

MR. BAZEMORE'S GOUGE FOR THE MILITARY COMPETENCE EXAM

001. (1.) G10 COM
Notification to the NTSB is required when there has been substantial damage
A. which adversely affects structural strength or flight characteristics.
B. to an engine caused by engine failure in flight.
C. which requires repairs to landing gear.

002. (2.) G11 COM
NTSB Part 830 requires an immediate notification as a result of which incident?
A. Damage to the landing gear as a result of a hard landing.
B. Any required flight crewmember being unable to perform flight duties because of illness.
C. Engine failure for any reason during flight.

003. (3.) G11 COM
Which incident would require that the nearest NTSB field office be notified immediately?
A. Ground fire resulting in fire equipment dispatch.
B. In-flight fire.
C. Fire of the primary aircraft while in a hangar which results in damage to other property of more than \$25,000.

004. (4.) G11 COM
Which airborne incident would require that the nearest NTSB field office be notified immediately?
A. Cabin door opened in-flight.
B. Flight control system malfunction or failure.
C. Cargo compartment door malfunction or failure.

005. (5.) G11 COM
During flight a fire, which was extinguished, burned the insulation from a transceiver wire. What action is required by regulations?
A. An immediate notification by the operator of the aircraft to the nearest NTSB field office.
B. No notification or report is required.
C. A report must be filed with the avionics inspector at the nearest FAA Flight Standards District Office within 48 hours.

006. (6.) G11 COM
When should notification of an aircraft accident be made to the NTSB if there was substantial damage and no injuries?
A. Within 10 days.
B. Within 30 days.
C. Immediately.

007. (7.) G13 COM
The operator of an aircraft that has been involved in an incident is required to submit a report to the nearest field office of the NTSB
A. within 10 days.
B. within 7 days.
C. only if requested to do so.

008. (8.) G13 COM
How many days after an accident is a report required to be filed with the nearest NTSB field office?
A. 7.
B. 2.
C. 10.

009. (9.) J08 COM
What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation?
A. Class D, which then becomes Class E.
B. Class B.
C. Class D, which then becomes Class C.

011. (11.) A01 COM
Regulations which refer to "commercial operators" relate to that person who
A. for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier.
B. is the owner of a small scheduled airline.
C. for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, as an air carrier.

012. (12.) A01 COM
Regulations which refer to "operate" relate to that person who
A. is the sole manipulator of the aircraft controls.
B. acts as pilot in command of the aircraft.
C. causes the aircraft to be used or authorizes its use.

013. (13.) A01 COM
Regulations which refer to the "operational control" of a flight are in relation to
A. the specific duties of any required crewmember.
B. exercising authority over initiating, conducting, or terminating a flight.
C. acting as the sole manipulator of the aircraft controls.

014. (14.) A02 COM
Which is the correct symbol for the stalling speed or the minimum steady flight speed in a specified configuration?
A. VSO.
B. VS.
C. VS1.

015. (15.) A02 COM
Which is the correct symbol for the stalling speed or the minimum steady flight speed at which the airplane is controllable?
A. VS1.
B. VSO.
C. VS.

016. (16.) A02 COM
14 CFR part 1 defines V_F as
A. flap operating speed.
B. maximum flap extended speed.
C. design flap speed.

017. (17.) A02 COM
14 CFR part 1 defines V_{NO} as
A. maximum operating speed.
B. maximum structural cruising speed.
C. normal operating speed.

018. (18.) A02 COM
14 CFR part 1 defines V_{LE} as
A. maximum leading edge flaps extended speed.
B. maximum landing gear operating speed.
C. maximum landing gear extended speed.

019. (19.) A02 COM
14 CFR part 1 defines V_{NE} as
A. never-exceed speed.
B. maximum nose wheel extend speed.
C. maximum landing gear extended speed.

020. (20.) A02 COM
14 CFR part 1 defines V_Y as
A. speed for best angle of climb.
B. speed for best rate of climb.
C. speed for best rate of descent.

021. (22.) A150 COM
If an airplane category is listed as utility, it would mean that this airplane could be operated in which of the following maneuvers?
A. Limited acrobatics, excluding spins.
B. Any maneuver except acrobatics or spins.
C. Limited acrobatics, including spins (if approved).

022. (23.) A20 COM
Commercial pilots are required to have a valid and appropriate pilot certificate in their physical possession or readily accessible in the aircraft when
A. acting as pilot in command.
B. piloting for hire only.
C. carrying passengers only.

023. (24.) A20 COM
Which of the following are considered aircraft class ratings?
A. Single-engine land, multiengine land, single-engine sea, and multiengine sea.
B. Transport, normal, utility, and acrobatic.
C. Airplane, rotorcraft, glider, and lighter-than-air.

024. (25.) A20 COM
Does a commercial pilot certificate have a specific expiration date?
A. No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months.
B. No, it is issued without a specific expiration date.
C. Yes, it expires at the end of the 24th month after the month in which it was issued.

025. (26.) A20 COM
A second-class medical certificate issued to a commercial pilot on April 10, this year, permits the pilot to exercise which of the following privileges?
A. Commercial pilot privileges through April 10, 2 years later.
B. Commercial pilot privileges through April 30, next year.
C. Private pilot privileges through, but not after, March 31, next year.

026. (27.) A20 COM
When is the pilot in command required to hold a category and class rating appropriate to the aircraft being flown?
A. All solo flights.
B. On practical tests given by an examiner or FAA Inspector.
C. On flights when carrying another person.

