11/04/2004
Bank: (Sport Pilot)
Airman Knowledge Test Question Bank

The FAA computer-assisted testing system is supported by a series of supplement publications. The support publication for the Sport Pilot Knowledge test is FAA-CT-8080-10.
Figures found in FAA-CT-8080-10 are shown in parenthesis (refer to fig xx)
Figures are also available in the Gleim FAA Sport Pilot Knowledge Test book and are listed as Fig xx pxxx

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1. H548 LSP
Inbound to an airport with no tower in operation but with a Flight Service Station (FSS) open, a pilot should communicate with the FSS on the common traffic advisory frequency (CTAF)
A) 20 miles out.
B) 10 miles out.
C) 5 miles out.

2. J18 LSP
Entries into traffic patterns while descending create specific collision hazards and
A) should be avoided.
B) should be used whenever possible.
C) are illegal.

3. J14 LSP
An ATC clearance means an authorization by ATC for an aircraft to proceed under specified conditions within
A) controlled airspace.
B) uncontrolled airspace.
C) published Visual Flight Rules (VFR) routes.

4. J23 LSP
If faced with an emergency where Air Traffic Control (ATC) assistance is desired and not already in contact, which frequency can be used to establish communications?
A) 121.5 MHz.
B) 122.5 MHz.
C) 128.725 MHz.

5. J22 LSP
When a distress or urgency condition is encountered, the pilot of an aircraft with a coded radar beacon transponder, who desires to alert a ground radar facility, should squawk code
A) 7700
B) 7600
C) 7500

6. H331 LSP
When outbound from an airport with a UNICOM station on the published common traffic advisory frequency (CTAF) and there is no tower or Flight Service Station (FSS), the pilot should contact UNICOM or use self-announce procedures on CTAF before
A) engine start.
B) taxiing and before taxiing on the runway.
C) the preflight inspection.

7. H331 LSP
When outbound from an airport without a UNICOM station, tower or Flight Service Station (FSS), the pilot should self-announce on frequency
A) 122.7
B) 122.9
C) 122.8

8. H317 LSP
What effect, if any, does high humidity have on aircraft performance?
A) It increases performance.
B) It decreases performance.
C) It has no effect on performance.

9. H317 LSP
What effect does high density altitude have on aircraft performance?
A) It increases engine performance.
B) It reduces climb performance.
C) It increases takeoff performance.

10. H317 LSP
Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?
A) Low temperature, low relative humidity, and low density altitude.
B) High temperature, low relative humidity, and low density altitude.
C) High temperature, high relative humidity, and high density altitude.

11. H312 LSP
What is density altitude?
A) The height above the standard datum plane.
B) The pressure altitude corrected for nonstandard temperature.
C) The altitude read directly from the altimeter.

12. J13 LSP
A Steady red light from the tower, for a aircraft on the ground indicates
A) Give way to other aircrat and continue circling.
B) Stop.
C) Taxi clear of the runway in use.

13. J11 LSP
(Refer to figure 66, area 2; and figure 67.)
Fig 23 p157, area 2 and
Fig 32 p176
At Coeur D`Alene, which frequency should be used as a Common Traffic Advisory Frequency (CTAF) to monitor airport traffic?
A) 122.05 MHz.
B) 135.075 MHz.
C) 122.8 MHz.

14. J11 LSP
(Refer to figure 66, area 2; and figure 67.)
Fig 23 p157 area 2 and
Fig 32 p176
What is the correct UNICOM frequency to be used at Coeur D`Alene to request fuel?
A) 135.075 MHz.
B) 122.05 MHz.
C) 122.8 MHz.

15. J13 LSP
You have just landed at a towered airport and the tower tells you to contact ground control when clear of the runway. You are considered clear of the runway when
A) all parts of the aircraft have crossed the hold line.
B) the aircraft cockpit is clear of the hold line.
C) the tail of the aircraft is clear of the runway edge.

16. J13 LSP
Pilots should state their position on the airport when calling the tower for takeoff
A) from a runway intersection, during instrument conditions.
B) from a runway intersection or the end of the runway.
C) from a runway intersection, only at night.

17. J13 LSP
After landing at a tower controlled airport a pilot should contact ground control
A) when advised by the tower.
B) prior to turning off the runway.
C) after reaching a taxiway that leads directly to the parking area.

18. J03 LSP
A below glide slope indication from a pulsating visual approach slope indicator is a
A) pulsating white light.
B) steady white light.
C) pulsating red light.

19. J03 LSP
An airport's rotating beacon operated during daylight hours often indicates
A) there are obstructions on the airport.
B) that weather at the airport located in Class D airspace is below basic VFR weather minimums.
C) the Air Traffic Control tower is not in operation.

