCION D:		

PREG20077748 (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	A
OPCION A:	24 calendar months	
OPCION B:	12 calendar months	
OPCION C:	6 calendar months	
OPCION D:		

PREG20077749 (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	
OPCION D:		

PREG20077750 (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	
OPCION D:		

PREG20077751 (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	
OPCION D:		

PREG20077755 (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	
OPCION D:		

PREG20077756 (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	
OPCION D:		

PREG20077757 (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	
OPCION D:		

PREG20077758 (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	
OPCION D:		

PREG20077752 (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	
OPCION D:		

PREG20077753 (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
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- 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
- OPCION D:**
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- PREG20077754 (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
- OPCION D:**
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- PREG20077759 (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
- OPCION D:**
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- PREG20077760 (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
- OPCION D:**
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- PREG20077761 (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
- OPCION D:**
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- PREG20077762 (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 B
- OPCION A:** 100 hours
- OPCION B:** 120 hours
- OPCION C:** 300 hours

OPCION D:

PREG20077763 (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

OPCION D:

PREG20077764 (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

OPCION D:

PREG20077765 (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

OPCION D:

PREG20077766 (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

OPCION D:

PREG20077767 (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

OPCION D:

PREG20077768 (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

OPCION D:

PREG20077769 (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

OPCION D:

PREG20077770 (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

OPCION D:

PREG20077771 (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: DGAC office

OPCION C: operations manager (or director of operations)

OPCION D:

PREG20077772 (8237) If it becomes necessary to shut down one engine on a domestic air carrier three-engine turbojet airplane, the pilot in command C

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

OPCION D:

PREG20077773 (8240) 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

OPCION D:

PREG20077774 (8241) 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

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- 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
- OPCION D:**
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- PREG20077775 (8243) The persons jointly responsible for the initiation, continuation, diversion, and termination of a supplemental air carrier or commercial operator flight are the pilot in command and chief pilot **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
- OPCION D:**
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- PREG20077776 (8244) 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
- OPCION D:**
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- PREG20077777 (8245) 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
- OPCION D:**
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- PREG20077778 (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
- OPCION D:**
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- PREG20077779 (8259) 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
- OPCION D:**
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- PREG20077780 (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
OPCION D:

PREG20077781 (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 redispach release? C

OPCION A: 1945Z
OPCION B: 2015Z
OPCION C: 0045Z
OPCION D:

PREG20077782 (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 addition to the fuel required to the alternate airport
OPCION D:

PREG20077783 (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
OPCION D:

PREG20077784 (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
OPCION D:

PREG20077785 (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
OPCION D:

PREG20077786 (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	
OPCION D:		

PREG20077787 (8283)	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	
OPCION D:		

PREG20077788 (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	
OPCION D:		

PREG20077789 (8285)	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	
OPCION D:		

PREG20077790 (8286)	Which documents are required to be carried aboard each domestic air carrier flight?	C
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	
OPCION D:		

PREG20077791 (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?	B
OPCION A:	1 monts	
OPCION B:	3 months	

OPCION C: 12 months

OPCION D:

PREG20077792 (8288) A domestic or flag air carrier shall keep copies of the flight plans, dispatch releases, and load manifests for at least A

OPCION A: 3 months

OPCION B: 6 months

OPCION C: 30 months

OPCION D:

PREG20077793 (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? C

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

OPCION D:

PREG20077794 (8290) Which information must be contained in, or attached to, the dispatch release for a flag air carrier flight? A

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

OPCION D:

PREG20077795 (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 A

OPCION A: supplemental and commercial

OPCION B: supplemental and domestic

OPCION C: flag and commercial

OPCION D:

PREG20077796 (8292) What information must be contained in, or attached to, the dispatch release for a domestic air carrier flight? A

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

OPCION D:

PREG20077797 (8293) 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
- OPCION D:**
-

PREG20077798 (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 **B**

- OPCION A:** weather reports and forecasts
- OPCION B:** names of all crewmembers
- OPCION C:** minimum fuel supply
- OPCION D:**
-

PREG20077799 (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
- OPCION D:**
-

PREG20077800 (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.
- OPCION D:**
-

PREG20077801 (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.
- OPCION D:**
-

PREG20077802 (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.

OPCION D:

PREG20077803 (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.

OPCION D:

PREG20077804 (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.

OPCION D:

PREG20077805 (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.

OPCION D:

PREG20077806 (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.

OPCION D:

PREG20077807 (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.

OPCION D:

PREG20077808 (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.

OPCION D:

PREG20077809 (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.

OPCION D:

PREG20077810 (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.

OPCION D:

PREG20077811 (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.

OPCION D:

PREG20077812 (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.

OPCION D:

PREG20077813 (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.

OPCION D:

PREG20077814 (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.

OPCION D:

PREG20077815 (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.

OPCION D:

PREG20077816 (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

OPCION D:

PREG20077817 (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

OPCION D:

PREG20077818 (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

- 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
OPCION D:
-

PREG20077819 (9325) Which is a definition of the term "crewmember"?

- 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.
OPCION D:
-

PREG20077820 (9326) "Operational control" of a flight refer to

- 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.
OPCION D:
-

PREG20077821 (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?

- 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.
OPCION D:
-

PREG20077822 (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?

- OPCION A:** 6 hours.
OPCION B: 8 hours.
OPCION C: 10 hours.
OPCION D:
-

PREG20077823 (9331) The flight instruction of other pilots in air transportation service by an airline transport pilot is restricted to

- 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.

OPCION D:

PREG20077824 (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.

OPCION D:

PREG20077825 (9340) 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.

OPCION D:

PREG20077826 (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.

OPCION D:

PREG20077827 (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.

OPCION D:

PREG20077828 (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.

OPCION D:

PREG20077830 (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.	
OPCION D:		

PREG20077831 (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.	
OPCION D:		

PREG20077832 (9348)	What is the lowest HAT for which a Category II applicant can be certified during the original issuance of the authorization?	B
OPCION A:	100 feet AGL.	
OPCION B:	150 feet AGL.	
OPCION C:	200 feet AGL.	
OPCION D:		

PREG20077834 (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.	
OPCION D:		

PREG20077829 (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.	
OPCION D:		

PREG20077833 (9349)	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
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.

OPCION D:

PREG20077835 (9351) When a temporary replacement is received for an airman's medical certificate, for what maximum time is this document valid? A

OPCION A: 30 days.

OPCION B: 60 days.

OPCION C: 90 days.

OPCION D:

PREG20077836 (9379) 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

OPCION D:

PREG20077837 (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.

OPCION D:

PREG20077838 (9625) 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.

OPCION D:

PREG20077839 (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.

OPCION D:
