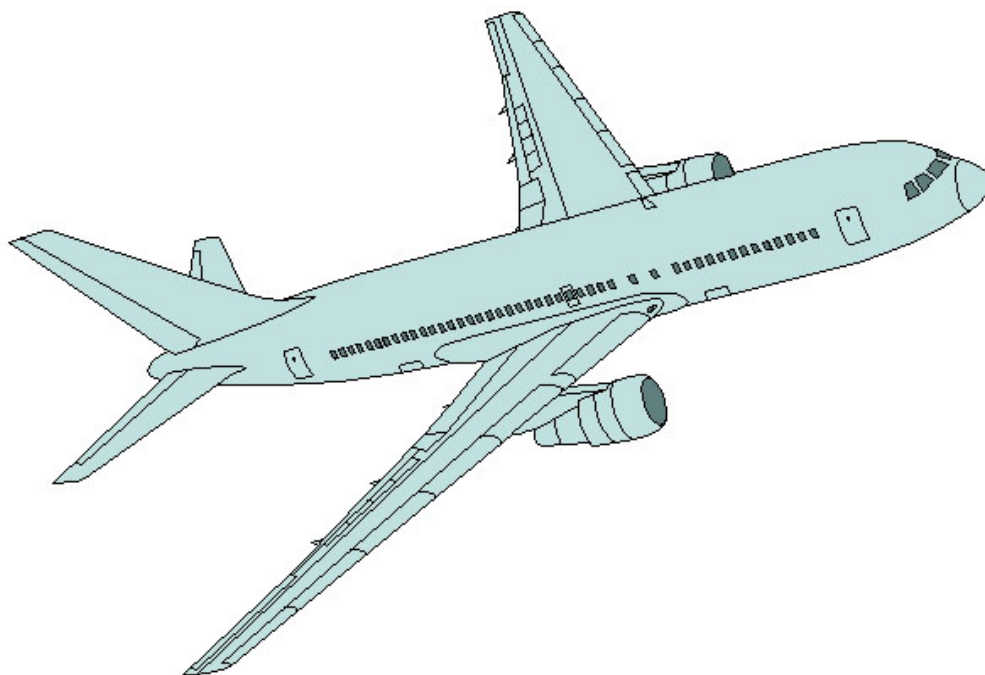


**AIRLINE TRANSPORT PILOT,
AIRCRAFT DISPATCHER,
AND
FLIGHT NAVIGATOR
KNOWLEDGE TEST GUIDE**



July 2015



INTRODUCTION

The *Airline Transport Pilot, Aircraft Dispatcher, and Flight Navigator Knowledge Test Guide (FAA-G-8082-1)*, dated July 2015, provides information to help prepare you to take any of the following airman knowledge tests. This document supersedes all previously dated FAA-G-8082-1 versions.

Exams currently available:

<u>Test Name</u>	<u>Test Code</u>
Aircraft Dispatcher	ADX
Airline Transport Pilot - Multiengine	ATM
Airline Transport Pilot - Single Engine	ATS
Airline Transport Pilot Airplane (135) (added rating)	ARA
Airline Transport Pilot Helicopter (135)	ATH
Airline Transport Pilot Helicopter (135) (added rating)	ARH
Airline Transport Pilot Helicopter Canadian Conversion	ACH
Airline Transport Pilot Airplane Canadian Conversion - Multiengine	ACM
Airline Transport Pilot Airplane Canadian Conversion - Single Engine	ASC
Flight Navigator	FNX

Federal Aviation Administration (FAA) airman knowledge tests are effective instruments for aviation safety and regulation compliance measurement; however, these tests can only sample the vast amount of knowledge every pilot needs to operate safely in the National Airspace System (NAS).

Comments may be emailed to AFS630Comments@faa.gov.

KNOWLEDGE TEST ELIGIBILITY REQUIREMENTS

The general qualifications for an Airline Transport Pilot, Aircraft Dispatcher, or Flight Navigator Certificate require that you have a combination of experience, knowledge, and skill.

Title 14 of the Code of Federal Regulations (14 CFR) part 61 requires that pilots must be able to read, write, speak, and understand the English language. If you cannot meet these requirements of English fluency, an airman certificate cannot be issued. For medical reasons, an appropriate limitation may be placed on the certificate.

14 CFR part 63 does not require that a limitation be placed on the certificate if a flight navigator cannot read, write, speak, or understand the English language.

14 CFR part 65 requires that an aircraft dispatcher must be able to read, speak, and understand the English language. If unable to do so, an appropriate limitation may be placed on the certificate.

If you are pursuing an Airline Transport Pilot (or added rating), Flight Navigator, Aircraft Dispatcher Certificates, you should carefully review the appropriate sections of 14 CFR part 61, 63, or 65 respectively for detailed information pertaining to this subject.

For a summary of knowledge test eligibility requirements for all certification areas listed above, refer to the FAA Airman Knowledge Testing Authorization Matrix located at: http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf

KNOWLEDGE AREAS ON THE TESTS

If you are pursuing an Airline Transport Pilot Certificate or added rating, you should review the appropriate sections of 14 CFR part 61 for the specific knowledge areas on each test.

Those taking the Airline Transport Pilot – Multiengine (14 CFR part 121) Airplane (ATM) Test, will be tested on part 121 as one of the knowledge areas.

Those taking the Airline Transport Pilot - Single Engine (14 CFR part 135) Airplane (ATS) will be tested on part 135 as one of the knowledge areas.

All other knowledge areas are not specified as being for part 121 or part 135, and the questions may be used on any of the tests.

If you are pursuing a Flight Navigator Certificate, you should review the appropriate sections of 14 CFR part 63 for the specific knowledge areas on the test.

If you are pursuing an Aircraft Dispatcher Certificate, you should review the appropriate sections of 14 CFR part 65 for the specific knowledge areas on the test. You will be tested on part 121 as one of the knowledge areas. If part 135 commuter operators (as defined in DOT part 298) are required to have aircraft dispatchers in the future, part 135 questions will be added to the test. The aircraft dispatcher applicant is not required to have the flying skills of an airline transport pilot, but is expected to have the same knowledge.

DESCRIPTIONS OF THE TESTS

All test questions are the objective, multiple-choice type. Each question can be answered by the selection of a single response. Each test question is independent of other questions; therefore, a correct response to one does not depend upon, or influence, the correct response to another. **The minimum passing score is 70 percent.**

The following test contains 125 questions; you are allowed 4 hours to complete.

- Airline Transport Pilot – Multiengine

The following test contains 90 questions; you are allowed 3 hours to complete.

- Airline Transport Pilot – Single Engine

Each of the following tests contains 80 questions, and you are allowed 3 hours to complete each test.

- Airline Transport Pilot Helicopter (135)
- Flight Navigator

The following test contains 80 questions, and you are allowed 3.5 hours to complete.

- Aircraft Dispatcher

The following test contains 60 questions, and you are allowed 2.5 hours to complete.

- Airline Transport Pilot Airplane Canadian Conversion - Multiengine

The following test contains 40 questions, and you are allowed 2.5 hours to complete.

- Airline Transport Pilot Airplane Canadian Conversion - Single Engine

The following test contains 40 questions, and you are allowed 2 hours to complete.

- Airline Transport Pilot Helicopter Canadian Conversion

Each of the following tests contains 50 questions, and you are allowed 2.5 hours to complete each test.

- Airline Transport Pilot Airplane Added Rating (135)
- Airline Transport Pilot Helicopter Added Rating (135)

TEST REGISTRATION

The FAA has designated two Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders, which sponsor hundreds of knowledge testing center locations. These testing centers offer a full range of airman knowledge tests including: Aircraft Dispatcher, Airline Transport Pilot, Aviation Maintenance Technician, Commercial Pilot, Flight Engineer, Flight Instructor, Flight Navigator, Ground Instructor, Inspection Authorization, Instrument Rating, Parachute Rigger, Private Pilot, Recreational Pilot, Sport Pilot and Military Competence. Contact information for the AKT ODA Holders is provided below under Knowledge Test Centers.

The first step in taking a knowledge test is the registration process. You may either call a central registration phone number or appear at a testing center on a walk-in basis. If you choose to use a central registration phone number to schedule your test, you will need to be prepared to select a test date, choose a testing center, and make financial arrangements for test payment. You may register for tests several weeks in advance, and you may cancel your appointment according to the AKT ODA Holder's cancellation policy. If you do not follow the AKT ODA Holder's cancellation policies, you could be subject to a cancellation fee.

APPLICANT IDENTIFICATION AND TEST AUTHORIZATION

The next step in taking a knowledge test is providing proper identification. You should determine what knowledge test prerequisites are necessary before going to the computer-testing center. Your instructor or local FAA Flight Standards District Office (FSDO) may advise you regarding the documentation required to be presented at the testing facility. Testing center personnel will not begin the test until your identification and eligibility is verified.

Acceptable forms of authorization and retesting procedures are available in the latest version of the Applicant Identification, Information, Verification, & Authorization Requirements Matrix located at: http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf

TEST TAKING TIPS

Prior to launching the actual test, the AKT ODA Holder's testing software will provide you with an opportunity to practice navigating through the test. This practice (or tutorial) session may include a "sample" question(s). These sample questions have no relation to the content of the test, but are meant to familiarize you with the look and feel of the system screens, including selecting an answer, marking a question for later review, time remaining for the test, and other features of the testing software.

When taking a test, keep the following points in mind:

- Carefully read the instructions given with the test.
- Answer each question in accordance with the latest regulations and guidance publications.
- Read each question carefully before looking at the answer options. You should clearly understand the problem before attempting to solve it.
- After formulating an answer, determine which answer option corresponds with your answer. The answer you choose should completely resolve the problem.
- From the options given, it may appear there is more than one possible answer; however, there is only one answer that is correct and complete. The other options are either incomplete, erroneous, or derived from popular misconceptions.
- If a certain question is difficult for you, it is best to mark it for review and proceed to the next question. After you answer the less difficult questions, return to those marked for review and answer them. The review marking procedure will be explained to you prior to starting the test. Although the computer should alert you to unanswered questions, make sure every question has an answer recorded. This procedure will enable you to use the available time to maximum advantage.
- When solving a calculation problem, select the answer closest to your solution. The problem has been checked with various types of calculators; therefore, if you have solved it correctly, your answer will be closer to the correct answer than any of the other choices.
- For graph type questions, the applicant may request a printed copy of the graph on which they may actually draw and write to compute the answer. The applicant must turn in all paper work upon completion of the test.

USE OF TEST AIDS AND MATERIALS

You may use aids, reference materials, and test materials within the guidelines listed below, if actual test questions or answers are not revealed. All models of aviation-oriented calculators may be used, including small electronic calculators that perform only arithmetic functions (add, subtract, multiply, and divide). Simple programmable memories, which allow addition to, subtraction from, or retrieval of one number from the memory, are permissible. Also, simple functions, such as square root and percent keys are permissible.

The following guidelines apply:

1. You may use any reference materials provided with the test. In addition, you may use scales, straightedges, protractors, plotters, navigation computers, log sheets, and electronic or mechanical calculators that are directly related to the test.
2. Manufacturer's permanently inscribed instructions on the front and back of such aids (e.g., formulas, conversions, regulations, signals, weather data, frequencies, weight-and-balance formulas) are permissible.
3. Testing centers may provide a calculator to you and/or deny use of your personal calculator based on the following limitations:
 - a. Prior to, and upon completion of the test, while in the presence of the Unit Member (formerly referred to as proctor), you must actuate the ON/OFF switch and perform any other function that ensures erasure of any data stored in memory circuits.
 - b. The use of electronic calculators incorporating permanent or continuous type memory circuits without erasure capability is prohibited. The Unit Member may refuse the use of your calculator when unable to determine the calculator's erasure capability.

- c. Printouts of data must be surrendered at the completion of the test if the calculator incorporates this design feature.
 - d. The use of magnetic cards, magnetic tapes, modules, computer chips, or any other device upon which pre-written programs or information related to the test can be stored and retrieved is prohibited.
 - e. You are not permitted to use any booklet or manual containing instructions related to use of test aids.
4. Dictionaries are not allowed in the testing area.
 5. The Unit Member makes the final determination relating to test materials and personal possessions you may take into the testing area.

NOTE: Flight navigator applicants must provide the following for their use:

- Plotter
- Dividers
- Computer (E-6B type or electronic. Electronic calculators must have memory cleared in accordance with FAA Order 8080.6.)
- Charts (Global navigation chart (GNC) 9 or equivalent.) This chart is available/for sale at <http://naco.faa.gov>
- Site Reduction Tables (H.O. Pub. No. 249 Volumes I, II, and III.)
- Flight logs
- Celestial forms

TESTING PROCEDURES FOR APPLICANTS REQUESTING SPECIAL ACCOMMODATIONS

If you are an applicant with a learning or reading disability, you may request approval from AFS-630, through the local FSDO or IFO, to take an airman knowledge test using one of the three options listed below, in preferential order:

- Option 1. Use current testing facilities and procedures whenever possible.
- Option 2. You may use a self-contained, electronic device which pronounces and displays typed-in words (e.g., the Franklin Speaking Wordmaster®) to facilitate the testing process. (NOTE: The device should consist of an electronic thesaurus that audibly pronounces typed-in words and presents them on a display screen. The device should also have a built-in headphone jack for private listening in order to avoid disturbing others during testing.)
- Option 3. If you do not choose to use the first or second option, you may request Unit Member assistance in reading specific words or terms from the test questions and/or supplement book. In the interest of preventing compromise of the testing process, the Unit Member must be an individual with no aviation background or expertise. The Unit Member must provide reading assistance only, with no explanation of words or terms. When this option is requested, the FSDO or IFO inspector must contact the Airman Testing Standards Branch (AFS-630) for assistance in selecting the test site and assisting Unit Member.