027. (28.) A20 COM
Unless otherwise authorized, the pilot in command is required to hold a type rating when operating any
A. aircraft that is certificated for more than one pilot.
B. aircraft of more than 12,500 pounds maximum certificated takeoff weight.
C. multiengine airplane having a gross weight of more than 12,000 pounds.

028. (29.) A20 COM
To act as pilot in command of an airplane that is equipped with retractable landing gear, flaps, and controllable-pitch propeller, a person is required to
A. hold a multiengine airplane class rating.
B. make at least six takeoffs and landings in such an airplane within the preceding 6 months.
C. receive and log ground and flight training in such an airplane, and obtain a logbook endorsement certifying proficiency.

029. (30.) A20 COM
What flight time may a pilot log as second in command?
A. Only that flight time during which the second in command is the sole manipulator of the controls.
B. All flight time while acting as second in command in aircraft configured for more than one pilot.
C. All flight time when qualified and occupying a crewmember station in an aircraft that requires more than one pilot.

030. (31.) A20 COM
What flight time must be documented and recorded by a pilot exercising the privileges of a commercial certificate?
A. Flight time showing training and aeronautical experience to meet requirements for a certificate, rating or flight review.
B. Only flight time for compensation or hire with passengers aboard which is necessary to meet the recent flight experience requirements.
C. All flight time flown for compensation or hire.

031. (32.) A20 COM

If a pilot does not meet the recency of experience requirements for night flight and official sunset is 1900 CST, the latest time passengers should be carried is

- A. 1800 CST.
- B. 1900 CST.
- C. 1959 CST.**

032. (33.) A20 COM

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

- A. any category aircraft.
- B. the same category and class of aircraft to be used.
- C. the same category, class, and type of aircraft (if a type rating is required).**

033. (35.) A20 COM

No pilot may act as pilot in command of an aircraft under IFR or in weather conditions less than the minimums prescribed for VFR unless that pilot has, within the past 6 months, performed and logged under actual or simulated instrument conditions, at least

- A. six instrument approaches, holding procedures, intercepting and tracking courses, or passed an instrument proficiency check in an aircraft that is appropriate to the aircraft category.**
- B. six instrument flights and six approaches.
- C. three instrument approaches and logged 3 hours of instruments.

034. (36.) A20 COM

To act as pilot in command of an aircraft operated under 14 CFR part 91, a commercial pilot must have satisfactorily accomplished a flight review or completed a proficiency check within the preceding

- A. 12 calendar months.
- B. 6 calendar months.
- C. 24 calendar months.**

035. (37.) A20 COM

Pilots, who change their permanent mailing address, and fail to notify the FAA Airmen Certification Branch of this change, are entitled to exercise the privileges of their pilot certificate for a period of

- A. 60 days.
- B. 90 days.
- C. 30 days.**

036. (38.) A21 COM

To act as pilot in command of an airplane towing a glider, the tow pilot is required to have

- A. a logbook record of having made at least three flights as sole manipulator of the controls of a glider being towed by an airplane.
- B. at least a private pilot certificate with a category rating for powered aircraft, and made and logged at least three flights as pilot or observer in a glider being towed by an airplane.
- C. a logbook endorsement from an authorized glider instructor certifying receipt of ground and flight training in gliders, and be proficient with techniques and procedures for safe towing of gliders.**

037. (39.) A21 COM

To act as pilot in command of an airplane towing a glider, a pilot must have accomplished, within the preceding 12 months, at least

- A. three actual or simulated glider tows while accompanied by a qualified tow pilot.**
- B. ten flights as pilot in command of an aircraft while towing a glider.
- C. three actual glider tows under the supervision of a qualified tow pilot.

038. (45.) A24 COM

What limitation is imposed on a newly certificated commercial pilot - airplane, if that person does not hold an instrument rating? The carriage of passengers

- A. or property for hire on cross-country flights at night is limited to a radius of 50 NM.
- B. for hire on cross-country flights is limited to 50 NM for night flights, but not limited for day flights.
- C. for hire on cross-country flights in excess of 50 NM, or for hire at night is prohibited.**

039. (47.) A26 COM

What is the maximum amount of flight instruction an authorized instructor may give in any 24 consecutive hours?

- A. 6 hours.
- B. 4 hours.
- C. 8 hours.**

040. (49.) A66 COM

Excluding Hawaii, the vertical limits of the Federal Low Altitude airways extend from

- A. 700 feet AGL up to, but not including, 14,500 feet MSL.
- B. 1,200 feet AGL up to, but not including, 18,000 feet MSL.**
- C. 1,200 feet AGL up to, but not including, 14,500 feet MSL.

041. (50.) B07 COM

What action must be taken when a pilot in command deviates from any rule in 14 CFR part 91?

- A. Upon landing, report the deviation to the nearest FAA Flight Standards District Office.
- B. Upon the request of the Administrator, send a written report of that deviation to the Administrator.**
- C. Advise ATC of the pilot in command's intentions.

042. (51.) B07 COM

Who is responsible for determining if an aircraft is in condition for safe flight?

- A. The owner or operator.
- B. The pilot in command.**
- C. A certificated aircraft mechanic.

043. (53.) B07 COM

When operating a U.S.-registered civil aircraft, which document is required by regulation to be available in the aircraft?

- A. A current, approved Airplane Flight Manual.**
- B. A manufacturer's Operations Manual.
- C. An Owner's Manual.