20. J13 LSP
Pilots must operate the anti-collision lights
A) at night or in inclement weather.
B) at night when the visibility is less than three miles and flying in Class B airspace.
C) day and night, except when the pilot-in-command determines that they constitute a hazard to safety.

21. J05 LSP
(Refer to figure 62.)
Fig 49 p28
That portion of the runway identified by the letter A may be used for
A) landing.
B) taxiing and takeoff.
C) taxiing and landing.

22. J05 LSP
(See Figure 72)
Fig 65 Inside Back Cover
Which marking indicates a vehicle lane?
A) A
B) C
C) E

23. J05 LSP
(Refer to figure 63.)
Fig 50 p34
The arrows that appear on the end of the north/south runway indicate that the area
A) may be used only for taxiing.
B) is usable for taxiing, takeoff, and landing.
C) cannot be used for landing, but may be used for taxiing and takeoff.

24. J05 LSP
The numbers 35 and 17 on a runway indicate that the runway is oriented approximately
A) 035° and 017° magnetic.
B) 350° and 170° magnetic.
C) 350° and 170° true.

25. J05 LSP
'Runway hold position' markings on the taxiway
A) identifies area where aircraft are prohibited.
B) identifies where aircraft hold short of the runway.
C) allows an aircraft permission onto the runway.

26. J05 LSP
The 'runway hold position' sign denotes
A) an entrance to a runway from a taxiway
B) an area protected for an aircraft approaching a runway.
C) an entrance to a taxiway from a runway.

27. J05 LSP
What is the purpose of the runway hold position sign?
A) Denotes area protected for an aircraft approaching or departing a runway.
B) Denotes runways that intersect other runways.
C) Denotes an entrance to taxiway from a runway.

28. J05 LSP
What is the purpose for the runway hold position markings on the taxiway?
A) Holds aircraft short of the runway.
B) Allows an aircraft permission onto the runway.
C) Identifies area where aircraft are prohibited.

29. J05 LSP
(See Figure 71)
Fig 66 Inside Back Cover
Which sign indicates the runway on which the aircraft is located?
A) E
B) F
C) L

30. J04 LSP
Holding position signs have
A) red inscriptions on white background.
B) white inscriptions on red background.
C) yellow inscriptions on red background.

31. J05 LSP
'Runway hold position' markings on the taxiway
A) identifies where aircraft hold short of the runway.
B) identifies an area where aircraft are prohibited.
C) allows and aircraft permission onto the runway.

32. J05 LSP
(See Figure 72)
Fig 65 Inside Back Cover
Which symbol indicates a taxiway/taxiway intersection hold position marking.
A) B
B) D
C) E

33. H311 LSP
How should an aircraft preflight inspection be accomplished for the first flight of the day?
A) Quick walk around with a check of gas and oil.
B) Any sequence as determined by the pilot-in-command.
C) Thorough and systematic means recommended by the manufacturer.

34. J11 LSP
(Refer to figure 56, area 3.)
Fig 21 p 156, area 3
What is the recommended communications procedure for a landing at Currituck County Airport?
A) Transmit intentions on 122.9 MHz when 10 miles out and give position reports in the traffic pattern.
B) Contact Elizabeth City FSS for airport advisory service.
C) Contact New Bern FSS for area traffic information.

35. B08 LSP
Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?
A) Depart in any direction consistent with safety, after crossing the airport boundary.
B) Make all turns to the left.
C) Comply with any FAA traffic pattern established for the airport.

36. J13 LSP
(Refer to figure 63.)
Fig 50 p34
If the wind is as shown by the landing direction indicator, the pilot should land on
A) Runway 18 and expect a crosswind from the right.
B) Runway 22 directly into the wind.
C) Runway 36 and expect a crosswind from the right.

37. J13 LSP
(Refer to figure 64.)
Fig 51 p33
Which runway and traffic pattern should be used as indicated by the wind cone in the segmented circle?
A) Right-hand traffic on Runway 9.
B) Right-hand traffic on Runway 18.
C) Left-hand traffic on Runway 36.

38. J34 LSP
(Refer to figure 66, area 2 and legend 1.)
Fig 23 p157, area 2 and
Legend 1 Inside Front Cover
For information about the parachute jumping and glider operations at Silverwood Airport, refer to
A) notes on the border of the chart.
B) the Airport/Facility Directory.
C) the Notices to Airmen (NOTAM) publication.

39. J27 LSP
What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?
A) Light quartering headwind.
B) Direct tailwind.
C) Light quartering tailwind.

40. H335 LSP
Basic day visual flight rules (VFR) minimum flight visibility for Class E airspace less than 10,000 feet mean sea level (MSL) is
A) 2,000 feet horizontal.
B) 3 statute miles.
C) 3 nautical miles.

41. J08 LSP
(Refer to figure 57, area 2.)
Fig 26 p159, area 2
The floor of Class B airspace at Addison Airport is
A) 3,000 feet MSL.
B) at the surface.
C) 3,100 feet MSL.