Prior to approval of any option, the FSDO or IFO Aviation Safety Inspector must advise you of the regulatory certification requirement of being able to read, write, speak, and understand the English language.

CHEATING OR OTHER UNAUTHORIZED CONDUCT

Computer testing centers must follow strict security procedures to avoid test compromise. These procedures are established by the FAA and are covered in FAA Order 8080.6 (as amended), Conduct of Airman Knowledge Tests. The FAA has directed testing centers to terminate a test at any time a test Unit

Member suspects a cheating incident has occurred. An FAA investigation will then be conducted. If the investigation determines that cheating or unauthorized conduct has occurred, any airman certificate or rating you hold may be revoked, and you will be prohibited for 1 year from applying for or taking any test for a certificate or rating under 14 CFR part 61.

LEARNING STATEMENTS

Learning statements, as used in airman knowledge testing, refer to a measurable level of knowledge a student should be able to demonstrate following a defined element of training. The most current Learning Statement Reference Guide for Airman Knowledge Testing is online at:

http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf

We provide learning statements to help instructors and students become more familiar with the areas of knowledge applicable to the airman training, learning, studying, and testing processes.

Beyond serving as a useful reference in preparing for your airman knowledge test, the Learning Statement Reference Guide will assist you and your instructor in interpreting any learning statement codes that may appear on your Airman Knowledge Test Report. You will receive a test report immediately upon completion of the test. This report will list learning statement codes for any questions you may have answered incorrectly. You and your instructor should match the codes on the test report to the information in the Learning Statement Reference Guide in order to obtain the corresponding areas of knowledge deficiency.

Your instructor may be required to provide instruction on each of the areas of deficiency, and to provide a logbook or training record endorsement certifying you have demonstrated satisfactory knowledge in each area. Also, you must present the *original* Airman Knowledge Test Report to the examiner conducting your practical test. During the practical test, the examiner will refer to the learning codes and statements to evaluate your knowledge in the noted areas of deficiency.

AIRMAN KNOWLEDGE TEST REPORTS

Upon completion of the knowledge test, you will receive your Airman Knowledge Test Report, which reflects your score. The test report will be stamped with the testing center's raised/embossed seal.

The Airman Knowledge Test Report must be presented to the examiner prior to taking the practical test. During the oral portion of the practical test, the examiner is required to evaluate the noted areas of deficiency.

Should you require a duplicate Airman Knowledge Test Report due to loss or destruction of the original, send a signed request accompanied by a check or money order for \$1.00, payable to the FAA. Send the request to:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125

Airman Knowledge Test Reports are valid until the end of the month 24-calendar months after completing the knowledge test. **If the Airman Knowledge Test Report expires before completion of the practical test, you must retake the knowledge test.**

REQUESTING A HAND-SCORE

If you wish to have your test hand-scored, you must submit a request, in the form of a signed letter, to the Airman Testing Standards Branch, AFS-630. The request must be accompanied by a copy of your

Airman Knowledge Test Report and a legible photocopy of a government issued identification with your photograph and signature. Mail or fax this information to: (email requests are not accepted due to security issues.)

Federal Aviation Administration
Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK 73125
Or Fax to: 405 954-4748

NOTE: If you have comments regarding test questions, test procedures, or supplemental material content, please email AFS-630 at: AFS630Comments@faa.gov.

TRAINING AND TESTING PUBLICATIONS AND GENERAL INFORMATION

Most of the current Flight Standards Service airman training and testing publications can be obtained in electronic format from the FAA Website, www.faa.gov. The training and testing publications and general information can be found on the opening page of that Website under the Training and Testing tab. If a publication is not available in electronic format, there are instructions for obtaining paper copies. Information found on the Website includes the following:

- Advisory Circulars
- Airworthiness Directives
- Code of Federal Regulations
- Computer Testing Supplements
- Knowledge Test Centers
- Sample Knowledge Test questions
- Knowledge Test Statistics
- Learning Statement Reference Guide
- Practical Test Standards
- Training Handbooks
- Type Certificate Data Sheets

Advisory Circulars

Advisory circulars (ACs) provide guidance and information on various subjects related to airman certification.

Airworthiness Directives

Airworthiness Directives (ADs) are notifications to aircraft owners of a known safety deficiency with a specific model of aircraft, engine, avionics, or other system.

Code of Federal Regulations

The portion of 14 CFR containing what was formerly known as the Federal Aviation Regulations can be found on the Website. 14 CFR contains regulations designed to promote aviation safety and govern all aviation activities in the United States.

Computer Testing Supplements

The knowledge testing supplements contain the graphics, legends, and maps that are needed to successfully respond to certain knowledge test items. ODA test center personnel will provide these supplements during the airman knowledge test. Marking in the supplement book is prohibited; however, you may request a copy of any figure either before or during your exam. This marked or unmarked copy must be turned in at the end of the exam.

NOTE: There are currently three supplements for ATP/Dispatcher exams. You may review them prior to taking the exam.

1. FAA-CT-8080-7C

http://www.faa.gov/training_testing/testing/test_questions/media/FAA-CT-8080-7C.pdf

2. FAA-CT-8080-7C, Addendum A

http://www.faa.gov/training_testing/testing/test_questions/media/Addendum_A_ATP_Sup_7C.pdf

3. FAA-CT-8080-7C, Addendum B

http://www.faa.gov/training_testing/testing/test_questions/media/Addendum_B_ATP_Sup_7C.pdf

4. FAA-CT-8080-7C, Addendum C

http://www.faa.gov/training_testing/testing/test_questions/media/Addendum_C_ATP_Sup_7C.pdf

Knowledge Test Centers

The Knowledge Test Centers portion of the Website contains current listings of Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders and other testing centers, and the registration telephone numbers to call to register for a test.

The following is a list of the ODA holders authorized to give FAA airman knowledge tests. This list should be helpful in case you choose to register for a test or simply want more information.

Computer Assisted Testing Service (CATS)

777 Mariners Island Blvd., Suite 200

San Mateo, CA 94404

Applicant inquiry and test registration: 1-800-947-4228

From outside the U.S. (650) 259-8550

PSI

16821 SE McGillivray Blvd., Suite 201

Vancouver, WA 98683

Applicant inquiry and test registration: 1-800-211-2753 or 1-800-211-2754

From outside the U.S. (360) 896-9111

Knowledge Test Questions

Sample questions are located in the Airman Knowledge Test Questions section of the Website and represent the types of questions included in the actual test banks. Practicing these questions will help you become familiar with similar questions on the airman knowledge tests. The knowledge test is not designed to intimidate any prospective airman; it is designed to measure an applicant's understanding of the rules, regulations and knowledge areas required to receive an FAA certificate.

Knowledge Test Statistics

Test statistics for all airman knowledge tests are contained in a series of tables organized by year and subject area. Individual tables are provided for the following subject areas: test volume, pass rates, average test scores, countries, regions, and district offices.

Practical Test Standards

The practical test standards outline the knowledge and skill requirements for each airman certificate and rating. The references listed in each task of the practical test standards indicate the specific publications used to develop the skill standards. The ability to issue immediate changes prior to publishing revised printed copies ensures the practical test standards are always accurate and usable.

Training Handbooks

The training handbooks are the basic information sources an airman applicant should refer to when preparing for the knowledge and practical tests for a specific certificate or rating.

Classification Code

Topic, Content and Specific (TCS) codes listed in this guide are NOT a description of the Learning Statement Codes (LSC) found in the 'Learning Statement Reference Guide for Airman Knowledge Testing' document, but are a hierarchical sequence of classification codes placing a question in a unique category. FAA knowledge test question development uses the following hierarchy:

- Topic— Overall subject matter topic code. The highest classification of overall subject matter a knowledge test item was developed to assess (e.g., Aerodynamics).
- Content—Secondary level subject matter code (e.g., Airspeed).
- Specific— the basic hierarchical classification code the subject matter for a knowledge test item (e.g., Thrust).

References Appendix

The Airline Transport Pilot, Dispatcher, and Flight Navigator knowledge tests are based on the following references.

14 CFR part 1 Definitions and Abbreviations
14 CFR part 117 Flightcrew Member Duty and Rest Requirements
14 CFR part 119 Certification: Air Carriers and Commercial Operators
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations
14 CFR part 25 Airworthiness Standards: Transport Category Airplanes
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 63 Certification: Flight Crewmembers other than Pilots
14 CFR part 71 Designation of Class A, B, C, D, and E Airspace Areas: Air Traffic Service Routes
14 CFR part 91 General Operating and Flight Rules
14 CFR part 97 Standard Instrument Procedures
49 CFR part 830 Notification and Reporting of Aircraft Accidents
AC 00-24 - Thunderstorms
AC 00-30 - Atmospheric Turbulence Avoidance
AC 00-45 - Aviation Weather Services
AC 00-54 - Pilot Wind Shear Guide
AC 00-6 - Aviation Weather
AC 120-51 - Crew Resource Management
AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing
AC 120-103 – Fatigue Risk Management Systems for Aviation Safety
AC 135-17 - Pilot Guide for Small Aircraft Ground Deicing
AC 20-117 - Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft and Ground Operations I Conditions Conducive to Aircraft Icing
AC 65-12 - Airframe and Powerplant Mechanics Powerplant Handbook
AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook
AC 91-43 - Unreliable Airspeed Indication
AC 91-51 - Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems Control and Airplane Deice and Anti-Ice Systems
AC 91-6 - Water, Slush, and Snow on the Runway
AC 91-74 – Pilot Guide: Flight in Icing Conditions
Aerodynamics for Naval Aviators
Aeronautical Information Manual
Air Force Pamphlet 11-216, Air Navigation
Airport/Facility Directory
FAA-H-8083-1 - Aircraft Weight and Balance Handbook
FAA-H-8083-15 - Instrument Flying Handbook
FAA-H-8083-2 - Risk Management Handbook

FAA-H-8083-21 - Helicopter Flying Handbook
FAA-H-8083-21 - Rotorcraft Flying Handbook
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge
FAA-H-8083-3 - Airplane Flying Handbook
FAA-H-8083-6 - Advanced Avionics Handbook
FAA-H-8261-1 - Instrument Procedures Handbook
IFR Enroute High Altitude Chart
IFR Enroute Low Altitude Chart
Instrument Approach Procedure Charts
STARs - Standard Terminal Arrivals
U.S. Terminal Procedures

Note: The latest revision of these references should be used.

**AIRLINE TRANSPORT PILOT – MULTIENGINE (ATM)
Sample Questions**

AIRLINE TRANSPORT PILOT – MULTIENGINE (ATM)

1. **Approaching the runway 1° below glidepath can add how many feet to the landing distance?**

A— 250 feet.
B— 500 feet.
C— 1,000 feet.

Answer: B.

Learning Statement: Recall approach / landing / taxiing techniques

2. **When a recently certificated pilot decides to not wait any longer for the fog and low ceilings to lift, this pilot may be exhibiting the hazardous**

A—resigned attitude.
B—macho attitude.
C—impulsive attitude.

Answer: C.

Learning Statement: Recall Aeronautical Decision Making (ADM) – hazardous attitudes

3. **Hot Spot are depicted on airport diagrams as**

A—squares or rectangles around “HS and a number.”
B—circles or polygons around “HS and a number.”
C—triangles or blocks filled with “HS” and a number.

Answer: B.

Learning Statement: Recall airport preflight / taxi operations – procedures

4. **A pilot employed by an air carrier and/or commercial operator may conduct GPS/WAAS instrument approaches**

A—if they are not prohibited by the FAA-approved aircraft flight manual and the flight manual supplement.
B—only if approved in their air carrier/commercial operator operations specifications.
C—only if the pilot was evaluated on GPS/WAAS approach procedures during their most recent proficiency check.

Answer: B.

Learning Statement: Recall regulations – commercial operation requirements / conditions / OpSpecs

5. **Flightcrew members must receive fatigue education and awareness training**

A—with all required air carrier dispatcher and every flightcrew member training activity.
B—annually for flightcrew members and every 24 months for dispatchers, flightcrew member schedulers, and operational control individuals.
C—annually for flightcrew member schedulers, operational control individuals and flightcrew members and dispatchers.

Answer: C.