044. (54.) B07 COM
A pilot in command (PIC) of a civil aircraft may not allow any object to be dropped from that aircraft in flight
A. unless the PIC has permission to drop any object over private property.
B. unless reasonable precautions are taken to avoid injury to property.
C. if it creates a hazard to persons and property.

045. (55.) B08 COM
Which person is directly responsible for the prelaunch briefing of passengers for a balloon flight?
A. Safety officer.
B. Pilot in command.
C. Crew chief.

046. (56.) B08 COM
When is preflight action required, relative to alternatives available, if the planned flight cannot be completed?
A. Any flight not in the vicinity of an airport.
B. Any flight conducted for compensation or hire.
C. IFR flights only.

047. (57.) B08 COM
The required preflight action relative to weather reports and fuel requirements is applicable to
A. any flight conducted for compensation or hire.
B. IFR flights only.
C. any flight not in the vicinity of an airport.

048. (58.) B08 COM
Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must
A. be familiar with the runway lengths at airports of intended use, and the alternatives available, if the flight cannot be completed.
B. list an alternate airport on the flight plan, and confirm adequate takeoff and landing performance at the destination airport.
C. be familiar with all instrument approaches at the destination airport.

049. (59.) B08 COM
Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must
A. list an alternate airport on the flight plan, and confirm adequate takeoff and landing performance at the destination airport.
B. be familiar with the runway lengths at airports of intended use, weather reports, fuel requirements, and alternatives available, if the planned flight cannot be completed.
C. be familiar with all instrument approaches at the destination airport.

050. (60.) B08 COM
Required flight crewmembers' safety belts must be fastened
A. only during takeoff and landing when passengers are aboard the aircraft.
B. while the crewmembers are at their stations.
C. only during takeoff and landing.

051. (61.) B08 COM

Each required flight crewmember is required to keep his or her shoulder harness fastened

- A. during takeoff and landing, unless he or she is unable to perform required duties.**
- B. while the crewmembers are at their stations, unless he or she is unable to perform required duties.
- C. during takeoff and landing only when passengers are aboard the aircraft.

052. (62.) B08 COM

With U.S.-registered civil airplanes, the use of safety belts is required during movement on the surface, takeoffs, and landings for

- A. each person over 2 years of age on board.**
- B. safe operating practice, but not required by regulations.
- C. commercial passenger operations only.

053. (65.) B12 COM

Which is required to operate an aircraft towing an advertising banner?

- A. Approval from ATC to operate in Class E airspace.
- B. A certificate of waiver issued by the Administrator.**
- C. A safety link at each end of the towline which has a breaking strength not less than 80 percent of the aircraft's gross weight.

054. (66.) B07 COM

Portable electronic devices which may cause interference with the navigation or communication system may not be operated on a U.S.- registered civil aircraft being flown

- A. in air carrier operations.**
- B. within the U.S.
- C. along Federal airways.

055. (67.) B07 COM

Portable electronic devices which may cause interference with the navigation or communication system may not be operated on U.S.-registered civil aircraft being operated

- A. under IFR.**
- B. in passenger carrying operations.
- C. along Federal airways.

056. (70.) B10 COM

If weather conditions are such that it is required to designate an alternate airport on your IFR flight plan, you should plan to carry enough fuel to arrive at the first airport of intended landing, fly from that airport to the alternate airport, and fly thereafter for

- A. 30 minutes at slow cruising speed.
- B. 45 minutes at normal cruising speed.**
- C. 1 hour at normal cruising speed.

057. (71.) B11 COM

A coded transponder equipped with altitude reporting equipment is required for

- A. Class A, Class B, and Class C airspace areas.**
- B. all airspace of the 48 contiguous U.S. and the District of Columbia at and above 10,000 feet MSL (including airspace at and below 2,500 feet above the surface).
- C. both answer A and B.

058. (72.) B11 COM
In the contiguous U.S., excluding the airspace at and below 2,500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all airspace above
A. 12,500 feet MSL.
B. 10,000 feet MSL.
C. 14,500 feet MSL.

059. (73.) B10 COM
What is the maximum bearing error (+ or -) allowed for an operational VOR equipment check when using an FAA-approved ground test signal?
A. 6 degrees.
B. 8 degrees.
C. 4 degrees.

060. (74.) B11 COM
In accordance with 14 CFR part 91, supplemental oxygen must be used by the required minimum flightcrew for that time exceeding 30 minutes while at cabin pressure altitudes of
A. 12,000 feet MSL up to and including 18,000 feet MSL.
B. 12,500 feet MSL up to and including 14,000 feet MSL.
C. 10,500 feet MSL up to and including 12,500 feet MSL.

061. (75.) B11 COM
What are the oxygen requirements when operating at cabin pressure altitudes above 15,000 feet MSL?
A. Oxygen is not required at any altitude in a balloon.
B. The flightcrew and passengers must be provided with supplemental oxygen.
C. Oxygen must be available for the flightcrew.

062. (76.) B11 COM
Which is required equipment for powered aircraft during VFR night flights?
A. Gyroscopic direction indicator.
B. Gyroscopic bank-and-pitch indicator.
C. Anticollision light system.

063. (77.) B11 COM
Which is required equipment for powered aircraft during VFR night flights?
A. Flashlight with red lens, if the flight is for hire.
B. Sensitive altimeter adjustable for barometric pressure.
C. An electric landing light, if the flight is for hire.