42. J08 LSP
(Refer to figure 57, area 4.)
Fig 26 p159, area 4
The floor of Class B airspace overlying Hicks Airport (T67) north-northwest of Fort Worth Meacham Field is
A) at the surface.
B) 3,200 feet MSL.
C) 4,000 feet MSL.

43. B08 LSP
Which is true regarding flight operations to a satellite airport, without an operating control tower, within the Class C airspace area?
A) Prior to entering that airspace, a pilot must contact the FSS.
B) Prior to entering that airspace, a pilot must contact the tower.
C) Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.

44. J08 LSP
The vertical limit of Class C airspace above the primary airport is normally
A) 1,200 feet AGL.
B) 3,000 feet AGL.
C) 4,000 feet AGL.

45. J37 LSP
(Refer to figure 69, area 3.)
Fig 24 p160, area 3
What is the floor of the Savannah Class C airspace at the shelf area (outer circle)?
A) 1,300 feet AGL.
B) 1,300 feet MSL.
C) 1,700 feet MSL.

46. J08 LSP
The normal radius of the outer area of Class C airspace is
A) 5 nautical miles.
B) 15 nautical miles.
C) 20 nautical miles.

47. B08 LSP
A blue segmented circle on a Sectional Chart depicts which class airspace?
A) Class B.
B) Class C.
C) Class D.

48. B08 LSP
Airspace at an airport with a part-time control tower is classified as Class D airspace only
A) when the weather minimums are below basic VFR.
B) when the associated control tower is in operation.
C) when the associated Flight Service Station is in operation.

49. J08 LSP
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 C.
B) Class D, which then becomes Class E.
C) Class B.

50. J37 LSP
(Refer to figure 70, point 1)
Fig 54 p158, point 1
What minimum altitude is required to avoid the Livermore Airport (LVK) Class D airspace?
A) 2,503 feet MSL.
B) 2,901 feet MSL.
C) 3,297 feet MSL.

51. J37 LSP
(Refer to figure 66, area 3.)
Fig 23 p157 area 3
The vertical limits of that portion of Class E airspace designated as a Federal Airway over Magee Airport are
A) 1,200 feet AGL to 17,999 feet MSL.
B) 700 feet MSL to 12,500 feet MSL.
C) 7,500 feet MSL to 17,999 feet MSL.

52. J10 LSP
The purpose of Military Training Routes, charted as VFR Military Training Routes (VR) and IFR Military Training Routes (IR) on sectional charts, is to ensure the greatest practical level of safety for all flight operations and to allow the military to conduct
A) low altitude, high-speed training.
B) radar instrument training.
C) air-to-air refueling training.

53. H338 LSP
One of the purposes for issuing a Temporary Flight Restricion (TFR) is to
A) announce Parachute Jump Areas.
B) protect public figures.
C) identify Airport Advisory Areas.

54. J11 LSP
An ATC radar facility issues the following advisory to a pilot flying on a heading of 270°: `TRAFFIC 3 O`CLOCK, 2 MILES, EASTBOUND...` Where should the pilot look for this traffic?
A) North.
B) South.
C) West.

55. J09 LSP
(Refer to figure 59, area 2.)
Fig 27 p155, area 2
What hazards to aircraft may exist in areas such as Devils Lake East MOA?
A) Unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles.
B) Military activities including, air combat tactics, aerobatics and low-altitude tactics.
C) High volume of pilot training or an unusual type of aerial activity.

56. J09 LSP
Who is responsible for collision avoidance in a Military Operations Area (MOA)?
A) Each pilot.
B) ATC controllers.
C) Military controllers.

57. J09 LSP
(Refer to figure 56 area 4.)
Fig 21 p156, area 4
What hazards to aircraft may exist in restricted areas such as R-5302B?
A) Unusual, often invisible, hazards such as aerial gunnery or guided missiles.
B) Military training activities that necessitate acrobatic or abrupt flight maneuvers.
C) High volume of pilot training or an unusual type of aerial activity.

58. J28 LSP
(Refer to figure 59, area 3.)
Fig 27 p155, area 3
When flying over Arrowwood National Wildlife Refuge, a pilot should fly no lower than
A) 2,000 feet AGL.
B) 2,500 feet AGL.
C) 3,000 feet AGL.

59. J37 LSP
(Refer to figure 60, point 6)
Fig 25 p161, point 6
The floor of the Class E airspace over the town of Commerce is
A) 1,200 feet MSL.
B) 700 feet AGL.
C) 1,200 feet AGL.

60. B08 LSP
When approaching to land at an airport in Class G airspace that does not have light signals or other visual markings, an airplane pilot must make
A) a straight-in approach.
B) all turns to the right.
C) all turns to the left.