Learning Statement: Recall regulations – flight / duty time.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT – MULTIENGINE (ATM)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT004		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Engine Out Performance
PLT007		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Holding
PLT008		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Landing
PLT009		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Engine Settings
Aircraft Performance	Turbine Engine Operations	Limitations
PLT011		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Takeoff
PLT013		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT015		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Limitations	Best Range
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Performance	Normal Flight
PLT018		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Airspeed
PLT022		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
Human Factors	Aeronautical Decision Making (ADM)	Risk Management
PLT024		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Stability
PLT029		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Regulations	14CFR Part 121	Flight Crewmember Duties
PLT032		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Airspeed	Mach
PLT034		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Takeoff Minimums
PLT044		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	After Landing
Air Traffic Control Procedures	Departure	Speed Adjustments
Air Traffic Control Procedures	Ground	Ground Hold Delays
PLT045		
U.S. Terminal Procedures		
Navigation	Flight Operations	Approach
PLT047		
FAA-H-8083-6 - Advanced Avionics Handbook		
Navigation	Automation	Automation errors

PLT049			
14 CFR part 91 General Operating and Flight Rules			
Navigation	Flight Operations		Approach Chart
Aeronautical Information Manual			
Navigation	Radio		Instrument Approach
U.S. Terminal Procedures			
Navigation	Avionics		Airborne Equipment
PLT052			
14 CFR part 91 General Operating and Flight Rules			
Air Traffic Control Procedures	Communications		Pilot Procedures
U.S. Terminal Procedures			
Navigation	Radio		Standard Departures
PLT058			
IFR Enroute Low Altitude Chart			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
PLT059			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Reports		Aviation Routine Weather Reports (METAR)
Weather / Weather Charts	Aeronautical Weather Reports		Aviation Selected Special Report (SPECI)
PLT066			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts		Convective Outlook Charts
PLT068			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		Significant Weather Prognostic Charts
PLT069			
AC 91-6 - Water, Slush, and Snow on the Runway			
Aircraft Performance	Charts		Contaminants
PLT075			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Reports		Weather Depiction Charts
PLT076			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts		Wind and Temperature Aloft Forecast
PLT077			
Aeronautical Information Manual			
Navigation	Flight Operations		Runway
PLT078			
Aeronautical Information Manual			
Aircraft Performance	Charts		Runway
Airport/Facility Directory			
National Weather Service (NWS)	Functions		Aeronautical Weather Reports
Navigation	Flight Operations		Runway
PLT080			
FAA-H-8083-16 - Instrument Procedures Handbook			
Navigation	Flight Operations		Arrivals
PLT082			
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations			
Regulations	14CFR Part 121		Landing Minimums
PLT083			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Instrument Approach Procedures
Airport/Facility Directory			
Navigation	Flight Operations		Airport
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		DME
PLT089			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aircraft Performance	Charts		Takeoff
PLT090			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		VOR

PLT094

[Aerodynamics for Naval Aviators](#)

Aerodynamics	Flight Characteristics	Normal Flight
Aerodynamics	Principles of Flight	Lift
Aerodynamics	Stall / Spins	Angle of Attack

PLT098

[Aeronautical Information Manual](#)

Human Factors	Aeromedical Factors	Fitness for Flight
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[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Human Factors	Aeromedical Factors	Fitness for Flight
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PLT099

[Aeronautical Information Manual](#)

Human Factors	Aeromedical Factors	Flight Illusions
Human Factors	Aeromedical Factors	Physiological

PLT103

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aeronautical Decision Making	Judgment	Accident Prone Traits
Aeronautical Decision Making	Judgment	Attitudes
Aeronautical Decision Making	Judgment	Hazardous
Aeronautical Decision Making	Judgment	Training

PLT104

[AC 120-103 - Fatigue Risk Management Systems](#)

Aeronautical Decision Making	Risk Management	Mitigation
------------------------------	-----------------	------------

[AC 120-51 - Crew Resource Management](#)

Crew Resource Management (CRM)		Crew Communication	Crew Monitoring
Crew Resource Management (CRM)		Crew Coordination	CRM Principles
Crew Resource Management (CRM)		Crew Coordination	CRM Training

[Aeronautical Information Manual](#)

Aeronautical Decision Making	Risk Management	Mitigation
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[FAA-H-8083-2 - Risk Management Handbook](#)

Aeronautical Decision Making	Risk Management	Mitigation
Aeronautical Decision Making	Risk Management	Monitoring Tasks
Human Factors	Aeromedical Factors	Fitness for Flight
Human Factors	Aeromedical Factors	Physiological

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aeronautical Decision Making	Judgment	Automatic Decisions	
Aeronautical Decision Making	Judgment	Human Error	
Aeronautical Decision Making	Risk Management	Automation	
Aeronautical Decision Making	Risk Management	Decision Making	
Aeronautical Decision Making	Risk Management	Elements	
Aeronautical Decision Making	Risk Management	Mitigation	
Crew Resource Management (CRM)		Crew Coordination	CRM Principles
Crew Resource Management (CRM)		Crew Coordination	CRM Training
Human Factors	Risk Management	Risk	

PLT105

[AC 00-6 - Aviation Weather](#)

Meteorology	Clouds	Radar
-------------	--------	-------

PLT108

[AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing](#)

Meteorology	Hazardous	Icing
-------------	-----------	-------

PLT121

[FAA-H-8083-1 - Aircraft Weight and Balance Handbook](#)

Aircraft Performance	Computations	Weight Load
----------------------	--------------	-------------

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aircraft Performance	Charts	Takeoff
Aircraft Performance	Computations	Preflight Planning

PLT123

[Aerodynamics for Naval Aviators](#)

Aircraft Performance	Limitations	Best Range
----------------------	-------------	------------

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aircraft Performance	Charts	Airspeed
----------------------	--------	----------

PLT124[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aerodynamics	High Altitude	Stall speed
Aircraft Performance	Atmospheric Effects	Instrumentation Error

PLT127[FAA-H-8083-3 - Airplane Flying Handbook](#)

Aircraft Performance	Turbine Engine Operations	Environmental Affect
----------------------	---------------------------	----------------------

PLT134[Aerodynamics for Naval Aviators](#)

Aerodynamics	Performance	Abnormal Flight
--------------	-------------	-----------------

PLT139[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
-------------	----------------------------	----------------------

[Aerodynamics for Naval Aviators](#)

Aerodynamics	Stall / Spins	Stall Warning Devices
--------------	---------------	-----------------------

PLT140[Aeronautical Information Manual](#)

Air Traffic Control Procedures	Arrival	After Landing
--------------------------------	---------	---------------

PLT141[Aeronautical Information Manual](#)

Navigation	Flight Operations	Airport
Navigation	Flight Operations	Approach
Navigation	Flight Operations	Runway
Navigation	Pilotage	Runway Markings
Navigation	Pilotage	Taxiway Signs

PLT144[FAA-H-8083-3 - Airplane Flying Handbook](#)

Aircraft Performance	Computations	Braking Action
----------------------	--------------	----------------

PLT145[Aeronautical Information Manual](#)

Navigation	Flight Operations	Runway
------------	-------------------	--------

PLT147[U.S. Terminal Procedures](#)

Navigation	Flight Operations	Airport
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PLT149[Aeronautical Information Manual](#)

Air Traffic Control Procedures	Ground	ADS-B
Navigation	Flight Operations	Airport

[FAA-H-8083-16 - Instrument Procedures Handbook](#)

Air Traffic Control Procedures	Ground	Taxi
--------------------------------	--------	------

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Air Traffic Control Procedures	Ground	Taxi
Navigation	Flight Operations	Airport
Navigation	Pilotage	Runway Lights

[Instrument Approach Procedure Charts](#)

Air Traffic Control Procedures	Arrival	After Landing
--------------------------------	---------	---------------

PLT161[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Flight Rules
-------------	---------------	--------------

[Aeronautical Information Manual](#)

Air Traffic Control Procedures	Communications	Airspace Requirements
Air Traffic Control Procedures	En Route	ADIZ
Navigation	Airspace	Special Airspace
Regulations	14CFR Part 91	Airspace

PLT162[Aeronautical Information Manual](#)

Navigation	Flight Operations	Flight Altitude
------------	-------------------	-----------------

PLT164[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aerodynamics	Load Factor	Lift
--------------	-------------	------

PLT166[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Instrument Flight Rules
-------------	---------------	-------------------------

PLT167			
AC 00-6 - Aviation Weather			
Meteorology	Air Masses and Fronts		Temperature
PLT170			
Aeronautical Information Manual			
Air Traffic Control Procedures	Approach		IFR Visual Approaches
Air Traffic Control Procedures	Arrival		After Landing
FAA-H-8083-16 - Instrument Procedures Handbook			
Navigation	Flight Operations		Approach
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Air Traffic Control Procedures	Arrival		After Landing
FAA-H-8083-3 - Airplane Flying Handbook			
Aerodynamics	Flight Controls		Secondary Flight Controls
Aerodynamics	Performance		Brakes
Aerodynamics	Performance		Normal Flight
Aerodynamics	Powerplant		Turbine
Aerodynamics	Powerplant		Turboprop
PLT171			
49 CFR part 830 Notification and Reporting of Aircraft Accidents			
Air Traffic Control Procedures	Communications		Pilot Procedures
Aeronautical Information Manual			
Air Traffic Control Procedures	Communications		Pilot Procedures
PLT172			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Approach Control
Air Traffic Control Procedures	Communications		ATC Altitude Alerts
Air Traffic Control Procedures	Services		Weather Radar
FAA-H-8083-16 - Instrument Procedures Handbook			
Air Traffic Control Procedures	Approach		PRM
PLT173			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Meteorology	Air Masses and Fronts		Pressure
PLT174			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Risk Management		Electronic Displays
PLT192			
AC 00-6 - Aviation Weather			
Meteorology	Clouds		Turbulence
FAA-H-8083-15 - Instrument Flying Handbook			
Meteorology	Clouds		Types
PLT195			
Aeronautical Information Manual			
Air Traffic Control Procedures	Communications		Traffic Alert / Collision Avoidance
PLT201			
FAA-H-8083-16 - Instrument Procedures Handbook			
Navigation	Radio		Departure Obstruction Clearance
Navigation	Radio		Standard Departures
PLT202			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		DME
PLT203			
AC 00-6 - Aviation Weather			
Meteorology	Atmosphere		Troposphere
PLT206			
AC 00-6 - Aviation Weather			
Meteorology	Air Masses and Fronts		Temperature
PLT208			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aircraft Performance	Limitations		Go / No-Go Decision
PLT210			
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations			
Regulations	14CFR Part 121		Emergency Authority / Actions / Reports
PLT213			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Stability / Control		Static

PLT214		
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Flight Characteristics	Normal Flight
Aerodynamics	Principles of Flight	Hazards
PLT221		
14 CFR part 91 General Operating and Flight Rules		
Navigation	Avionics	Electronic Glide Path
PLT223		
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Airspeed	Vy
Aerodynamics	Performance	Abnormal Flight
PLT226		
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Fog
PLT235		
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Performance	Abnormal Flight
PLT237		
Aerodynamics for Naval Aviators		
Aerodynamics	Load Factor	Induced drag
PLT240		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Weight and Balance	Center of Gravity	Effect of Load Distribution
Weight and Balance	Center of Gravity	Stability
PLT242		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	High speed
Aerodynamics	Stall / Spins	Angle of Attack
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Principles of Flight	Forces Acting on Wing
Aerodynamics	Principles of Flight	Lift
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Airspeed	General
PLT245		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	Lift
Aerodynamics	Stall / Spins	Angle of Attack
PLT248		
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Principles of Flight	Forces Acting on Aircraft
PLT263		
AC 00-30 - Atmospheric Turbulence Avoidance		
Weather / Weather Charts	High Altitude	Clear Air Turbulence
Windshear / Turbulence	Clear Air Turbulence	Encountering
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Moisture/Cloud Formation/Precipitation
Meteorology	Hazardous	Icing
Windshear / Turbulence	Clear Air Turbulence	JetStream
Aeronautical Information Manual		
Windshear / Turbulence	Clear Air Turbulence	Reports
PLT266		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	Lift
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Flight Characteristics	Normal Flight
Aerodynamics	Performance	Normal Flight
Aerodynamics	Principles of Flight	Lift
PLT274		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Icing
Meteorology	Icing	Structural Icing
PLT277		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	ILS

PLT280			
	Aeronautical Information Manual		
Human Factors	Aeromedical Factors		Flight Illusions
Human Factors	Aeromedical Factors		Spatial Disorientation
PLT283			
	AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports		Constant Pressure Analysis Charts
PLT286			
	AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts		Significant Weather Prognostic Charts
PLT288			
	AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts		TAF
PLT289			
	AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports		Weather Depiction Charts
PLT290			
	AC 00-45 - Aviation Weather Services		
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts		SIGMETS
PLT301			
	AC 00-6 - Aviation Weather		
Meteorology	Atmosphere		Temperature
PLT303			
	Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight		Ratios
PLT305			
	AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook		
Aerodynamics	Flight Controls		Secondary Flight Controls
PLT309			
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor		Angle of Bank
PLT317			
	AC 00-54 - Pilot Wind Shear Guide		
Windshear / Turbulence	Microbursts		Performance
PLT323			
	Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight		NOTAMS
Navigation	Flight Operations		Preflight Planning/Calculations
PLT330			
	Aeronautical Information Manual		
Human Factors	Aeromedical Factors		Physiological
PLT334			
	Aeronautical Information Manual		
Human Factors	Aeromedical Factors		Flight Illusions
PLT337			
	AC 91-43 - Unreliable Airspeed Indication		
Navigation	Instrumentation		Airspeed Indicator
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Navigation	Instrumentation		Airspeed Indicator
PLT346			
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Flight Controls		Primary Flight Controls
PLT348			
	FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Principles of Flight		Forces Acting on Wing

PLT354[Aeronautical Information Manual](#)

Navigation	Avionics	GPS
Navigation	Radio	GPS
Navigation	Radio	RNP

[FAA-H-8083-16 - Instrument Procedures Handbook](#)

Navigation	Radio	GPS
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[Instrument Approach Procedure Charts](#)

Navigation	Radio	GPS
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[U.S. Terminal Procedures](#)

Navigation	Radio	RNAV
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PLT362[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Air Traffic Control Procedures	Communications	Radio Procedures
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PLT367[14 CFR part 91 General Operating and Flight Rules](#)

Air Traffic Control Procedures	En Route	Reporting
Air Traffic Control Procedures	Preflight	Flight Plan

[Aeronautical Information Manual](#)

Regulations	14CFR Part 91	Airspace
-------------	---------------	----------

PLT370[Aeronautical Information Manual](#)

Air Traffic Control Procedures	Communications	ATC Communications
Air Traffic Control Procedures	En Route	Speed Adjustments

PLT382[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Landing Minimums
-------------	----------------	------------------

PLT383[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Icing Conditions
-------------	----------------	------------------

PLT384[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Seat Belts / Cabin Announcements
-------------	----------------	----------------------------------

PLT385[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Cargo
-------------	----------------	-------

PLT388[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Limitations
-------------	---------------	-------------

PLT389[14 CFR part 119 Certification: Air Carriers and Commercial Operators](#)

Regulations	14CFR Part 119	Definitions
-------------	----------------	-------------