064. (78.) B11 COM
Approved flotation gear, readily available to each occupant, is required on each airplane if it is being flown for hire over water,
A. beyond power-off gliding distance from shore.
B. more than 50 statute miles from shore.
C. in amphibious aircraft beyond 50 NM from shore.

065. (79.) B11 COM
Approved flotation gear, readily available to each occupant, is required on each aircraft if it is being flown for hire over water,
A. in amphibious aircraft beyond 50 NM from shore.
B. more than 50 statute miles from shore.
C. beyond power-off gliding distance from shore.

066. (81.) B12 COM
Which is true with respect to operating limitations of a "restricted" category airplane?
A. A pilot of a "restricted" category airplane is required to hold a commercial pilot certificate.
B. A "restricted" category airplane is limited to an operating radius of 25 miles from its home base.
C. No person may operate a "restricted" category airplane carrying passengers or property for compensation or hire.

067. (82.) B12 COM
Which is true with respect to operating limitations of a "primary" category airplane?
A. A "primary" category airplane is limited to a specified operating radius from its home base.
B. No person may operate a "primary" category airplane carrying passengers or property for compensation or hire.
C. A pilot of a "primary" category airplane must hold a commercial pilot certificate when carrying passengers for compensation or hire.

068. (83.) B12 COM
The carriage of passengers for hire by a commercial pilot is
A. not authorized in a "limited" category aircraft.
B. not authorized in a "utility" category aircraft.
C. authorized in "restricted" category aircraft.

069. (84.) B11 COM
The maximum cumulative time that an emergency locator transmitter may be operated before the rechargeable battery must be recharged is
A. 60 minutes.
B. 45 minutes.
C. 30 minutes.

070. (85.) B07 COM
No person may operate a large civil aircraft of U.S. registry which is subject to a lease, unless the lessee has mailed a copy of the lease to the FAA Aircraft Registration Branch, Technical Section, Oklahoma City, OK, within how many hours of its execution?
A. 72.
B. 24.
C. 48.

071. (87.) B11 COM
What transponder equipment is required for airplane operations within Class B airspace? A transponder
A. is required for airplane operations when visibility is less than 3 miles.
B. with 4096 code or Mode S, and Mode C capability.
C. with 4096 code capability is required except when operating at or below 1,000 feet AGL under the terms of a letter of agreement.

072. (88.) B08 COM

Which is true with respect to formation flights? Formation flights are

- A. not authorized when carrying passengers for hire.**
- B. not authorized when visibilities are less than 3 SM.
- C. authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.

073. (89.) B08 COM

Which is true with respect to operating near other aircraft in flight? They are

- A. not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.
- B. authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
- C. not authorized, when operated so close to another aircraft they can create a collision hazard.**

074. (90.) B08 COM

Which is true with respect to formation flights? Formation flights are

- A. authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
- B. not authorized, except by arrangement with the pilot in command of each aircraft.**
- C. not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.

075. (91.) B08 COM

While in flight a helicopter and an airplane are converging at a 90° angle, and the helicopter is located to the right of the airplane. Which aircraft has the right-of-way, and why?

- A. The airplane, because airplanes have the right-of-way over helicopters.
- B. The helicopter, because it is to the right of the airplane.**
- C. The helicopter, because helicopters have the right-of-way over airplanes.

076. (92.) B08 COM

Two aircraft of the same category are approaching an airport for the purpose of landing. The right-of-way belongs to the aircraft

- A. that is more maneuverable, and that aircraft may, with caution, move in front of or overtake the other aircraft.
- B. at the higher altitude.
- C. at the lower altitude, but the pilot shall not take advantage of this rule to cut in front of or to overtake the other aircraft.**

077. (93.) B08 COM

During a night operation, the pilot of aircraft #1 sees only the green light of aircraft #2. If the aircraft are converging, which pilot has the right-of-way? The pilot of aircraft

- A. #2; aircraft #2 is to the right of aircraft #1
- B. #1; aircraft #1 is to the right of aircraft #2.**
- C. #2; aircraft #2 is to the left of aircraft #1.

078. (94.) B08 COM

A pilot flying a single-engine airplane observes a multiengine airplane approaching from the left. Which pilot should give way?

- A. The pilot of the multiengine airplane should give way; the single-engine airplane is to its right.**
- B. Each pilot should alter course to the right.
- C. The pilot of the single-engine airplane should give way; the other airplane is to the left.

079. (95.) B08 COM

Airplane A is overtaking airplane B. Which airplane has the right-of-way?

- A. Airplane B; the pilot should expect to be passed on the right.**
- B. Airplane B; the pilot should expect to be passed on the left.
- C. Airplane A; the pilot should alter course to the right to pass.

080. (96.) B08 COM

An airplane is overtaking a helicopter. Which aircraft has the right-of-way?

- A. Airplane; the airplane pilot should alter course to the left to pass.
- B. Helicopter; the pilot should expect to be passed on the right.**
- C. Helicopter; the pilot should expect to be passed on the left.

081. (97.) B08 COM

What is the maximum indicated airspeed authorized in the airspace underlying Class B airspace?

- A. 156 knots.
- B. 200 knots.**
- C. 230 knots.

082. (98.) B08 COM

Unless otherwise authorized or required by ATC, the maximum indicated airspeed permitted when at or below 2,500 feet AGL within 4 NM of the primary airport within Class C or D airspace is

- A. 230 knots.
- B. 180 knots.
- C. 200 knots.**

083. (99.) B12 COM

What is the minimum altitude and flight visibility required for acrobatic flight?