61. B09 LSP
Outside controlled airspace, the minimum flight visibility requirement for a sport pilot flying VFR above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is
A) 1 mile.
B) 3 miles.
C) 5 miles.

62. J29 LSP
Guy wires, which support antenna towers, can extend horizontally; therefore, the towers should be avoided horizontally by at least
A) 2,000 feet horizontally.
B) 300 feet horizontally.
C) 1,000 feet horizontally.

63. H311 LSP
Consistent adherence to approved checklists is a sign of a
A) disciplined and competent pilot.
B) pilot who lacks the required knowledge.
C) low-time pilot.

64. H334 LSP
To scan properly for traffic, a pilot should
A) slowly sweep the field of vision from one side to the other at intervals.
B) concentrate on any peripheral movement detected.
C) use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.

65. L34 LSP
Most midair collision accidents occur during
A) clear days.
B) hazy days.
C) cloudy nights.

66. J21 LSP
Pilots who become apprehensive for their safety for any reason should
A) request assistance immediately.
B) reduce their situational awareness.
C) change their mindset.

67. H946 LSP
Density altitude, and its effect on landing performance, is defined by
A) pressure altitude and ambient temperature.
B) headwind and landing weight.
C) humidity and braking friction forces.

68. H935 LSP
To avoid missing important steps, always use the
A) appropriate checklists.
B) placarded airspeeds.
C) airworthiness certificate.

69. H239 LSP
The positive three-step process in the exchange of flight controls between pilots includes these verbal steps: (1)You have the flight controls, (2)I have the flight controls and (3)
A) You have the flight controls.
B) I have the aircraft.
C) I have the flight controls.

70. J27 LSP
When landing behind a large aircraft, the pilot should avoid wake turbulence by staying
A) above the large aircraft's final approach path and landing beyond the large aircraft's touchdown point.
B) below the large aircraft's final approach path and landing before the large aircraft's touchdown point.
C) above the large aircraft's final approach path and landing before the large aircraft's touchdown point.

71. J27 LSP
Wingtip vortices created by large aircraft tend to
A) sink below the aircraft generating turbulence.
B) rise into the traffic pattern.
C) rise into the takeoff or landing path of a crossing runway.

72. J27 LSP
Wingtip vortices are created only when an aircraft is
A) operating at high airspeeds.
B) heavily loaded.
C) developing lift.

73. H996 LSP
A series of judgmental errors which can lead to a human factors-related accident is sometimes referred to as the
A) error chain.
B) course of action.
C) DECIDE model.

74. L05 LSP
What are some of the hazardous attitudes dealt with in Aeronautical Decision Making (ADM)?
A) Risk management, stress management, and risk elements.
B) Poor decision making, situational awareness, and judgment.
C) Antiauthority (don't tell me), impulsivity (do something quickly without thinking), macho (I can do it).

75. L05 LSP
What is the first step in neutralizing a hazardous attitude in the ADM process?
A) Dealing with improper judgment.
B) Recognition of hazardous thoughts.
C) Recognition of invulnerability in the situation.

76. L05 LSP
When a pilot recognizes a hazardous thought, he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for ANTIAUTHORITY?
A) It won't happen to me. It could happen to me.
B) Not so fast. Think first.
C) Don't tell me. Follow the rules. They are usually right.

77. L05 LSP
What is the antidote when a pilot has a hazardous attitude, such as 'Invulnerability'?
A) It can not be that bad.
B) It could happen to me.
C) It will not happen to me.

78. J31 LSP
Who is responsible for determining whether a pilot is fit to fly for a particular flight, even though he or she holds a current medical certificate?
A) The FAA.
B) The pilot.
C) The medical examiner.

79. L05 LSP
Aeronautical Decision Making (ADM) is a
A) mental process of analyzing all information in a particular situation and making a timely decision on what action to take.
B) systematic approach to the mental process used by pilots to consistently determine the best course of action for a given set of circumstances.
C) decision making process which relies on good judgment to reduce risks associated with each flight.

80. L05 LSP
What is it often called when a pilot pushes his or her capabilities and the aircraft's limits by trying to maintain visual contact with the terrain in low visibility and ceiling?
A) Peer pressure.
B) Scud running.
C) Mind set.

81. L05 LSP
What is one of the neglected items when a pilot relies on short and long term memory for repetitive tasks?
A) Flying outside the envelope.
B) Checklists.
C) Situation awareness.

82. H998 LSP
An extreme case of a pilot getting behind the aircraft can lead to the operational pitfall of
A) loss of situational awareness.
B) loss of workload.
C) internal stress.

83. H998 LSP
Ignoring minimum fuel reserve requirements is generally the result of overconfidence, disregarding applicable regulations, or
A) lack of flight planning.
B) impulsivity.
C) physical stress.