[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart M	Navigator Certificate and Medical Requirements
-------------	----------------------------	--

[Aeronautical Information Manual](#)

Navigation	Flight Operations	Approach
------------	-------------------	----------

PLT390[Aeronautical Information Manual](#)

Air Traffic Control Procedures	En Route	Reporting
--------------------------------	----------	-----------

PLT391[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Instrument Flight Rules
-------------	---------------	-------------------------

PLT395[14 CFR part 1 Definitions and Abbreviations](#)

Regulations	14CFR Part 1	General Definitions
-------------	--------------	---------------------

Regulations	14CFR Part 117	Definitions
-------------	----------------	-------------

[14 CFR part 117 Flightcrew Member Duty and Rest Requirements](#)

Regulations	14CFR Part 117	Definitions
-------------	----------------	-------------

PLT396[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Takeoff Minimums
-------------	----------------	------------------

PLT398[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Navigation	Flight Operations	Preflight Planning/Calculations
------------	-------------------	---------------------------------

Regulations	14CFR Part 121 - Subpart E	ETOPS
-------------	----------------------------	-------

PLT404		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Equipment / Survival
PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT408		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Equipment / Survival
PLT409		
14 CFR part 117 Flightcrew Member Duty and Rest Requirements		
Regulations	14CFR Part 117	Flight and Duty Limitations
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Time / Duty / Rest / Requirements
PLT417		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT420		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Parts 121/135	Landing Minimums
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Stabilized Approach
FAA-H-8083-16 - Instrument Procedures Handbook		
Air Traffic Control Procedures	Approach	Radar Advisories
PLT422		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Dispatch / Redispatch
PLT428		
14 CFR part 91 General Operating and Flight Rules		
Regulations	Flight Operations	MEL/CDL
PLT434		
Aeronautical Information Manual		
Air Traffic Control Procedures	Departure	Takeoff
PLT436		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Enroute
PLT438		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
PLT443		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Aircraft Equipment
Regulations	14CFR Part 121	Flightcrew qualification(s)
Regulations	14CFR Part 121 - Subpart O	Second in Command
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Type Rating
PLT444		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Authority / Actions / Reports
PLT456		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums
PLT460		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Training / Currency
Regulations	14CFR Parts 121/135	Training
PLT462		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT463		
14 CFR part 91 General Operating and Flight Rules		
Human Factors	Aeromedical Factors	Alcohol

PLT469		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
PLT477		
AC 120-109 - Stall and Stick Pusher Training		
Aerodynamics	Stall / Spins	Stall Warning Devices
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor	Stall Speed
PLT492		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Stability
PLT493		
AC 00-6 - Aviation Weather		
Meteorology	Icing	Frost
AC 20-117 - Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft		
Aerodynamics	Principles of Flight	Hazards
AC 91-74 - Pilot Guide: Flight in Icing Conditions		
Aerodynamics	Principles of Flight	Hazards
PLT495		
AC 00-24 - Thunderstorms		
Windshear / Turbulence	Clear Air Turbulence	Windshear
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Temperature
PLT499		
AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing		
Aircraft Performance	Turbine Engine Operations	Compressor Stall
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Compressor Stall
Aircraft Performance	Turbine Engine Operations	Environmental Affect
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Turbine Engine Operations	Components
Aircraft Performance	Turbine Engine Operations	Compressor Stall
Aircraft Performance	Turbine Engine Operations	Efficiency
Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT500		
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Turbine Engine Operations	Efficiency
PLT501		
AC 00-30 - Atmospheric Turbulence Avoidance		
Windshear / Turbulence	Clear Air Turbulence	Windshear
AC 00-6 - Aviation Weather		
Windshear / Turbulence	Clear Air Turbulence	Encountering
PLT506		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Normal Flight	V Speeds
PLT509		
AC 00-6 - Aviation Weather		
Windshear / Turbulence	Wake Turbulence	Turbulence Factors
Aeronautical Information Manual		
Aerodynamics	Principles of Flight	Forces Acting on Wing
Windshear / Turbulence	Wake Turbulence	Turbulence Factors
PLT510		
AC 00-6 - Aviation Weather		
Meteorology	Airflow	Temperature
Meteorology	Atmosphere	Haze
PLT511		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Dry Line
Meteorology	Air Masses and Fronts	Fronts
Meteorology	Atmosphere	Pressure
Meteorology	Hazardous	Thunderstorms

PLT512			
AC 00-6 - Aviation Weather			
Meteorology	Atmosphere		Temperature
PLT514			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Hazardous		Icing
AC 00-6 - Aviation Weather			
Meteorology	Atmosphere		Pressure
PLT516			
AC 00-6 - Aviation Weather			
Meteorology	Air Masses and Fronts		Fronts
Meteorology	Air Masses and Fronts		Temperature
Meteorology	Air Masses and Fronts		Winds
PLT517			
AC 00-6 - Aviation Weather			
Meteorology	Air Masses and Fronts		Winds
Meteorology	Hazardous		Tropical Storms
PLT518			
AC 00-54 - Pilot Wind Shear Guide			
Windshear / Turbulence	Microbursts		Loss of Airspeed Recovery
Windshear / Turbulence	Microbursts		Windshear
Windshear / Turbulence	Windshear		Characteristics
AC 00-6 - Aviation Weather			
Windshear / Turbulence	Microbursts		Windshear
Windshear / Turbulence	Windshear		Characteristics
Aeronautical Information Manual			
Windshear / Turbulence	Windshear		LLWAS
PLT524			
FAA-H-8083-6 - Advanced Avionics Handbook			
Navigation	Radio		Electronic Displays

AIRLINE TRANSPORT PILOT – SINGLE ENGINE (ATS)
Sample Questions

AIRLINE TRANSPORT PILOT – SINGLE ENGINE (ATS)

1. Which is a purpose of wing-mounted vortex generators?

- A—Delays the onset of drag divergence at high speeds and aids in maintaining aileron effectiveness at high speeds.
- B—Breaks the airflow over the wing so the stall will progress from the root out to the tip of the wing.
- C—Increase the onset of drag divergence and aid in aileron effectiveness at low speed.

Answer: A.

Learning Statement: Recall vortex generators - purpose / effects / aerodynamics

2. Accident prone pilots tend to

- A—have disdain toward rules.
- B—follow methodical information gathering techniques.
- C—excessively utilize outside resources.

Answer: A.

Learning Statement: Recall Aeronautical Decision Making (ADM) - hazardous attitudes

3. An ATC 'instruction'

- A—is the same as an ATC 'clearance.'
- B—must be 'read back' in full to the controller and confirmed before becoming effective.
- C—is a directive issued by ATC for the purpose of requiring a pilot to take a specific action.

Answer: C.

Learning Statement: Recall regulations- Air Traffic Control authorization / clearances

4. What effect, if any, will landing at a higher-than-recommended touchdown speed have on hydroplaning?

- A—Increases hydroplaning potential regardless of braking.
- B—No effect on hydroplaning, but increases landing roll.
- C—Reduces hydroplaning potential if heavy braking is applied.

Answer: A.

Learning Statement: Recall airport operation – runway conditions.

5. The visibility criteria for a particular instrument approach procedure is RVR 40. What minimum ground visibility may be substituted for the RVR value?

- A—3/4 SM.
- B—1/2 SM.
- C—1/4 SM.

Answer: A.

Learning Statement: Recall regulations – instrument approach procedures.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT – SINGLE ENGINE (ATS)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT004 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Computations	Engine torque
U.S. Terminal Procedures		
Aircraft Performance	Charts	Climb
PLT008 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Computations	Preflight Planning
PLT013 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT022 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
Human Factors	Aeronautical Decision Making (ADM)	Risk Management
PLT029 14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT044 Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	After Landing
PLT047 FAA-H-8083-6 - Advanced Avionics Handbook		
Navigation	Automation	Automation errors
PLT049 Aeronautical Information Manual		
Navigation	Radio	Instrument Approach
U.S. Terminal Procedures		
Navigation	Avionics	Airborne Equipment
PLT059 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Aviation Routine Weather Reports (METAR)
PLT066 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Convective Outlook Charts
PLT068 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Significant Weather Prognostic Charts
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Tropical Storms
PLT072 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	TAF
PLT075 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Weather Depiction Charts
PLT076 AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Wind and Temperature Aloft Forecast
PLT078 Aeronautical Information Manual		
Aircraft Performance	Charts	Runway
Airport/Facility Directory		
National Weather Service (NWS)	Functions	Aeronautical Weather Reports
PLT094 Aerodynamics for Naval Aviators		
Aerodynamics	Stall / Spins	Angle of Attack

PLT098			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Fitness for Flight
PLT103			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment		Attitudes
Aeronautical Decision Making	Judgment		Hazardous
Aeronautical Decision Making	Judgment		Training
PLT104			
AC 120-51 - Crew Resource Management			
Crew Resource Management (CRM)		Crew Communication	Crew Monitoring
Crew Resource Management (CRM)		Crew Coordination	CRM Principles
Crew Resource Management (CRM)		Crew Coordination	CRM Training
FAA-H-8083-2 - Risk Management Handbook			
Human Factors	Aeromedical Factors		Fitness for Flight
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment		Automatic Decisions
Aeronautical Decision Making	Judgment		Human Error
Aeronautical Decision Making	Risk Management		Automation
Aeronautical Decision Making	Risk Management		Mitigation
PLT105			
AC 00-6 - Aviation Weather			
Meteorology	Clouds		Radar
PLT108			
AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing			
Meteorology	Hazardous		Icing
PLT121			
FAA-H-8083-1 - Aircraft Weight and Balance Handbook			
Aircraft Performance	Computations		Weight Load
PLT124			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	High Altitude		Stall speed
Aircraft Performance	Atmospheric Effects		Instrumentation Error
PLT127			
FAA-H-8083-3 - Airplane Flying Handbook			
Aircraft Performance	Turbine Engine Operations		Environmental Affect
PLT128			
AC 91-74 - Pilot Guide: Flight in Icing Conditions			
Meteorology	Hazardous		Icing
PLT134			
Aerodynamics for Naval Aviators			
Aerodynamics	Performance		Abnormal Flight
PLT139			
Aerodynamics for Naval Aviators			
Aerodynamics	Stall / Spins		Stall Warning Devices
PLT140			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		After Landing
PLT141			
Aeronautical Information Manual			
Navigation	Flight Operations		Airport
Navigation	Flight Operations		Runway
Navigation	Pilotage		Taxiway Markings
Navigation	Pilotage		Taxiway Signs
PLT145			
Aeronautical Information Manual			
Navigation	Flight Operations		Runway
PLT147			
Aeronautical Information Manual			
Navigation	Flight Operations		Runway

PLT149			
Aeronautical Information Manual			
Air Traffic Control Procedures	Ground		ADS-B
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Air Traffic Control Procedures	Ground		Taxi
Navigation	Flight Operations		Airport
Navigation	Pilotage		Runway Lights
Instrument Approach Procedure Charts			
Air Traffic Control Procedures	Arrival		After Landing
PLT161			
14 CFR part 91 General Operating and Flight Rules			
Navigation	Airspace		Class B
Regulations	14CFR Part 91		Flight Rules
PLT170			
Aeronautical Information Manual			
Air Traffic Control Procedures	Approach		IFR Visual Approaches
FAA-H-8083-3 - Airplane Flying Handbook			
Aerodynamics	Performance		Brakes
PLT172			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Approach Control
Air Traffic Control Procedures	Arrival		Uncontrolled Field
Air Traffic Control Procedures	Services		Weather Radar
PLT173			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Meteorology	Air Masses and Fronts		Pressure
PLT192			
AC 00-6 - Aviation Weather			
Meteorology	Clouds		Turbulence
PLT202			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		DME
PLT205			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Alcohol
PLT206			
AC 00-6 - Aviation Weather			
Meteorology	Air Masses and Fronts		Temperature
PLT207			
Aeronautical Information Manual			
Navigation	Avionics		Airborne Equipment
PLT213			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Stability / Control		Static
PLT214			
FAA-H-8083-3 - Airplane Flying Handbook			
Aerodynamics	Principles of Flight		Hazards
PLT221			
14 CFR part 91 General Operating and Flight Rules			
Navigation	Avionics		Electronic Glide Path
PLT237			
Aerodynamics for Naval Aviators			
Aerodynamics	Load Factor		Induced drag
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Load Factor		Lift
PLT240			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Weight and Balance	Center of Gravity		Effect of Load Distribution
Weight and Balance	Center of Gravity		Stability
PLT242			
Aerodynamics for Naval Aviators			
Aerodynamics	Stall / Spins		Angle of Attack
PLT247			
Aerodynamics for Naval Aviators			
Aerodynamics	Normal Flight		Landing
Aerodynamics	Normal Flight		Takeoff

PLT263		
AC 00-30 - Atmospheric Turbulence Avoidance		
Windshear / Turbulence	Clear Air Turbulence	Encountering
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Arctic Weather
Aeronautical Information Manual		
Windshear / Turbulence	Clear Air Turbulence	Reports
PLT266		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	Lift
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Flight Characteristics	Normal Flight
Aerodynamics	Performance	Normal Flight
PLT274		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Icing
Meteorology	Icing	Structural Icing
PLT277		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	ILS
PLT280		
Aeronautical Information Manual		
Human Factors	Aeromedical Factors	Flight Illusions
Human Factors	Aeromedical Factors	Spatial Disorientation
PLT283		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT288		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Aviation Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts	TAF
PLT289		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Weather Depiction Charts
PLT290		
AC 00-45 - Aviation Weather Services		
National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts	SIGMETS
PLT303		
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Limitations	Best Range
PLT305		
AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook		
Aerodynamics	Flight Controls	Secondary Flight Controls
PLT317		
Aeronautical Information Manual		
Windshear / Turbulence	Microbursts	Performance
PLT323		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	NOTAMS
PLT330		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Human Factors	Aeromedical Factors	Physiological
PLT337		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Navigation	Instrumentation	Airspeed Indicator
PLT354		
Aeronautical Information Manual		
Navigation	Avionics	GPS
Navigation	Radio	GPS
Navigation	Radio	RNP
FAA-H-8083-16 - Instrument Procedures Handbook		
Navigation	Radio	GPS
PLT370		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	ATC Communications