- A. 3,000 feet AGL and 1 mile.
- B. 1,500 feet AGL and 3 miles.**
- C. 2,000 feet MSL and 2 miles.

084. (100.) B11 COM

If not equipped with required position lights, an aircraft must terminate flight

- A. 30 minutes after sunset.
- B. 1 hour after sunset.
- C. at sunset.**

085. (101.) B11 COM

If an aircraft is not equipped with an electrical or anticollision light system, no person may operate that aircraft

- A. 1 hour after sunset.
- B. after dark.
- C. after sunset to sunrise.**

086. (105.) B08 COM

Which is true regarding flight operations in Class B airspace?

- A. Solo student pilot operations are not authorized.
- B. The pilot must receive an ATC clearance before operating an aircraft in that area.**
- C. Flight under VFR is not authorized unless the pilot in command is instrument rated.

087. (106.) B08 COM

Which is true regarding pilot certification requirements for operations in Class B airspace?

- A. The pilot in command must hold at least a private pilot certificate with an instrument rating.
- B. The pilot in command must hold at least a private pilot certificate.**
- C. Solo student pilot operations are not authorized.

088. (107.) B08 COM

Which is true regarding flight operations in Class B airspace?

- A. The pilot in command must hold at least a private pilot certificate with an instrument rating.
- B. The pilot in command must hold at least a student pilot certificate.
- C. The aircraft must be equipped with an ATC transponder and altitude reporting equipment.**

089. (108.) B08 COM

The minimum flight visibility for VFR flight increases to 5 statute miles beginning at an altitude of

- A. 10,000 feet MSL regardless of height above ground.
- B. 10,000 feet MSL if above 1,200 feet AGL.**
- C. 14,500 feet MSL.

090. (110.) B08 COM

What is the minimum flight visibility and proximity to cloud requirements for VFR flight, at 6,500 feet MSL, in Class C, D, and E airspace?

- A. 1 mile visibility; clear of clouds.
- B. 5 miles visibility; 1,000 feet above and 1,000 feet below.
- C. 3 miles visibility; 1,000 feet above and 500 feet below.**

091. (111.) B08 COM

Which minimum flight visibility and distance from clouds is required for a day VFR helicopter flight in Class G airspace at 3,500 feet MSL over terrain with an elevation of 1,900 feet MSL?

- A. Visibility-1 mile; distance from clouds-500 feet below, 1,000 feet above, and 2,000 feet horizontally.**
- B. Visibility-3 miles; distance from clouds-1,000 feet below, 1,000 feet above, and 1 mile horizontally.
- C. Visibility-3 miles; distance from clouds-500 feet below, 1,000 feet above, and 2,000 feet horizontally.

092. (112.) B08 COM
Basic VFR weather minimums require at least what visibility for operating a helicopter within Class D airspace?

- A. 3 miles.**
- B. 2 miles.
- C. 1 mile.

093. (113.) B09 COM
When operating an airplane for the purpose of takeoff or landing within Class D airspace under special VFR, what minimum distance from clouds and what visibility are required?

- A. Remain clear of clouds, and the ground visibility must be at least 1 SM.**
- B. 500 feet beneath clouds, and the ground visibility must be at least 1 SM.
- C. Remain clear of clouds, and the flight visibility must be at least 1 NM.

094. (114.) B09 COM
At some airports located in Class D airspace where ground visibility is not reported, takeoffs and landings under special VFR are

- A. authorized only if the ground visibility is observed to be at least 3 SM.
- B. not authorized.
- C. authorized by ATC if the flight visibility is at least 1 SM.**

095. (115.) B09 COM
To operate an airplane under SPECIAL VFR (SVFR) within Class D airspace at night, which is required?

- A. The pilot must hold an instrument rating, and the airplane must be equipped for instrument flight.**
- B. The pilot must hold an instrument rating, but the airplane need not be equipped for instrument flight, as long as the weather will remain at or above SVFR minimums.
- C. The Class D airspace must be specifically designated as a night SVFR area.

096. (116.) B09 COM
VFR cruising altitudes are required to be maintained when flying

- A. at 3,000 feet or more AGL, based on true course.
- B. at 3,000 feet or more above MSL, based on magnetic heading.
- C. more than 3,000 feet AGL, based on magnetic course.**

097. (117.) B10 COM
Except when necessary for takeoff or landing or unless otherwise authorized by the Administrator, the minimum altitude for IFR flight is

- A. 2,000 feet over all terrain.
- B. 3,000 feet over designated mountainous terrain; 2,000 feet over terrain elsewhere.
- C. 2,000 feet above the highest obstacle over designated mountainous terrain; 1,000 feet above the highest obstacle over terrain elsewhere.**

098. (118.) B13 COM
Who is primarily responsible for maintaining an aircraft in an airworthy condition?

- A. The lead mechanic responsible for that aircraft.
- B. Pilot in command or operator.
- C. Owner or operator of the aircraft.**

099. (119.) B13 COM
Assuring compliance with an Airworthiness Directive is the responsibility of the
A. pilot in command and the FAA certificated mechanic assigned to that aircraft.
B. owner or operator of that aircraft.
C. pilot in command of that aircraft.

100. (120.) B13 COM
After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made
A. in the aircraft maintenance records.
B. in the FAA-approved flight manual.
C. on the airworthiness certificate.