84. L05 LSP
Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which features to reduce the risks associated with each flight?
A) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.
B) Situational awareness, problem recognition, and good judgment.
C) Application of stress management and risk element procedures.

85. L05 LSP
Which of the following is the first step of the Decide Model for effective risk management and Aeronautical Decision Making?
A) Identify.
B) Detect.
C) Evaluate.

86. L05 LSP
What is the one common factor which affects most preventable accidents?
A) Human error.
B) Mechanical malfunction.
C) Structural failure.

87. J31 LSP
Which is true regarding the presence of alcohol within the human body?
A) A small amount of alcohol increases vision acuity.
B) An increase in altitude decreases the adverse effect of alcohol.
C) Judgment and decision-making abilities can be adversely affected by even small amounts of alcohol.

88. J31 LSP
How can you determine if another aircraft is on a collision course with your aircraft?
A) The other aircraft will always appear to get larger and closer at a rapid rate.
B) The nose of each aircraft is pointed at the same point in space.
C) There will be no apparent relative motion between your aircraft and the other aircraft.

89. H994 LSP
As a pilot, flying for long periods in hot summer temperatures increases the susceptability of dehydration since the
A) dry air at altitude tends to increase the rate of water loss from the body.
B) moist air at altitude helps retain the body`s moisture.
C) temperature decreases with altitude.

90. J31 LSP
If advice is needed concerning possible flight with an illnes, a pilot should contact
A) an Aviation Medical Examiner.
B) their family doctor.
C) the nearest hospital.

91. J31 LSP
A pilot should be able to overcome the symptoms or avoid future occurrences of hyperventilation by
A) closely monitoring the flight instruments to control the airplane.
B) slowing the breathing rate or breathing into a bag.
C) increasing the breathing rate in order to increase lung ventilation.

92. J31 LSP
As hyperventilation progresses a pilot can experience
A) decreased breathing rate and depth.
B) heightened awareness and feeling of well being.
C) symptoms of suffocation and drowsiness.

93. J31 LSP
To overcome the symptoms of hyperventilation, a pilot should
A) swallow or yawn.
B) slow the breathing rate.
C) increase the breathing rate.

94. J31 LSP
Which would most likely result in hyperventilation?
A) Emotional tension, anxiety, or fear.
B) The excessive consumption of alcohol.
C) An extremely slow rate of breathing and insufficient oxygen.

95. J31 LSP
Large accumulations of carbon monoxide in the human body result in
A) tightness across the forehead.
B) loss of muscular power.
C) an increased sense of well-being.

96. J31 LSP
The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use
A) regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.
B) a series of short, regularly spaced eye movements to search each 10-degree sector.
C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

97. J31 LSP
A state of temporary confusion resulting from misleading information being sent to the brain by various sensory organs is defined as
A) spatial disorientation.
B) hyperventilation.
C) hypoxia.

98. J31 LSP
What effect does haze have on the ability to see traffic or terrain features during flight?
A) Haze causes the eyes to focus at infinity.
B) The eyes tend to overwork in haze and do not detect relative movement easily.
C) All traffic or terrain features appear to be farther away than their actual distance.

99. H342 LSP
If an aircraft is consuming 3 gallons of fuel per hour at a cruising altitude of 500 feet and the groundspeed is 45 mph, how much fuel is required to travel 75 SM?
A) 6 gallons.
B) 5 gallons.
C) 3 gallons.

100. H344 LSP
True course measurements on a Sectional Aeronautical Chart should be made at a meridian near the midpoint of the course because the
A) values of isogonic lines change from point to point.
B) angles formed by isogonic lines and lines of latitude vary from point to point.
C) angles formed by lines of longitude and the course line vary from point to point.

101. H342 LSP
Given:

True course	050
True Heading	040
True airspeed	75kts
Groundspeed	65kts

Determine the wind direction and speed.
A) 105° and 16 knots
B) 355° and 16 knots
C) 355° and 10 knots

102. H981 LSP
The course measured on a sectional chart by reference to a meridian is known as the
A) true course.
B) magnetic course.
C) true heading.

103. H982 LSP
Motion of the air affects the speed with which airplanes move
A) over the Earth`s surface.
B) through the air.
C) in a turn.

104. H982 LSP
If a flight is to be made on a course to the east, with a wind blowing from northeast, the airplane must be headed
A) somewhat to the north of east to counteract drift.
B) south of east to counteract drift.
C) north to counteract torque.

105. H983 LSP
To find the distance flown in a given time, multiply time by
A) groundspeed.
B) indicated airspeed.
C) equivalent airspeed.

106. H984 LSP
During VFR navigation without radio instruments, heading and groundspeed, as calculated by dead reckoning, should be constantly monitored and corrected by
A) pilotage as observed from checkpoints.
B) the wind triangle.
C) wet compass and the groundspeed indicator.