PLT385		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Cargo
PLT388		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Limitations
PLT391		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT395		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT409		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT417		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT420		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Parts 121/135	Landing Minimums
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Stabilized Approach
PLT438		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
PLT442		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
PLT443		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Drug / Alcohol Impairment
PLT459		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT463		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
14 CFR part 91 General Operating and Flight Rules		
Human Factors	Aeromedical Factors	Alcohol
PLT475		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Definitions
PLT477		
AC 120-109 - Stall and Stick Pusher Training		
Aerodynamics	Stall / Spins	Stall Warning Devices
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor	Stall Speed
PLT493		
AC 20-117 - Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft and Ground Operations in Conditions Conducive to Aircraft		
Aerodynamics	Principles of Flight	Hazards
PLT495		
AC 00-24 - Thunderstorms		
Meteorology	Hazardous	Thunderstorms
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Temperature
Meteorology	Hazardous	Thunderstorms
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Windshear / Turbulence	Clear Air Turbulence	Windshear

PLT499		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Environmental Affect
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Turbine Engine Operations	Efficiency
Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT500		
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Turbine Engine Operations	Efficiency
PLT501		
Aeronautical Information Manual		
Windshear / Turbulence	Clear Air Turbulence	Reports
PLT506		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT509		
AC 00-6 - Aviation Weather		
Windshear / Turbulence	Wake Turbulence	Turbulence Factors
PLT511		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Fronts
PLT514		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Hazardous	Icing
PLT515		
Aeronautical Information Manual		
National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
PLT516		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Fronts
Meteorology	Air Masses and Fronts	Winds
PLT518		
AC 00-54 - Pilot Wind Shear Guide		
Windshear / Turbulence	Microbursts	Loss of Airspeed Recovery
Windshear / Turbulence	Microbursts	Windshear
Windshear / Turbulence	Windshear	Characteristics
AC 00-6 - Aviation Weather		
Windshear / Turbulence	Clear Air Turbulence	Windshear
Windshear / Turbulence	Microbursts	Windshear
PLT524		
FAA-H-8083-6 - Advanced Avionics Handbook		
Navigation	Radio	Electronic Displays

**AIRLINE TRANSPORT PILOT—AIRPLANE—Part 135-ADDED RATING
(ARA)
Sample Questions**

AIRLINE TRANSPORT PILOT—AIRPLANE—Part 135-ADDED RATING (ARA)

1. How does V_s (KTAS) speed vary with altitude?

- A—Remains the same at all altitudes.
- B—Varies directly with altitude.
- C—Varies inversely with altitude.

Answer: B.

Learning Statement: Recall aircraft performance-atmospheric effects.

2. How can turbulent air cause an increase in stalling speed of an airfoil?

- A—A decrease in angle of attack.
- B—An abrupt change in relative wind.
- C—Sudden decrease in load factor.

Answer: B.

Learning Statement: Recall forces acting on aircraft-stalls/spins.

3. What is the effect on total drag of an aircraft if the airspeed decreases in level flight below that speed for maximum L/D?

- A—Drag increases because of increased parasite drag.
- B—Drag decreases because of lower induced drag.
- C—Drag increases because of increased induced drag.

Answer: C.

Learning Statement: Recall L/D ratio.

4. In a light, twin-engine airplane with one engine inoperative, when is it acceptable to allow the ball of a slip-skid indicator to be deflected outside the reference lines?

- A—When practicing imminent stalls in a banked attitude of over 60°.
- B—While maneuvering at minimum controllable airspeed or less to avoid overbanking.
- C—When operating at any airspeed of V_{mc} or greater with only enough deflection to zero the sideslip.

Answer: C.

Learning Statement: Recall flight operations multi-engine-engine inoperative procedures.

5. If either pilot of an air carrier airplane leaves the duty station while flying at FL 410, the other pilot

- A—must have a quick-donning type oxygen mask available.
- B—and the flight engineer shall put on their oxygen masks and breathe oxygen.
- C—shall put on the oxygen mask and breathe oxygen.

Answer: C.

Learning Statement: Recall regulations - oxygen requirements

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT—AIRPLANE—Part 135-ADDED RATING (ARA)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT015 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Aircraft Performance	Limitations	Best Range
PLT022 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Human Factors	Aeronautical Decision Making (ADM)	Risk Management
PLT049 Aeronautical Information Manual Navigation	Radio	Instrument Approach
U.S. Terminal Procedures Navigation	Avionics	Airborne Equipment
PLT078 Aeronautical Information Manual Aircraft Performance	Charts	Runway
PLT094 Aerodynamics for Naval Aviators Aerodynamics	Principles of Flight	Lift
Aerodynamics	Stall / Spins	Angle of Attack
PLT103 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Aeronautical Decision Making	Judgment	Training
PLT104 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Aeronautical Decision Making	Judgment	Human Error
PLT124 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Aerodynamics	High Altitude	Stall speed
Aircraft Performance	Atmospheric Effects	Instrumentation Error
PLT127 FAA-H-8083-3 - Airplane Flying Handbook Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT134 Aerodynamics for Naval Aviators Aerodynamics	Performance	Abnormal Flight
PLT139 Aerodynamics for Naval Aviators Aerodynamics	Stall / Spins	Stall Warning Devices
PLT140 Aeronautical Information Manual Air Traffic Control Procedures	Arrival	After Landing
PLT144 FAA-H-8083-3 - Airplane Flying Handbook Aircraft Performance	Atmospheric Effects	Braking Action
PLT145 Aeronautical Information Manual Navigation	Flight Operations	Runway
PLT149 Aeronautical Information Manual Air Traffic Control Procedures	Ground	ADS-B
FAA-H-8083-16 - Instrument Procedures Handbook Air Traffic Control Procedures	Ground	Taxi
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge Navigation	Flight Operations	Airport
Navigation	Pilotage	Runway Lights
PLT161 14 CFR part 91 General Operating and Flight Rules Regulations	14CFR Part 91	Flight Rules
Aeronautical Information Manual Regulations	14CFR Part 91	Airspace

PLT164			
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor		Lift
PLT170			
	Aeronautical Information Manual		
Air Traffic Control Procedures	Approach		IFR Visual Approaches
	FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Performance		Brakes
PLT171			
	49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Air Traffic Control Procedures	Communications		Pilot Procedures
PLT213			
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Stability / Control		Static
PLT240			
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Weight and Balance	Center of Gravity		Stability
PLT242			
	Aerodynamics for Naval Aviators		
Aerodynamics	Stall / Spins		Angle of Attack
PLT266			
	Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight		Lift
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Performance		Normal Flight
PLT280			
	Aeronautical Information Manual		
Human Factors	Aeromedical Factors		Flight Illusions
PLT303			
	Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight		Ratios
PLT323			
	Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight		NOTAMS
PLT354			
	Aeronautical Information Manual		
Navigation	Avionics		GPS
	FAA-H-8083-16 - Instrument Procedures Handbook		
Navigation	Radio		GPS
PLT388			
	14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91		Limitations
PLT391			
	14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91		Instrument Flight Rules
PLT395			
	14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1		General Definitions
PLT405			
	14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91		Equipment / Instrument / Certificate Requirement
PLT420			
	Aeronautical Information Manual		
Air Traffic Control Procedures	Approach		Stabilized Approach
PLT477			
	AC 120-109 - Stall and Stick Pusher Training		
Aerodynamics	Stall / Spins		Stall Warning Devices
	FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor		Stall Speed
PLT493			
	AC 20-117 - Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft		
Aerodynamics	Principles of Flight		Hazards
PLT499			
	AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing		
Aircraft Performance	Turbine Engine Operations		Compressor Stall

PLT506

[14 CFR part 1 Definitions and Abbreviations](#)

Regulations 14CFR Part 1 General Definitions

PLT509

[AC 00-6 - Aviation Weather](#)

Windshear / Turbulence Wake Turbulence Turbulence Factors

PLT518

[AC 00-54 - Pilot Wind Shear Guide](#)

Windshear / Turbulence Windshear Characteristics

[AC 00-6 - Aviation Weather](#)

Windshear / Turbulence Microbursts Windshear

**AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 (ATH)
Sample Questions**

AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 (ATH)

1. All runway hold markings consist of

- A—2 dashed and 1 solid yellow line.
- B—2 dashed and 2 solid yellow lines.
- C—1 dashed and 1 solid yellow line.

Answer: B.

Learning Statement: Recall airport preflight / taxi operations – procedures.

2. In addition to a two-way radio capable of communicating with ATC on appropriate frequencies, which equipment is the helicopter required to have to operate within Class B airspace? (Letter of agreement not applicable)

- A—DME, a VOR or TACAN receiver, and an appropriate transponder beacon.
- B—an appropriate ATC transponder.
- C—a VOR or TACAN receiver.

Answer: B.

Learning Statement: Recall regulations-equipment/instrument/certificate requirements.

3. When must the pilot initiate a missed approach procedure from an ILS approach?

- A—At the DA/DH, if the visual references for the intended runway are not distinctly visible, or anytime thereafter that visual reference is lost.
- B—When the time has expired after reaching the DA/DH and the runway environment is not clearly visible.
- C—At the DA/DH when the runway is not clearly visible.

Answer: A.

Learning Statement: Recall regulations-instrument approach procedures.

4. KFTW UA/OV DFW/TM 1645/FL100/TP PA 30/SK SCT031-TOP043/BKN060-TOP085/OVC097-TOPUNKN/WX FV00SM RA/TA 07

This pilot report to Fort Worth (KFTW) indicates

- A—The aircraft is in light rain.
- B—The ceiling at KDFW is 6,000 feet.
- C—The top of the ceiling is 4,300 feet.

Answer: B.

Learning Statement: Interpret information on a PIREP.

5. Why are certain areas that start 3 nautical miles from the coastline of the U.S. and extend outward, classified as Warning Areas?

- A—To warn pilots of nonparticipating aircraft of a potential danger within the area.
- B—To inform pilots of participating aircraft to maintain extreme vigilance while conducting flight within the area.
- C—To warn all aircraft pilots that flying within the area may be extremely hazardous to aircraft and occupants.

Answer: A.

Learning Statement: Recall airspace classes-limits/requirements/restrictions/airspeeds/equipment.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 (ATH)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT002		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Cruise
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aircraft Performance	Charts	Cruise
PLT004		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Engine Out Performance
PLT008		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Landing
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aircraft Performance	Charts	Landing
PLT009		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Power Check
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aircraft Performance	Charts	Power Check
Aircraft Performance	Charts	Turbine Engine
PLT011		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Takeoff
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aircraft Performance	Charts	Takeoff
PLT012		
FAA-H-8083-15 - Instrument Flying Handbook		
Aircraft Performance	Computations	Airspeeds
Aircraft Performance	Computations	ETE
Aircraft Performance	Computations	Fuel
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Computations	ETE
PLT018		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor	Angle of Bank
PLT021		
FAA-H-8083-1 - Aircraft Weight and Balance Handbook		
Weight and Balance	Aircraft Loading	Lateral Shift
Weight and Balance	Center of Gravity	Computations
Weight and Balance	Center of Gravity	Limitations
Weight and Balance	Center of Gravity	Shifting Weight
PLT022		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
Human Factors	Aeronautical Decision Making (ADM)	Risk Management
Human Factors	Aeronautical Decision Making (ADM)	Situational Awareness
PLT023		
AC 00-6 - Aviation Weather		
Navigation	Instrumentation	Altimeter
PLT024		
AC 00-6 - Aviation Weather		
Meteorology	Airflow	Temperature
Meteorology	Atmosphere	Stability
PLT029		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT040		
Aeronautical Information Manual		
Navigation	Airspace	Class B
Regulations	14CFR Part 91	Airspace

PLT044			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Speeds
PLT048			
FAA-H-8083-21 - Helicopter Flying Handbook			
Aircraft Performance	Charts		Hovering
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aircraft Performance	Charts		Hovering
PLT049			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		Instrument Approach
U.S. Terminal Procedures			
Navigation	Avionics		Airborne Equipment
Navigation	Radio		Instrument Approach
Navigation	Radio		Non-precision Approach
PLT058			
Airport/Facility Directory			
Navigation	Flight Operations		Airport
IFR Enroute Low Altitude Chart			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Navigation	Flight Operations		IFR Enroute Charts
FAA-H-8083-15 - Instrument Flying Handbook			
Air Traffic Control Procedures	Communications		ATC Communications
Navigation	Flight Operations		IFR Enroute Charts
Navigation	Radio		VOR
PLT059			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Reports		Aviation Routine Weather Reports (METAR)
Weather / Weather Charts	Aeronautical Weather Reports		Aviation Weather Reports
PLT066			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts		Convective Outlook Charts
PLT067			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		Inflight Aviation Weather Advisories
Weather / Weather Charts	Aeronautical Weather Forecasts		SIGMETS
PLT068			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		Significant Weather Prognostic Charts
Weather / Weather Charts	Aeronautical Weather Reports		Significant Weather Prognostic Charts
PLT072			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		TAF
PLT075			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Reports		Weather Depiction Charts
PLT076			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		Wind and Temperature Aloft Forecast
PLT078			
Airport/Facility Directory			
National Weather Service (NWS)	Functions		Weather Outlets
PLT080			
Aeronautical Information Manual			
Navigation	Radio		STAR
FAA-H-8083-16 - Instrument Procedures Handbook			
Navigation	Flight Operations		Arrivals
PLT083			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Instrument Approach Procedures
Navigation	Radio		Instrument Approach
PLT087			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		DME