101. (121.) B13 COM
A standard airworthiness certificate remains in effect as long as the aircraft receives
A. an annual inspection.
B. an annual inspection and a 100-hour inspection prior to their expiration dates.
C. required maintenance and inspections.

102. (122.) B13 COM
If an aircraft's operation in flight was substantially affected by an alteration or repair, the aircraft documents must show that it was test flown and approved for return to service by an appropriately-rated pilot prior to being operated
A. under VFR or IFR rules.
B. with passengers aboard.
C. for compensation or hire.

103. (123.) B13 COM
Which is correct concerning preventive maintenance, when accomplished by a pilot?
A. Records of preventive maintenance must be entered in the FAA-approved flight
B. A record of preventive maintenance must be entered in the maintenance records.
C. A record of preventive maintenance is not required.

104. (124.) B13 COM
An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition, if any, may that aircraft be operated beyond 100 hours without a new inspection?
A. The aircraft may be dispatched for a flight of any duration as long as 100 hours has not been exceeded at the time it departs.
B. The aircraft may be flown for any flight as long as the time in service has not exceeded 110 hours.
C. The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.

105. (125.) B13 COM
Which is true concerning required maintenance inspections?
A. An annual inspection may be substituted for a 100-hour inspection.
B. A 100-hour inspection may be substituted for an annual inspection.
C. An annual inspection is required even if a progressive inspection system has been approved.

106. (126.) B13 COM
An ATC transponder is not to be used unless it has been tested, inspected, and found to comply with regulations within the preceding
A. 30 days.
B. 12 calendar months.
C. 24 calendar months.

107. (127.) B13 COM
Aircraft maintenance records must include the current status of the
A. life-limited parts of only the engine and airframe.
B. applicable airworthiness certificate.
C. life-limited parts of each airframe, engine, propeller, rotor, and appliance.

108. (128.) B13 COM
Which is true relating to Airworthiness Directives (AD's) ?
A. Noncompliance with AD's renders an aircraft unairworthy.
B. Compliance with AD's is the responsibility of maintenance personnel.
C. AD's are advisory in nature and are, generally, not addressed immediately.

109. (129.) B13 COM
A new maintenance record being used for an aircraft engine rebuilt by the manufacturer must include previous
A. annual inspections performed on the engine.
B. changes as required by Airworthiness Directives.
C. operating hours of the engine.

110. (130.) B13 COM
If an ATC transponder installed in an aircraft has not been tested, inspected, and found to comply with regulations within a specified period, what is the limitation on its use?
A. It may be used when in Class G airspace.
B. Its use is not permitted.
C. It may be used for VFR flight only.

111. (131.) A20 COM
To act as pilot-in-command of an airplane with more than 200 horsepower, a person is required to
A. receive and log ground and flight training from a qualified pilot in such an airplane.
B. receive and log ground and flight training from an authorized instructor in such an airplane.
C. obtain an endorsement from a qualified pilot stating that the person is proficient to operate such an airplane.

112. (132.) A20 COM
To serve as pilot in command of an airplane that is certified for more than one pilot crewmember, and operated under part 91, a person must
A. complete a flight review within the preceding 24 calendar months.
B. complete a pilot-in-command proficiency check within the preceding 12 calendar months in an airplane that is type certificated for more than one pilot.
C. receive and log ground and flight training from an authorized flight instructor.

113. (133.) A20 COM
To serve as second in command of an airplane that is certificated for more than one pilot crewmember, and operated under part 91, a person must
A. within the last 12 months become familiar with the required information, and perform and log pilot time in the type of airplane for which privileges are requested.
B. receive and log flight training from an authorized flight instructor in the type of airplane for which privileges are requested.
C. hold at least a commercial pilot certificate with an airplane category rating.

114. (134.) B07 COM
What person is directly responsible for the final authority as to the operation of the airplane?
A. Airplane owner/operator.
B. Pilot in command.
C. Certificate holder.

115. (135.) B08 COM
Operating regulations for U.S.-registered civil airplanes require that during movement on the surface, takeoffs, and landings, a seat belt and shoulder harness (if installed) must be properly secured about each
A. person on board.
B. flight crewmember only.
C. flight and cabin crewmembers.

116. (137.) B08 COM
No person may operate an aircraft in simulated instrument flight conditions unless the
A. other control seat is occupied by a safety pilot, who holds at least a private pilot certificate and is appropriately rated.
B. pilot has filed an IFR flight plan and received an IFR clearance.
C. other control seat is occupied by at least an appropriately rated commercial pilot.

117. (138.) B08 COM
If the minimum safe speed for any particular operation is greater than the maximum speed prescribed in 14 CFR part 91, the
A. operator must have a Memorandum of Agreement (MOA) with the controlling agency.
B. operator must have a Letter of Agreement with ATC.
C. aircraft may be operated at that speed.

118. (141.) B08 COM
What altimeter setting is required when operating an aircraft at 18,000 feet MSL?
A. Altimeter setting at the departure or destination airport.
B. Current reported altimeter setting of a station along the route.
C. 29.92" Hg.

119. (142.) B08 COM
After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot
A. receives an amended clearance or has an emergency.
B. requests an amended clearance.
C. is operating VFR on top.