107. H986 LSP
The Airport/Facility Directory (A/FD) will generally have the latest information pertaining to airport elevation, runway facilities, and control tower frequencies. If there are differences, it should be used in preference to the information
A) on the sectional chart.
B) in the Pilot`s Handbook of Aeronautical Knowledge.
C) in the Aeronautical Information Manual (AIM).

108. H984 LSP
For cross-country flights over land, visual flight rules (VFR) navigation without radio instruments is usually accomplished using dead reckoning and
A) pilotage.
B) the wind triangle.
C) compass heading.

109. M52 LSP
Unless incorporated into a regulation by reference, Advisory Circulars (ACs) are issued to inform the public of nonregulatory material
A) and are not binding.
B) but are binding.
C) and self-cancel after 1 year.

110. M52 LSP
Some Advisory Circulars (ACs) are available free of charge while the remaining ACs must be purchased. All aviation safety ACs may be obtained by following the procedures in the AC Checklist (AC 00-2) or by
A) referring to the FAA internet home page and following the links to ACs.
B) contacting the local airport Fixed Base Operator and requesting the desired AC.
C) reading the ACs in the Aeronautical Information Manual (AIM).

111. J37 LSP
Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?
A) Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.
B) Airports with control towers underlying Class C, D, and E airspace are shown in magenta.
C) Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.

112. J37 LSP
(Refer to figure 56, area 2.)
Fig 21 p156
The flag symbol at Lake Drummond represents a
A) compulsory reporting point for Norfolk Class C airspace.
B) compulsory reporting point for Hampton Roads Airport.
C) visual checkpoint used to identify position for initial callup to Norfolk Approach Control.

113. J37 LSP
(Refer to figure 57, area 7.)
Fig 26 p159, area 7
The airspace overlying Mc Kinney (TKI) is controlled from the surface to
A) 700 feet AGL.
B) 2,900 feet MSL.
C) 2,500 feet MSL.

114. J37 LSP
(Refer to figure 59, area 1.)
Fig 27 p155, area 1
Identify the airspace over Lowe Airport.
A) Class G airspace - surface up to but not including 18,000 feet MSL.
B) Class G airspace - surface up to but not including 700 feet MSL, Class E airspace - 700 feet to 14,500 feet MSL.
C) Class G airspace - surface up to but not including 1,200 feet AGL, Class E airspace - 1,200 feet AGL up to but not including 18,000 feet MSL.

115. J37 LSP
(Refer to figure 61, point 6)
Fig 52 Back Cover, point 6
Mosier Airport is
A) an airport restricted to use by private and recreational pilots.
B) a restricted military stage field within restricted airspace.
C) a nonpublic use airport.

116. J22 LSP
(Refer to figure 56, area 1)
Fig 21 p156, area 1
The Nalf Fentress (NFE) airport is in what type of airspace?
A) Class C
B) Class E
C) Class G

117. J11 LSP
The Federal Aviation Administration publication that provides the aviation community with basic flight information and Air Traffic Control procedures for use in the National Airspace System of the United States is the
A) Aeronautical Information Manual (AIM).
B) Airport/Facility Directory (A/FD).
C) Advisory Circular Checklist (AC 00-2).

118. H966 LSP
The most comprehensive information on a given airport is provided by
A) the Airport/Facility Directory (A/FD).
B) Notices to Airmen (NOTAMS).
C) world aeronautical (WAC) charts.

119. H966 LSP
For a complete listing of information provided in an Airport/Facility Directory (A/FD) and how the information may be decoded, refer to the
A) "Directory Legend Sample" located in the front of each A/FD.
B) Aeronautical Information Manual (AIM).
C) legend on sectional, VFR terminal area, and world aeronautical charts.

120. H966 LSP
Flight Data Center (FDC) NOTAMS are issued by the National Flight Data Center and contain regulatory information, such as
A) temporary flight restrictions.
B) markings and signs used at airports.
C) standard communication procedures at uncontrolled airports.

121. H966 LSP
Time-critical information on airports and changes that affect the national airspace system are provided by
A) Notices to Airmen (NOTAMS).
B) the Airport/Facilities Directory (A/FD).
C) Advisory Circulars (ACs).

122. H966 LSP
NOTAM-Ls (local NOTAMS) include items of a local nature. NOTAM-Ls are maintained at each Flight Service Station (FSS) for facilities in their area only. NOTAM-L information for other FSS areas must be specifically requested from the FSS
A) that has responsibility for the airport concerned.
B) with which the pilot communicates.
C) where the flight plan is filed.

123. A01 LSP
How many passengers is a sport pilot allowed to carry on board?
A) One.
B) Two.
C) Three.

124. A01 LSP
The definition of nighttime is
A) sunset to sunrise.
B) 1 hour after sunset to 1 hour before sunrise.
C) the time between the end of evening civil twilight and the beginning of morning civil twilight.