PLT090			
Aeronautical Information Manual			
Navigation	Radio		Non-precision Approach
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		CDI
Navigation	Radio		Instrument Approach
Navigation	Radio		VOR
U.S. Terminal Procedures			
Navigation	Flight Operations		Approach Chart
PLT091			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		RMI (Radio Magnetic Indicator)
PLT093			
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations			
Regulations	14CFR Part 135		Aircraft Equipment
PLT094			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Helicopter Rotary Wings
PLT098			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Fitness for Flight
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Human Factors	Aeromedical Factors		Fitness for Flight
PLT099			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Physiological
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Human Factors	Aeromedical Factors		Scanning
PLT103			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment		Training
PLT104			
AC 120-51 - Crew Resource Management			
Crew Resource Management (CRM)		Crew Communication	Crew Monitoring
Crew Resource Management (CRM)		Crew Communication	Cross Checking
Crew Resource Management (CRM)		Crew Coordination	CRM Principles
Crew Resource Management (CRM)		Crew Coordination	CRM Training
FAA-H-8083-2 - Risk Management Handbook			
Aeronautical Decision Making	Risk Management		Hazardous Phase of Flight
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment		Automatic Decisions
PLT105			
AC 00-6 - Aviation Weather			
Meteorology	Clouds		Radar
PLT127			
FAA-H-8083-21 - Helicopter Flying Handbook			
Aircraft Performance	Atmospheric Effects		Density Altitude
PLT141			
Aeronautical Information Manual			
Navigation	Flight Operations		Airport
Navigation	Flight Operations		Heliport
Navigation	Pilotage		Taxiway Signs
PLT142			
Aeronautical Information Manual			
Air Traffic Control Procedures	En Route		Traffic Separation
PLT145			
Aeronautical Information Manual			
Navigation	Flight Operations		Runway
PLT147			
Aeronautical Information Manual			
Navigation	Flight Operations		Runway

PLT161		
14 CFR part 91 General Operating and Flight Rules		
Navigation	Airspace	Class B
Regulations	14CFR Part 91	Airspace
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Airspace Requirements
Navigation	Airspace	Special Airspace
PLT162		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	MOA
Air Traffic Control Procedures	Services	Outer Class C
PLT164		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Load Factor	Lift
PLT171		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Air Traffic Control Procedures	Communications	Pilot Procedures
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
Air Traffic Control Procedures	En Route	Reporting
PLT172		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	Approach Control
Air Traffic Control Procedures	Arrival	Uncontrolled Field
Air Traffic Control Procedures	Services	Class C
PLT173		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Pressure
Meteorology	Atmosphere	Stability
PLT174		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
PLT175		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Principles of Flight	Forces Acting on Rotary Wing
PLT192		
AC 00-45 - Aviation Weather Services		
Meteorology	Clouds	Cumuliform
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Moisture/Cloud Formation/Precipitation
Meteorology	Clouds	Stratiform
PLT197		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Principles of Flight	Forces Acting on Rotary Wing
PLT203		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Temperature
PLT208		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Flight Characteristics	Flight Hazards
PLT217		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Normal Flight	Flight Maneuvers
PLT224		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT225		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT226		
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Fog

PLT235			
FAA-H-8083-21 - Helicopter Flying Handbook			
Aerodynamics	Principles of Flight		Lift
PLT237			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Ground Effect
PLT240			
FAA-H-8083-21 - Helicopter Flying Handbook			
Weight and Balance	Center of Gravity		Effect of Load Distribution
PLT242			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Lift
PLT248			
Aerodynamics for Naval Aviators			
Aerodynamics	Principles of Flight		Load Factor
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft
PLT263			
AC 00-6 - Aviation Weather			
Meteorology	Hazardous		Arctic Weather
Meteorology	Hazardous		Icing
Aeronautical Information Manual			
Weather / Weather Charts	Hazardous		Visibility Restrictions
PLT268			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft
PLT274			
AC 00-6 - Aviation Weather			
Meteorology	Hazardous		Icing
Meteorology	Icing		Structural Icing
FAA-H-8083-15 - Instrument Flying Handbook			
Meteorology	Hazardous		Icing
PLT277			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		ILS
PLT280			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Flight Illusions
Human Factors	Aeromedical Factors		Spatial Disorientation
PLT282			
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations			
Regulations	14CFR Part 135		Operator / Control / Manual(s) / Operation Specs
PLT288			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		TAF
PLT289			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Reports		Weather Depiction Charts
PLT290			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts		SIGMETS
PLT292			
Aeronautical Information Manual			
Navigation	Radio		Helicopter Procedures
PLT294			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Forecasts
PLT296			
Aeronautical Information Manual			
Navigation	Radio		Holding
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		Holding
PLT301			
AC 00-6 - Aviation Weather			
Meteorology	Atmosphere		Temperature

PLT310			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Load Factor		Lift
PLT316			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Hazardous		Thunderstorms
PLT317			
AC 00-54 - Pilot Wind Shear Guide			
Windshear / Turbulence	Microbursts		Windshear
Aeronautical Information Manual			
Windshear / Turbulence	Microbursts		Performance
PLT318			
Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival		Low Fuel
Air Traffic Control Procedures	Communications		Pilot Procedures
PLT323			
Aeronautical Information Manual			
Air Traffic Control Procedures	Preflight		NOTAMS
Navigation	Flight Operations		Preflight Planning/Calculations
PLT330			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Physiological
PLT334			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Flight Illusions
PLT337			
AC 91-43 - Unreliable Airspeed Indication			
Navigation	Instrumentation		Airspeed Indicator
PLT341			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Flight Characteristics		Flight Hazards
PLT348			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft
FAA-H-8083-3 - Airplane Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft
PLT354			
Aeronautical Information Manual			
Navigation	Flight Operations		Preflight Planning/Calculations
Navigation	Radio		GPS
PLT355			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		HSI
Navigation	Radio		ILS
PLT356			
Aeronautical Information Manual			
Navigation	Radio		ILS
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		ILS
PLT358			
Aeronautical Information Manual			
Navigation	Radio		ILS
PLT366			
49 CFR part 830 Notification and Reporting of Aircraft Accidents			
Regulations	NTSB Part 830		Reports / Reporting
PLT370			
Aeronautical Information Manual			
Air Traffic Control Procedures	Communications		ATC Communications
Air Traffic Control Procedures	Departure		Clearances
PLT379			
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations			
Regulations	14CFR Part 135 Subpart D		Weather Requirements
PLT382			
U.S. Terminal Procedures			
Navigation	Radio		VOR

PLT384		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT389		
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
Aeronautical Information Manual		
Navigation	Flight Operations	Approach
PLT390		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Reporting
PLT400		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Records Keeping
PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT406		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT409		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Flight / Duty - Times / Limitations
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT413		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart D	Fuel Requirements
PLT420		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart D	Weather Requirements
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT424		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT425		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Records Keeping
PLT427		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT428		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	MEL/CDL
PLT430		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
Regulations	14CFR Part 91	Instrument Flight Rules
PLT434		
Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	Helicopter Taxi Modes
PLT435		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT438		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
Regulations	14CFR Part 135 Subpart B	Oxygen Requirements in Unpressurized Aircraft
PLT442		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 135 Subpart E	Operating Experience
Regulations	14CFR Part 61	Instrument Currency

PLT443		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Drug / Alcohol Impairment
Regulations	14CFR Part 61	Type Rating
PLT444		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT449		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
PLT454		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
PLT458		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT459		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
Regulations	14CFR Part 135 Subpart D	Weather Requirements
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT463		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT470		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
FAA-H-8083-21 - Helicopter Flying Handbook		
Aerodynamics	Flight Characteristics	Flight Limitations
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Flight Characteristics	Flight Limitations
Aerodynamics	Principles of Flight	Forces Acting on Aircraft
Aerodynamics	Principles of Flight	Forces Acting on Rotary Wing
Aerodynamics	Principles of Flight	Hazards
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
Aerodynamics	Principles of Flight	Lift
PLT471		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aerodynamics	Abnormal Flight	Flight Hazards
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
PLT472		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Flight Characteristics	Abnormal Flight
PLT475		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Definitions
PLT492		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Stability
PLT495		
AC 00-24 - Thunderstorms		
Meteorology	Hazardous	Thunderstorms
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Thunderstorms
PLT499		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Compressor Stall
PLT506		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions

PLT508		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT509		
Aeronautical Information Manual		
Windshear / Turbulence	Wake Turbulence	Turbulence Factors
PLT510		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Winds
Meteorology	Airflow	Temperature
Meteorology	Atmosphere	Haze
PLT511		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Dry Line
Meteorology	Atmosphere	Pressure
Meteorology	Hazardous	Thunderstorms
PLT512		
AC 00-6 - Aviation Weather		
Meteorology	Icing	Inversions Aloft
PLT514		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Hazardous	Icing
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Pressure
PLT516		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Winds
PLT517		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Winds
PLT518		
AC 00-54 - Pilot Wind Shear Guide		
Windshear / Turbulence	Clear Air Turbulence	Windshear
AC 00-6 - Aviation Weather		
Windshear / Turbulence	Microbursts	Windshear
Aeronautical Information Manual		
Windshear / Turbulence	Windshear	LLWAS
PLT522		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Human Factors	Aeromedical Factors	Flight Illusions
PLT524		
FAA-H-8083-6 - Advanced Avionics Handbook		
Navigation	Radio	Electronic Displays

**AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 Added Rating (ARH)
Sample Questions**

AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 Added Rating (ARH)

1. What corrective action can a pilot take to prevent a retreating blade stall at its onset?

- A—Reduce collective pitch and increase rotor RPM.
- B—Reduce collective pitch and decrease rotor RPM.
- C—Increase collective pitch and increase rotor RPM.

Answer: A.

Learning Statement: Recall rotor system-types/components/operating principles/characteristics.

2. (Refer to FAA-CT-8080-7C, Figures 30, 31, 32, 33, and 34.) Given loading conditions BL-6, what is the effect on lateral CG if the outside passengers from each row on the left side are deplaned? Deplaned passenger weights are 170 pounds each.

- A—CG shifts 1.5 inches right, out of limits.
- B—CG shifts 1.6 inches left, out of limits.
- C—CG shifts 1.4 inches right, within limits.

Answer: A.

Learning Statement: Calculate weight and balance.

3. (Refer to FAA-CT-8080-7C, Figure 41) Given the following, what is the single-engine climb or descent performance? Pressure altitude: 3,000 feet Temperature: (OAT) +35 °C

- A—175 ft/min descent.
- B—100 ft/min descent.
- C—350 ft/min climb.

Answer: B.

Learning Statement: Calculate aircraft performance-climb/descent.

4. (Refer to FAA-CT-8080-7C, Figure 37) What is the maximum gross weight for hovering in ground effect at 3,000 feet pressure altitude and +25 °C?

- A—16,600 pounds.
- B—17,300 pounds.
- C—14,700 pounds.

Answer: B.

Learning Statement: Interpret Hovering Ceiling Chart.

5. What is the reason for variations in geometric pitch along a propeller or rotor blade?

- A—It permits a relatively constant angle of incidence along its length when in cruising flight.
- B—It permits a relatively constant angle of attack along its length when in cruising flight.
- C—It prevents the portion of the blade near the hub or root from stalling during cruising flight.

Answer: B.

Learning Statement: Recall aerodynamics - airfoil design / pressure distribution / effects of altitude

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT—HELICOPTER—Part 135 Added Rating (ARH)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT008		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Landing
PLT012		
FAA-H-8083-15 - Instrument Flying Handbook		
Aircraft Performance	Computations	Airspeeds
Aircraft Performance	Computations	ETE
Aircraft Performance	Computations	Fuel
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Computations	ETE
PLT021		
FAA-H-8083-1 - Aircraft Weight and Balance Handbook		
Weight and Balance	Aircraft Loading	Lateral Shift
Weight and Balance	Center of Gravity	Computations
Weight and Balance	Center of Gravity	Limitations
Weight and Balance	Center of Gravity	Shifting Weight
PLT022		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
Human Factors	Aeronautical Decision Making (ADM)	Situational Awareness
PLT029		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT040		
Aeronautical Information Manual		
Regulations	14CFR Part 91	Airspace
PLT043		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT048		
FAA-H-8083-21 - Helicopter Flying Handbook		
Aircraft Performance	Charts	Hovering
PLT049		
U.S. Terminal Procedures		
Navigation	Avionics	Airborne Equipment
Navigation	Radio	Instrument Approach
PLT058		
IFR Enroute Low Altitude Chart		
Navigation	Flight Operations	IFR Enroute Charts
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Flight Operations	IFR Enroute Charts
PLT059		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Aviation Routine Weather Reports (METAR)
PLT067		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Inflight Aviation Weather Advisories
PLT068		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Significant Weather Prognostic Charts
PLT072		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	TAF
PLT076		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Wind and Temperature Aloft Forecast
PLT080		
FAA-H-8083-16 - Instrument Procedures Handbook		
Navigation	Flight Operations	Arrivals