120. (143.) B08 COM

When approaching to land at an airport, without an operating control tower, in Class G airspace, the pilot should

- A. fly a left-hand traffic pattern at 800 feet AGL.
- B. enter and fly a traffic pattern at 800 feet AGL.
- C. make all turns to the left, unless otherwise indicated.**

121. (144.) B08 COM

When approaching to land at an airport, without an operating control tower, in Class G airspace, a helicopter pilot should

- A. avoid the flow of fixed-wing aircraft.**
- B. enter and fly a traffic pattern at 800 feet AGL.
- C. make all turns to the left, unless otherwise indicated.

122. (145.) B08 COM

When operating an aircraft in the vicinity of an airport with an operating control tower, in Class E airspace, a pilot must establish communications prior to

- A. 4 NM, and up to and including 2,500 feet AGL.**
- B. 8 NM, and up to and including 3,000 feet AGL.
- C. 5 NM, and up to and including 3,000 feet AGL.

123. (146.) B08 COM

When approaching to land at an airport with an ATC facility, in Class D airspace, the pilot must establish communications prior to

- A. 4 NM, up to and including 2,500 feet AGL.**
- B. 10 NM, up to and including 3,000 feet AGL.
- C. 30 SM, and be transponder equipped.

124. (147.) B08 COM

Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area?

- A. Prior to landing, a pilot must establish and maintain communication with an ATC facility.
- B. Aircraft must be equipped with an ATC transponder and altitude reporting equipment.**
- C. Prior to takeoff, a pilot must establish communication with the ATC controlling facility.

125. (148.) B08 COM

Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area?

- A. Aircraft must be equipped with an ATC transponder.
- B. Prior to takeoff, a pilot must establish communication with the ATC controlling facility.
- C. Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.**

126. (149.) B08 COM

Which is true regarding flight operations in Class A airspace?

- A. Aircraft must be equipped with approved distance measuring equipment (DME).
- B. Aircraft must be equipped with an approved ATC transponder.
- C. Must conduct operations under instrument flight rules.**

127. (150.) B08 COM

Which is true regarding flight operations in Class A airspace?

- A. Aircraft must be equipped with approved distance measuring equipment (DME).
- B. Aircraft must be equipped with an ATC transponder and altitude reporting equipment.**
- C. May conduct operations under visual flight rules.

128. (151.) B08 COM

When weather information indicates that abnormally high barometric pressure exists, or will be above _____ inches of mercury, flight operations will not be authorized contrary to the requirements published in NOTAMs.

- A. 32.00
- B. 30.50
- C. 31.00**

129. (152.) B10 COM

When must an operational check on the aircraft VOR equipment be accomplished to operate under IFR?
Within the preceding

- A. 30 days or 30 hours of flight time.
- B. 30 days.**
- C. 10 days or 10 hours of flight time.

130. (153.) B10 COM

Which data must be recorded in the aircraft logbook or other record by a pilot making a VOR operational check for IFR operations?

- A. VOR name or identification, place of operational check, amount of bearing error, and date of check.
- B. VOR name or identification, amount of bearing error, date of check, and signature.
- C. Date of check, place of operational check, bearing error, and signature.**

131. (154.) B10 COM

For an airport with an approved instrument approach procedure to be listed as an alternate airport on an IFR flight plan, the forecasted weather conditions at the time of arrival must be at or above the following weather minimums.

- A. Ceiling 600 feet and visibility 2 NM for precision.
- B. Ceiling 800 feet and visibility 2 SM for nonprecision.**
- C. Ceiling 800 feet and visibility 2 NM for nonprecision.

132. (155.) B10 COM

For an airport without an approved instrument approach procedure to be listed as an alternate airport on an IFR flight plan, the forecasted weather conditions at the time of arrival must have at least a

- A. ceiling and visibility that allows for a descent, approach, and landing under basic VFR.**
- B. ceiling of 2,000 feet and visibility 3 SM.
- C. ceiling of 1,000 feet and visibility 3 NM.

133. (156.) B10 COM

Pilots are not authorized to land an aircraft from an instrument approach unless the

- A. flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.**
- B. flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.
- C. visual approach slope indicator and runway references are distinctly visible to the pilot.

134. (157.) B10 COM
On an instrument approach where a DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the
A. aircraft is continuously in a position from which a descent to a normal landing, on the intended runway, can be made.
B. flight visibility and ceiling are at, or above, the published minimums for that approach.
C. approach and runway lights are distinctly visible to the pilot.

135. (158.) B10 COM
A pilot performing a published instrument approach is not authorized to perform a procedure turn when
A. receiving a radar vector to a final approach course or fix.
B. maneuvering at minimum safe altitudes.
C. maneuvering at radar vectoring altitudes.

136. (159.) B10 COM
The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when
A. passing each designated reporting point, to include time and altitude.
B. changing control facilities.
C. passing FL 180.

137. (160.) B10 COM
The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when
A. climbing or descending to assigned altitudes.
B. experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight.
C. requested to contact a new controlling facility.

138. (161.) A24 COM
A person with a Commercial Pilot certificate may act as pilot in command of an aircraft for compensation or hire, if that person
A. is qualified in accordance with 14 CFR part 61 and has passed a pilot competency check given by an authorized check pilot.
B. holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR part 61.
C. is qualified in accordance with 14 CFR part 61 and with the applicable parts that apply to the operation.

139. (162.) A24 COM
A person with a commercial pilot certificate may act as pilot in command of an aircraft carrying persons or property for compensation or hire, if that person
A. holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR part 61.
B. is qualified in accordance with 14 CFR part 61 and has passed a pilot competency check given by an authorized check pilot.
C. is qualified in accordance with 14 CFR part 61 and with the applicable parts that apply to the operation.