125. A14 LSP
May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?
A) Yes, AD's are only voluntary.
B) Yes, if allowed by the AD.
C) Yes, under VFR conditions only.

126. A20 LSP
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) denial of an application for an FAA certificate, rating, or authorization issued under 14 CFR part 61.
B) written notification to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
C) written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 day after the conviction.

127. A20 LSP
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) a written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
B) notification of this conviction to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
C) suspension or revocation of any certificate, rating, or authorization issued under 14 CFR part 61.

128. A20 LSP
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 Aeromedical Institute (CAMI) within 60 days after the motor vehicle action.
B) written report to the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
C) notification of the conviction to an FAA Aviation Medical Examiner (AME) not later than 60 days after the motor vehicle action.

129. A20 LSP
Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any
A) authorized representative of the Department of Transportation.
B) authorized representative of the Department of State.
C) federal, state, or local law enforcement officer.

130. A29 LSP
If sunset is 2021 and the end of evening civil twilight is 2043, when must a sport pilot terminate the flight?
A) 2021.
B) 2043.
C) 2121.

131. A20 LSP
If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only
A) 30 days after the date of the move.
B) 60 days after the date of the move.
C) 90 days after the date of the move.

132. B07 LSP
Which preflight action is specifically required of the pilot prior to each flight?
A) Check the aircraft logbooks for appropriate entries.
B) Become familiar with all available information concerning the flight.
C) Review wake turbulence avoidance procedures.

133. B08 LSP
No person may operate an aircraft in formation flight
A) over a densely populated area.
B) in Class D airspace under special VFR.
C) except by prior arrangement with the pilot in command of each aircraft.

134. B08 LSP
Which aircraft has the right-of-way over all other air traffic?
A) A balloon.
B) An aircraft in distress.
C) An aircraft on final approach to land.

135. B08 LSP
What action is required when two aircraft of the same category converge, but not head-on?
A) The faster aircraft shall give way.
B) The aircraft on the left shall give way.
C) Each aircraft shall give way to the right.

136. B08 LSP
Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?
A) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
B) An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.
C) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

137. B09 LSP
During operations within controlled airspace at altitudes of less than 1,200 feet AGL, the minimum horizontal distance from clouds requirement for VFR flight is
A) 500 feet.
B) 1,000 feet.
C) 2,000 feet.

138. J37 LSP
(Refer to figure 66, area 1.)
Fig 23 p157, area 1
The visibility and cloud clearance requirements to operate over Sandpoint Airport at less than 700 feet AGL are
A) 3 miles and clear of clouds.
B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from each cloud.
C) 3 miles and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from each cloud.

139. B07 LSP
No person may attempt to act as a crewmember of a civil aircraft with
A) .08 percent by weight or more alcohol in the blood.
B) .4 percent by weight or more alcohol in the blood.
C) .04 percent by weight or more alcohol in the blood.

140. B11 LSP
In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?
A) Aircraft engine and airframe logbooks, and owner's manual.
B) Radio operator's permit, and repair and alteration forms.
C) Operating limitations and Registration Certificate.

141. B07 LSP
If an in-flight emergency requires immediate action, the pilot in command may
A) deviate from the FAR's to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
B) deviate from the FAR's to the extent required to meet that emergency.
C) not deviate from the FAR's unless prior to the deviation approval is granted by the Administrator.

142. B07 LSP
When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?
A) Within 7 days.
B) Within 10 days.
C) Upon request.

143. B13 LSP
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.

144. B07 LSP
Who is responsible for determining if an aircraft is in condition for safe flight?
A) A certificated aircraft mechanic.
B) The pilot in command.
C) The owner or operator.

145. B07 LSP
Safety belts are required to be properly secured about which persons in an aircraft and when?
A) Pilots only, during takeoffs and landings.
B) Passengers, during taxi, takeoffs, and landings only.
C) Each person on board the aircraft during the entire flight.

146. B07 LSP
Which best describes the flight conditions under which flight crewmembers are specifically required to keep their safety belts and shoulder harnesses fastened?
A) Safety belts during takeoff and landing; shoulder harnesses during takeoff and landing.
B) Safety belts during takeoff and landing; shoulder harnesses during takeoff and landing and while en route.
C) Safety belts during takeoff and landing and while en route; shoulder harnesses during takeoff and landing.

147. B07 LSP
Preflight action, as required for all flights away from the vicinity of an airport, shall include
A) the designation of an alternate airport.
B) a study of arrival procedures at airports/ heliports of intended use.
C) an alternate course of action if the flight cannot be completed as planned.

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

149. G13 LSP
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 7 days.
B) within 10 days.
C) only if requested to do so.

150. G13 LSP
The operator of an aircraft that has been involved in an accident is required to file an accident report within how many days?
A) 5.
B) 7.
C) 10.