PLT090			
Aeronautical Information Manual			
Navigation	Radio		Non-precision Approach
Navigation	Radio		VOR
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		CDI
Navigation	Radio		Instrument Approach
Navigation	Radio		VOR
PLT091			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		RMI (Radio Magnetic Indicator)
PLT094			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Helicopter Rotary Wings
PLT098			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Fitness for Flight
PLT099			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Physiological
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Human Factors	Aeromedical Factors		Scanning
PLT104			
AC 120-51 - Crew Resource Management			
Crew Resource Management (CRM)			Crew Communication Cross Checking
Crew Resource Management (CRM)			Crew Coordination CRM Principles
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment		Automatic Decisions
PLT127			
FAA-H-8083-21 - Helicopter Flying Handbook			
Aircraft Performance	Atmospheric Effects		Density Altitude
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aircraft Performance	Atmospheric Effects		Density Altitude
PLT141			
Aeronautical Information Manual			
Navigation	Pilotage		Taxiway Signs
PLT142			
Aeronautical Information Manual			
Air Traffic Control Procedures	En Route		Traffic Separation
PLT161			
14 CFR part 91 General Operating and Flight Rules			
Regulations	14CFR Part 91		Equipment / Instrument / Certificate Requirement
Aeronautical Information Manual			
Navigation	Airspace		Special Airspace
PLT162			
Aeronautical Information Manual			
Air Traffic Control Procedures	En Route		MOA
PLT171			
49 CFR part 830 Notification and Reporting of Aircraft Accidents			
Air Traffic Control Procedures	Communications		Pilot Procedures
Aeronautical Information Manual			
Air Traffic Control Procedures	Communications		Pilot Procedures
PLT172			
Aeronautical Information Manual			
Air Traffic Control Procedures	Approach		Priority
Air Traffic Control Procedures	Arrival		Approach Control
Air Traffic Control Procedures	Arrival		Uncontrolled Field
PLT174			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Risk Management		Electronic Displays
PLT175			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Rotary Wing
PLT197			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Rotary Wing

PLT203			
AC 00-6 - Aviation Weather			
Meteorology	Atmosphere		Temperature
PLT205			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Alcohol
PLT208			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Flight Characteristics		Flight Hazards
PLT217			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Normal Flight		Flight Maneuvers
PLT240			
FAA-H-8083-21 - Helicopter Flying Handbook			
Weight and Balance	Center of Gravity		Effect of Load Distribution
PLT242			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Lift
PLT248			
Aerodynamics for Naval Aviators			
Aerodynamics	Principles of Flight		Load Factor
PLT263			
AC 00-6 - Aviation Weather			
Meteorology	Hazardous		Icing
Aeronautical Information Manual			
Weather / Weather Charts	Hazardous		Visibility Restrictions
PLT268			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft
PLT274			
AC 00-6 - Aviation Weather			
Meteorology	Icing		Freezing Rain
PLT277			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		ILS
PLT280			
Aeronautical Information Manual			
Human Factors	Aeromedical Factors		Flight Illusions
PLT288			
AC 00-45 - Aviation Weather Services			
Weather / Weather Charts	Aeronautical Weather Forecasts		TAF
PLT290			
AC 00-45 - Aviation Weather Services			
National Weather Service (NWS)	Functions		Aeronautical Weather Reports
Weather / Weather Charts	Aeronautical Weather Forecasts		SIGMETS
PLT292			
Aeronautical Information Manual			
Navigation	Radio		Helicopter Procedures
PLT296			
FAA-H-8083-15 - Instrument Flying Handbook			
Navigation	Radio		Holding
PLT310			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Load Factor		Lift
PLT317			
Aeronautical Information Manual			
Windshear / Turbulence	Microbursts		Performance
PLT323			
Aeronautical Information Manual			
Air Traffic Control Procedures	Preflight		NOTAMS
PLT341			
FAA-H-8083-21 - Rotorcraft Flying Handbook			
Aerodynamics	Abnormal Flight		Flight Hazards
Aerodynamics	Flight Characteristics		Flight Hazards
PLT348			
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aerodynamics	Principles of Flight		Forces Acting on Aircraft

PLT354		
Aeronautical Information Manual		
Navigation	Radio	GPS
PLT355		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	HSI
Navigation	Radio	ILS
PLT357		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	Instrument Approach
PLT366		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Regulations	NTSB Part 830	Definitions
Regulations	NTSB Part 830	Reports / Reporting
PLT370		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Speed Adjustments
PLT384		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT385		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Cargo / Carry-on Baggage
PLT389		
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT406		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT409		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Flight / Duty - Times / Limitations
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT420		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT425		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Records Keeping
PLT427		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT430		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT438		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
Regulations	14CFR Part 135 Subpart B	Oxygen Requirements in Unpressurized Aircraft
PLT442		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 135 Subpart E	Operating Experience
Regulations	14CFR Part 61	Instrument Currency
PLT444		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT449		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
PLT454		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment

PLT458		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT459		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart D	Weather Requirements
PLT470		
Aerodynamics for Naval Aviators		
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
FAA-H-8083-21 - Helicopter Flying Handbook		
Aerodynamics	Flight Characteristics	Flight Limitations
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Flight Characteristics	Flight Limitations
Aerodynamics	Principles of Flight	Forces Acting on Aircraft
Aerodynamics	Principles of Flight	Hazards
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
Aerodynamics	Principles of Flight	Lift
PLT471		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Principles of Flight	Helicopter Rotary Wings
PLT472		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Flight Characteristics	Abnormal Flight
PLT495		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Arctic Weather
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Windshear / Turbulence	Clear Air Turbulence	Windshear
PLT499		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT506		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT510		
AC 00-6 - Aviation Weather		
Meteorology	Airflow	Temperature
PLT511		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Thunderstorms
PLT522		
FAA-H-8083-21 - Rotorcraft Flying Handbook		
Aerodynamics	Normal Flight	High Winds / Turbulence

**AIRCRAFT DISPATCHER (ADX)
Sample Questions**

AIRCRAFT DISPATCHER (ADX)

1. (Refer to FAA-CT-8080-7C, Figures 51 and 52.) What is the total time from starting to the alternate through completing the approach for Operating Conditions L-1?

- A—44 minutes.
- B—30 minutes.
- C—29 minutes.

Answer: A.

Learning Statement: Calculate aircraft performance-time/speed/distance/course/fuel/wind.

2. (Refer to FAA-CT-8080-7C, Figure 40.) What is the climb performance with both engines operating?

Pressure altitude: 9,500 feet Temperature: (OAT) -5 °C Heater: ON

- A—600 feet/minute.
- B—925 feet/minute.
- C—335 feet/minute.

Answer: A.

Learning Statement: Calculate aircraft performance - climb / descent / maneuvering

3. (Refer to FAA-CT-8080-7C, Figures 73, 74, and 75.) What is the maneuvering speed for Operating Conditions L-5?

- A—137 knots.
- B—130 knots.
- C—124 knots.

Answer: B.

Learning Statement: Calculate aircraft performance - airspeed.

4. An airport may not be qualified for alternate use if

- A—the airport has AWOS-3 weather reporting.
- B—the airport is located next to a restricted or prohibited area.
- C—the NAVAIDS used for the final approach are unmonitored.

Answer: C.

Learning Statement: Recall regulations-alternate airport requirements.

5. Pilots are not authorized to fly a published RNAV or RNP procedure unless it is retrievable by the procedure name from

- A—the aircraft navigation database, or manually loaded with each individual waypoint in the correct sequence.
- B—the aircraft navigation database, or manually loaded with each individual waypoint and verified by the pilot(s).
- C—the aircraft navigation database.

Answer: C.

Learning Statement: Recall radio - GPS / RNAV / RAIM

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRCRAFT DISPATCHER (ADX)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT004		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Engine Out Performance
U.S. Terminal Procedures		
Aircraft Performance	Charts	Climb
PLT007		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Holding
PLT008		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Landing
PLT010		
FAA-H-8083-1 - Aircraft Weight and Balance Handbook		
Aircraft Performance	Charts	Takeoff
PLT011		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT012		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Flight Operations	Preflight Planning/Calculations
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Alternate
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Cruise
Aircraft Performance	Charts	Holding
Aircraft Performance	Computations	ETE
Aircraft Performance	Computations	Fuel
Navigation	Radio	VOR
PLT015		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Performance	Normal Flight
Aircraft Performance	Limitations	Best Range
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Performance	Normal Flight
PLT020		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Turbulent Air Penetration
PLT021		
FAA-H-8083-1 - Aircraft Weight and Balance Handbook		
Weight and Balance	Center of Gravity	Computations
Weight and Balance	Center of Gravity	Shifting Weight
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Climb
Aircraft Performance	Charts	Landing
PLT024		
AC 00-6 - Aviation Weather		
Meteorology	Airflow	Temperature
PLT029		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Regulations	14CFR Part 121	Flight Crewmember Duties
PLT032		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Airspeed	Mach

PLT040		
14 CFR part 71 Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes		
Regulations	14CFR Part 91	Airspace
PLT042		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT043		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT044		
Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	Ground Hold Delays
PLT049		
AC 00-45 - Aviation Weather Services		
Navigation	Flight Operations	Approach Chart
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	Instrument Approach
Navigation	Radio	Intersections
U.S. Terminal Procedures		
Navigation	Avionics	Airborne Equipment
Navigation	Flight Operations	Approach Chart
Navigation	Radio	ILS
Navigation	Radio	Instrument Approach
Navigation	Radio	Non-precision Approach
PLT050		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT052		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Parts 121/135	Performance Requirements
Aeronautical Information Manual		
Navigation	Radio	Standard Departures
U.S. Terminal Procedures		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT053		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT055		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Airways and Route Systems
PLT058		
Airport/Facility Directory		
Navigation	Flight Operations	Airport
IFR Enroute Low Altitude Chart		
Navigation	Flight Operations	IFR Enroute Charts
FAA-H-8083-16 - Instrument Procedures Handbook		
Navigation	Flight Operations	IFR Enroute Charts
PLT059		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Aviation Routine Weather Reports (METAR)
Weather / Weather Charts	Aeronautical Weather Reports	Aviation Selected Special Report (SPECI)
PLT066		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Convective Outlook Charts
PLT068		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Tropical Storms
PLT069		
AC 91-6 - Water, Slush, and Snow on the Runway		
Aircraft Performance	Charts	Contaminants
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT072		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	TAF

PLT073[Airport/Facility Directory](#)

Air Traffic Control Procedures	En Route	Tower Enroute
--------------------------------	----------	---------------

PLT075[AC 00-45 - Aviation Weather Services](#)

Weather / Weather Charts	Aeronautical Weather Reports	Weather Depiction Charts
--------------------------	------------------------------	--------------------------

PLT076[AC 00-45 - Aviation Weather Services](#)

National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts	Wind and Temperature Aloft Forecast

PLT078[Airport/Facility Directory](#)

Air Traffic Control Procedures	Ground	Taxi
National Weather Service (NWS)	Functions	Aeronautical Weather Reports
Navigation	Flight Operations	Communications
Navigation	Flight Operations	Runway
U.S. Terminal Procedures		
Navigation	Flight Operations	Airport

PLT080[Aeronautical Information Manual](#)

Air Traffic Control Procedures	Communications	Clearances
--------------------------------	----------------	------------

[STARs - Standard Terminal Arrivals](#)

Air Traffic Control Procedures	Communications	ATC Communications
--------------------------------	----------------	--------------------

[U.S. Terminal Procedures](#)

Navigation	Flight Operations	Arrivals
------------	-------------------	----------

PLT082[U.S. Terminal Procedures](#)

Regulations	14CFR Parts 121/135	Flight Planning
-------------	---------------------	-----------------

PLT083[Aeronautical Information Manual](#)

Navigation	Radio	Instrument Approach
------------	-------	---------------------

[Airport/Facility Directory](#)

Navigation	Flight Operations	Airport
------------	-------------------	---------

[U.S. Terminal Procedures](#)

Navigation	Flight Operations	Approach Chart
------------	-------------------	----------------

PLT085[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aircraft Performance	Charts	Takeoff
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PLT090[Aeronautical Information Manual](#)

Navigation	Radio	VOR
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[FAA-H-8083-15 - Instrument Flying Handbook](#)

Navigation	Radio	Instrument Approach
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Navigation	Radio	VOR
------------	-------	-----

[U.S. Terminal Procedures](#)

Navigation	Flight Operations	Approach Chart
------------	-------------------	----------------

PLT091[FAA-H-8083-15 - Instrument Flying Handbook](#)

Navigation	Radio	RMI (Radio Magnetic Indicator)
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PLT098[Aeronautical Information Manual](#)

Human Factors	Aeromedical Factors	Fitness for Flight
---------------	---------------------	--------------------

[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Human Factors	Aeromedical Factors	Fitness for Flight
---------------	---------------------	--------------------

PLT103[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aeronautical Decision Making	Judgment	Accident Prone Traits
------------------------------	----------	-----------------------

Aeronautical Decision Making	Judgment	Attitudes
------------------------------	----------	-----------

PLT104[AC 120-51 - Crew Resource Management](#)

Crew Resource Management (CRM)	Crew Communication	Cross Checking
--------------------------------	--------------------	----------------

Crew Resource Management (CRM)	Crew Coordination	CRM Principles
--------------------------------	-------------------	----------------

Crew Resource Management (CRM)	Crew Coordination	CRM Training
--------------------------------	-------------------	--------------

[FAA-H-8083-2 - Risk Management Handbook](#)

Aeronautical Decision Making	Risk Management	Hazardous Phase of Flight
------------------------------	-----------------	---------------------------