140. (164.) A20 COM
To act as pilot in command of a tailwheel airplane, without prior experience, a pilot must
A. log ground and flight training from an authorized instructor.
B. receive and log flight training from an authorized instructor.
C. pass a competency check and receive an endorsement from an authorized instructor.

141. (165.) B12 COM
No person may operate an aircraft that has an experimental airworthiness certificate
A. when carrying property for hire.
B. under instrument flight rules (IFR).
C. when carrying persons or property for hire.

142. (168.) A20 COM
A pilot convicted of operating a motor vehicle while either intoxicated by, impaired by, or under the influence of alcohol or a drug is required to provide a
A. written report to the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
B. notification of the conviction to an FAA Aviation Medical Examiner (AME) not later than 60 days after the motor vehicle action.
C. written report to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the motor vehicle action.

143. (169.) A20 COM
A pilot convicted of a motor vehicle offense involving alcohol or drugs is required to provide a written report to the
A. FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
B. FAA Civil Aviation Security Division (AMC-700) within 60 days after such action.
C. nearest FAA Flight Standards District Office (FSDO) within 60 days after such action.

144. (170.) A20 COM
A pilot convicted for the violation of any Federal or State statute relating to the process, manufacture, transportation, distribution, or sale of narcotic drugs is grounds for
A. notification of this conviction to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
B. a written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
C. suspension or revocation of any certificate, rating, or authorization issued under 14 CFR part 61.

145. (171.) A20 COM
A pilot convicted of operating an aircraft as a crewmember under the influence of alcohol, or using drugs that affect the person's faculties, is grounds for a
A. written notification to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
B. denial of an application for an FAA certificate, rating, or authorization issued under 14 CFR part 61.
C. written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 day after the conviction.

HELICOPTER SUPPLEMENT

001. (34.) A20 COM

To act as pilot in command of a gyroplane carrying passengers, what must the pilot accomplish in that gyroplane to meet recent daytime flight experience requirements?

- A. Make three takeoffs and landings to a full stop within the preceding 90 days.
- B. Make nine takeoffs and landings within the preceding 30 days.
- C. Make three takeoffs and landings within the preceding 90 days.**

002. (52.) B07 COM

When operating a U.S.-registered civil aircraft, which document is required by regulation to be available in the aircraft?

- A. A current, approved Rotorcraft Flight Manual.**
- B. An Owner's Manual.
- C. A manufacturer's Operations Manual.

003. (69.) B09 COM

To begin a flight in a rotorcraft under VFR, there must be enough fuel to fly to the first point of intended landing and, assuming normal cruise speed, to fly thereafter for at least

- A. 30 minutes.
- B. 45 minutes.
- C. 20 minutes.**

004. (80.) B12 COM

Which is true with respect to operating limitations of a "restricted" category helicopter?

- A. A "restricted" category helicopter is limited to an operating radius of 25 miles from its home base.
- B. No person may operate a "restricted" category helicopter carrying passengers or property for compensation or hire.**
- C. A pilot of a "restricted" category helicopter is required to hold a commercial pilot certificate.

005. (86.) B11 COM

What transponder equipment is required for helicopter operations within Class B airspace? A transponder

- A. with 4096 code and Mode C capability.**
- B. is required for helicopter operations when visibility is less than 3 miles.
- C. with 4096 code capability is required except when operating at or below 1,000 feet AGL under the terms of a letter of agreement.

006. (111.) B08 COM

Which minimum flight visibility and distance from clouds is required for a day VFR helicopter flight in Class G airspace at 3,500 feet MSL over terrain with an elevation of 1,900 feet MSL?

- A. Visibility-1 mile; distance from clouds-500 feet below, 1,000 feet above, and 2,000 feet horizontally.**
- B. Visibility-3 miles; distance from clouds-1,000 feet below, 1,000 feet above, and 1 mile horizontally.
- C. Visibility-3 miles; distance from clouds-500 feet below, 1,000 feet above, and 2,000 feet horizontally.

007. (112.) B08 COM
Basic VFR weather minimums require at least what visibility for operating a helicopter within Class D airspace?

- A. 3 miles.**
- B. 2 miles.
- C. 1 mile.

008. (136.) B08 COM
Operating regulations for U.S.-registered civil helicopters require that during movement on the surface, takeoffs, and landings, a seat belt and shoulder harness (if installed) must be properly secured about each

- A. flight crew member only.
- B. flight and cabin crewmembers.
- C. person on board.**

009. (139.) B08 COM
Minimum safe altitude rules require that helicopter pilots

- A. not fly lower than 500 feet, except when necessary for takeoff or landing.
- B. comply with routes and altitudes prescribed by the FAA.**
- C. not fly closer than 500 feet to any person, vessel, vehicle, or structure.

010. (140.) B08 COM
Minimum safe altitude rules authorize helicopter pilots to

- A. fly at less than 500 feet if they do not create a hazard to persons or property on the surface.**
- B. fly closer than 500 feet to any person, vehicle, vessel, or structure on the surface.
- C. fly at less than 500 feet.

011. (144.) B08 COM
When approaching to land at an airport, without an operating control tower, in Class G airspace, a helicopter pilot should

- A. avoid the flow of fixed-wing aircraft.**
- B. enter and fly a traffic pattern at 800 feet AGL.
- C. make all turns to the left, unless otherwise indicated.