151. G12 LSP
May aircraft wreckage be moved prior to the time the NTSB takes custody?
A) Yes, but only if moved by a federal, state, or local law enforcement officer.
B) Yes, but only to protect the wreckage from further damage.
C) No, it may not be moved under any circumstances.

152. G11 LSP
If an aircraft is involved in an accident which results in substantial damage to the aircraft, the nearest NTSB field office should be notified
A) immediately.
B) within 48 hours.
C) within 7 days.

153. H320 LSP
What should pilots state initially when telephoning a weather briefing facility for preflight weather information?
A) Tell the number of occupants on board.
B) Identify themselves as pilots.
C) State their total flight time.

154. I54 LSP
Which type weather briefing should a pilot request, when departing within the hour, if no preliminary weather information has been received?
A) Outlook briefing.
B) Abbreviated briefing.
C) Standard briefing.

155. I36 LSP
For aviation purposes, ceiling is defined as the height above the Earth's surface of the
A) lowest reported obscuration and the highest layer of clouds reported as overcast.
B) lowest broken or overcast layer or vertical visibility into an obscuration.
C) lowest layer of clouds reported as scattered, broken, or thin.

156. I55 LSP
(Refer to figure 53.)
Fig 12 p122
The wind direction and velocity at KJFK is from
A) 180° true at 4 knots.
B) 180° magnetic at 4 knots.
C) 040° true at 18 knots.

157. H325 LSP
SIGMET's are issued as a warning of weather conditions hazardous to which aircraft?
A) Small aircraft only.
B) Large aircraft only.
C) All aircraft.

158. I30 LSP
Thunderstorms which generally produce the most intense hazard to aircraft are
A) squall line thunderstorms.
B) air mass thunderstorms.
C) warm front thunderstorms.

159. I28 LSP
One of the most dangerous features of mountain waves is the turbulent areas in and
A) below rotor clouds.
B) above rotor clouds.
C) below lenticular clouds.

160. I26 LSP
What cloud types would indicate convective turbulence?
A) Cirrus clouds.
B) Nimbostratus clouds.
C) Towering cumulus clouds.

161. I28 LSP
Which cloud types would indicate convective turbulence?
A) Cirrus clouds.
B) Nimbostratus clouds.
C) Towering cumulus clouds.

162. I28 LSP
Where does wind shear occur?
A) Only at higher altitudes.
B) Only at lower altitudes.
C) At all altitudes, in all directions.

163. I28 LSP
If a temperature inversion is encountered immediately after takeoff or during an approach to a landing, a potential hazard exists due to
A) wind shear.
B) strong surface winds.
C) strong convective currents.

164. I25 LSP
If an unstable air mass is forced upward, what type clouds can be expected?
A) Stratus clouds with little vertical development.
B) Stratus clouds with considerable associated turbulence.
C) Clouds with considerable vertical development and associated turbulence.

165. I25 LSP
What are characteristics of a moist, unstable air mass?
A) Cumuliform clouds and showery precipitation.
B) Poor visibility and smooth air.
C) Stratiform clouds and showery precipitation.

166. I26 LSP
The suffix 'nimbus,' used in naming clouds, means
A) a cloud with extensive vertical development.
B) a rain cloud.
C) a middle cloud containing ice pellets.

167. I25 LSP
Which is a characteristic of stable air?
A) Cumuliform clouds.
B) Excellent visibility.
C) Restricted visibility.

168. I22 LSP
Which factor would tend to increase the density altitude at a given airport?
A) An increase in barometric pressure.
B) An increase in ambient temperature.
C) A decrease in relative humidity.

169. I24 LSP
Clouds, fog, or dew will always form when
A) water vapor condenses.
B) water vapor is present.
C) relative humidity reaches 100 percent.

170. I23 LSP
Which is true with respect to a high- or low-pressure system?
A) A high-pressure area or ridge is an area of rising air.
B) A low-pressure area or trough is an area of descending air.
C) A high-pressure area or ridge is an area of descending air.

171. I21 LSP
Every physical process of weather is accompanied by or is the result of
A) a heat exchange.
B) the movement of air.
C) a pressure differential.

172. I30 LSP
What conditions are necessary for the formation of thunderstorms?
A) High humidity, lifting force, and unstable conditions.
B) High humidity, high temperature, and cumulus clouds.
C) Lifting force, moist air, and extensive cloud cover.

173. I30 LSP
Thunderstorms reach their greatest intensity during the
A) mature stage.
B) downdraft stage.
C) cumulus stage.

174. H102 LSP
Problems caused by overloading an aircraft include
A) reduced climb rate, excessive structural loads, and shortened cruising range.
B) increased service ceiling, increased angle of climb, and increased cruising speed.
C) slower takeoff speed, increased maneuverability, and shorter takeoff roll.