Human Factors	Aeromedical Factors	Physiological
Human Factors	Aeronautical Decision Making (ADM)	Risk Management
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Judgment	Human Error
Aeronautical Decision Making	Judgment	Operational Pitfalls
Crew Resource Management (CRM)		Crew Coordination
		CRM Training
PLT108		
AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing		
Meteorology	Hazardous	Icing
AC 135-17 - Pilot Guide for Small Aircraft Ground Deicing		
Meteorology	Hazardous	Icing
PLT121		
FAA-H-8083-1 - Aircraft Weight and Balance Handbook		
Aircraft Performance	Computations	Weight Load
PLT123		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT124		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Atmospheric Effects	Wind
PLT128		
AC 91-74 - Pilot Guide: Flight in Icing Conditions		
Meteorology	Hazardous	Icing
PLT139		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
PLT141		
Aeronautical Information Manual		
Navigation	Flight Operations	Runway
Navigation	Pilotage	Taxiway Signs
PLT144		
Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	Braking Action
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Atmospheric Effects	Braking Action
Aircraft Performance	Computations	Braking Action
PLT145		
Aeronautical Information Manual		
Navigation	Flight Operations	Runway
PLT147		
Aeronautical Information Manual		
Navigation	Flight Operations	Runway
U.S. Terminal Procedures		
Navigation	Flight Operations	Airport
PLT148		
Aeronautical Information Manual		
Navigation	Flight Operations	Runway
Airport/Facility Directory		
Navigation	Pilotage	Approach Lights
PLT149		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Gate Hold Procedures
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT161		
14 CFR part 91 General Operating and Flight Rules		
Navigation	Airspace	Class B
Regulations	14CFR Part 91	Airspace
Regulations	14CFR Part 91	Flight Rules
Aeronautical Information Manual		
Navigation	Airspace	Special Airspace
PLT162		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	MOA
Air Traffic Control Procedures	Services	Outer Class C
PLT166		

AC 00-6 - Aviation Weather		
Navigation	Instrumentation	Altimeter
PLT167		
AC 00-6 - Aviation Weather		
Navigation	Instrumentation	Altimeter
PLT172		
Aeronautical Information Manual		
Air Traffic Control Procedures	Services	Class C
Air Traffic Control Procedures	Services	IFR Flight Plans
Air Traffic Control Procedures	Services	Weather Radar
PLT173		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Pressure
Meteorology	Atmosphere	Stability
Meteorology	Atmosphere	Temperature
PLT192		
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Moisture/Cloud Formation/Precipitation
PLT201		
FAA-H-8083-16 - Instrument Procedures Handbook		
Navigation	Radio	Standard Departures
PLT205		
Aeronautical Information Manual		
Human Factors	Aeromedical Factors	Alcohol
PLT208		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Crew Equipment / Publications / Checklists
Regulations	14CFR Part 121	Emergency Authority / Actions / Reports
PLT210		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Authority / Actions / Reports
PLT214		
FAA-H-8083-3 - Airplane Flying Handbook		
Aerodynamics	Flight Characteristics	Normal Flight
PLT224		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT225		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT226		
AC 00-6 - Aviation Weather		
Meteorology	Clouds	Fog
PLT240		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Weight and Balance	Center of Gravity	Stability
PLT263		
AC 00-30 - Atmospheric Turbulence Avoidance		
Meteorology	Hazardous	Turbulence
Meteorology	High Altitude	Jet Stream
Weather / Weather Charts	High Altitude	Clear Air Turbulence
Windshear / Turbulence	Clear Air Turbulence	Encountering
Windshear / Turbulence	Clear Air Turbulence	JetStream
AC 00-45 - Aviation Weather Services		
Windshear / Turbulence	Clear Air Turbulence	Windshear
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Icing
Windshear / Turbulence	Clear Air Turbulence	High Altitude
Windshear / Turbulence	Clear Air Turbulence	JetStream
Aeronautical Information Manual		
Windshear / Turbulence	Clear Air Turbulence	Reports
PLT266		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aerodynamics	Flight Characteristics	Normal Flight
PLT274		

AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Icing
Meteorology	Icing	Freezing Rain
Meteorology	Icing	Structural Icing
AC 91-74 - Pilot Guide: Flight in Icing Conditions		
Meteorology	Hazardous	Icing
PLT282		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Dispatch / Redispach
PLT283		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT287		
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Pressure
PLT288		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Aeronautical Weather Forecasts	Aviation Weather Forecasts
Weather / Weather Charts	Aeronautical Weather Forecasts	TAF
PLT290		
AC 00-45 - Aviation Weather Services		
National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
National Weather Service (NWS)	Functions	Aeronautical Weather Reports
Weather / Weather Charts	Aeronautical Weather Forecasts	SIGMETS
PLT292		
Aeronautical Information Manual		
Navigation	Radio	Instrument Approach
PLT294		
AC 00-45 - Aviation Weather Services		
National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
PLT296		
Aeronautical Information Manual		
Navigation	Radio	Holding
PLT301		
AC 00-6 - Aviation Weather		
Meteorology	Atmosphere	Temperature
PLT302		
AC 00-30 - Atmospheric Turbulence Avoidance		
Meteorology	High Altitude	Jet Stream
AC 00-6 - Aviation Weather		
Meteorology	Air Masses and Fronts	Occluded Front
Meteorology	High Altitude	Jet Stream
Meteorology	Upper Air Data	Tropopause
Windshear / Turbulence	Clear Air Turbulence	High Altitude
PLT305		
AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook		
Aerodynamics	Flight Controls	Secondary Flight Controls
PLT316		
AC 00-45 - Aviation Weather Services		
Weather / Weather Charts	Hazardous	Thunderstorms
PLT317		
AC 00-54 - Pilot Wind Shear Guide		
Windshear / Turbulence	Microbursts	Windshear
Aeronautical Information Manual		
Windshear / Turbulence	Microbursts	Performance
PLT318		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	Low Fuel
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT323		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	NOTAMS
Navigation	Flight Operations	Preflight Planning/Calculations
PLT330		
Aeronautical Information Manual		

Human Factors	Aeromedical Factors	Physiological
PLT332		
Aeronautical Information Manual		
Human Factors	Aeromedical Factors	Fitness for Flight
PLT337		
AC 91-43 - Unreliable Airspeed Indication		
Navigation	Instrumentation	Airspeed Indicator
PLT344		
AC 00-6 - Aviation Weather		
Meteorology	Hazardous	Icing
PLT346		
AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook		
Aerodynamics	Flight Controls	Primary Flight Controls
PLT354		
Aeronautical Information Manual		
Navigation	Radio	GPS
PLT357		
FAA-H-8083-15 - Instrument Flying Handbook		
Navigation	Radio	Instrument Approach
PLT366		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Regulations	NTSB Part 830	Reports / Reporting
PLT367		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Limitations
PLT370		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Speed Adjustments
PLT382		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums
U.S. Terminal Procedures		
Navigation	Radio	VOR
PLT384		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Seat Belts / Cabin Announcements
PLT385		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Cargo
Regulations	14CFR Part 121	Landing Minimums
PLT388		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Aircraft Equipment
PLT389		
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart M	Navigator Certificate and Medical Requirements
PLT391		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT395		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
Regulations	14CFR Part 117	Definitions
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
PLT396		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Takeoff Minimums
PLT398		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Navigation	Flight Operations	Preflight Planning/Calculations
Regulations	14CFR Part 121	Dispatch / Redispatch

Regulations	14CFR Part 121 - Subpart E	ETOPS
PLT400		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Dispatch / Redispatch
PLT404		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Equipment / Survival
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT406		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT407		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Line-Oriented Simulator Training Course
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT409		
14 CFR part 117 Flightcrew Member Duty and Rest Requirements		
Regulations	14CFR Part 121	Flight Time / Duty / Rest / Requirements
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Time / Duty / Rest / Requirements
Regulations	14CFR Parts 121/135	Flight Time / Duty / Rest / Requirements
PLT417		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT420		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT422		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Dispatch / Redispatch
PLT427		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT429		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT438		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
PLT440		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
PLT443		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart M	Crewmember Requirements
Regulations	14CFR Part 121 - Subpart M	Flight Attendant Requirements
Regulations	14CFR Part 121 - Subpart O	Second in Command
PLT444		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Authority / Actions / Reports
Regulations	14CFR Part 121	Operational Control / Flight Release
PLT450		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Time / Duty / Rest / Requirements
PLT453		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Records Keeping
PLT456		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums

PLT459[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Takeoff Minimums
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[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Flight Rules
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Regulations	14CFR Part 91	Instrument Flight Rules
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PLT460[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Training / Currency
-------------	----------------	---------------------

PLT462[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
-------------	----------------------------	---------------------

[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135](#)

Regulations	14CFR Parts 121/135	Aircraft / Equipment
-------------	---------------------	----------------------

PLT463[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Passenger / Flight - Events / Disturbances
-------------	----------------	--

PLT469[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
-------------	----------------------------	----------------------

PLT473[AC 65-15 - Airframe and Powerplant Mechanics Airframe Handbook](#)

Aerodynamics	Flight Controls	Servos
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PLT475[AC 00-6 - Aviation Weather](#)

Meteorology	Hazardous	Definitions
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PLT493[AC 00-6 - Aviation Weather](#)

Meteorology	Icing	Frost
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[AC 20-117 - Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft](#)

Aerodynamics	Principles of Flight	Hazards
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[AC 91-74 - Pilot Guide: Flight in Icing Conditions](#)

Aerodynamics	Principles of Flight	Hazards
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PLT495[AC 00-24 - Thunderstorms](#)

Windshear / Turbulence	Clear Air Turbulence	Windshear
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[AC 00-6 - Aviation Weather](#)

Meteorology	Air Masses and Fronts	Temperature
-------------	-----------------------	-------------

Meteorology	Hazardous	Thunderstorms
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PLT499[AC 135-17 - Pilot Guide for Small Aircraft Ground Deicing](#)

Aircraft Performance	Turbine Engine Operations	Compressor Stall
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PLT501[AC 00-30 - Atmospheric Turbulence Avoidance](#)

Windshear / Turbulence	Clear Air Turbulence	Windshear
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[AC 00-6 - Aviation Weather](#)

Meteorology	High Altitude	Jet Stream
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[Aeronautical Information Manual](#)

Windshear / Turbulence	Clear Air Turbulence	Reports
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PLT506[14 CFR part 1 Definitions and Abbreviations](#)

Regulations	14CFR Part 1	General Definitions
-------------	--------------	---------------------

PLT511[AC 00-6 - Aviation Weather](#)

Meteorology	Air Masses and Fronts	Dry Line
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Meteorology	Air Masses and Fronts	Fronts
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Meteorology	Atmosphere	Pressure
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PLT512[AC 00-6 - Aviation Weather](#)

Meteorology	Moisture	Relative Humidity
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PLT514[AC 00-45 - Aviation Weather Services](#)

National Weather Service (NWS)	Functions	Aeronautical Weather Forecasts
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Windshear / Turbulence	Clear Air Turbulence	Maximum Turbulence Potential Charts
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PLT515

[Aeronautical Information Manual](#)

National Weather Service (NWS) Functions

Aeronautical Weather Forecasts

PLT516

[AC 00-6 - Aviation Weather](#)

Meteorology Air Masses and Fronts

Fronts

Meteorology Air Masses and Fronts

Winds

PLT517

[AC 00-6 - Aviation Weather](#)

Meteorology Air Masses and Fronts

Fronts

Meteorology Air Masses and Fronts

Winds

Meteorology Hazardous

Tropical Storms

PLT518

[AC 00-45 - Aviation Weather Services](#)

Windshear / Turbulence Clear Air Turbulence

Windshear

[AC 00-6 - Aviation Weather](#)
Windshear / Turbulence Clear Air Turbulence

Windshear

Windshear / Turbulence Microbursts

Windshear

Windshear / Turbulence Windshear

Characteristics

**AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION
MULTIENGINE (ACM)
Sample Questions**

AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION MULTIENGINE (ACM)

1. Each pilot who deviates from an ATC clearance in response to a TCAS II, resolution advisory (RA) is expected to

- A—maintain the course and altitude resulting from the deviation, as ATC has radar contact.
- B—notify ATC of the deviation as soon as practicable.
- C—request ATC clearance for the deviation.

Answer: B.

Learning Statement: Recall collision avoidance – TCAS.

2. Before requesting RVSM clearance, each person

- A—shall correctly annotate the flight plan.
- B—must file an ICAO RVSM flight plan.
- C—should file for odd altitudes only.

Answer: A.

Learning Statement: Recall regulations – additional equipment/operating requirements large transport aircraft.

3. "Operational control" of a flight refers to

- A—exercising the privileges of pilot in command of an aircraft.
- B—the specific duties of any required crewmember.
- C—exercising authority over initiating, conducting, or terminating a flight.

Answer: C.

Learning Statement: Recall regulations - operational control functions.

4. What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?

- A—Add 15 knots to the normal VR speed as the snow will blow off.
- B—Sweep off as much snow as possible and the residue must be polished smooth.
- C—Assure that the snow is removed from the airplane.

Answer: C.

Learning Statement: Recall the dynamics of frost / ice / snow formation on an aircraft.

5. Except when in cruise flight, below what altitude are non-safety related cockpit activities by flight crewmembers prohibited?

- A—FL180.
- B—14,500 feet.
- C—10,000 feet.

Answer: C.

Learning Statement: Define critical phase of flight.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION MULTIENGINE (ACM)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT004		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Engine Out Performance
U.S. Terminal Procedures		
Aircraft Performance	Charts	Climb
PLT013		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT015		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Limitations	Best Range
PLT029		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Regulations	14CFR Part 121	Flight Crewmember Duties
PLT034		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Takeoff Minimums
PLT040		
Aeronautical Information Manual		
Regulations	14CFR Part 91	Airspace
PLT044		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	After Landing
Air Traffic Control Procedures	Arrival	Speeds
Air Traffic Control Procedures	Departure	Speed Adjustments
Air Traffic Control Procedures	En Route	Speed Adjustments
PLT058		
FAA-H-8083-15 - Instrument Flying Handbook		
Air Traffic Control Procedures	Communications	ATC Communications
PLT078		
Aeronautical Information Manual		
Aircraft Performance	Charts	Runway
PLT080		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	Approach Control
PLT082		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums
PLT089		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Takeoff
PLT103		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Judgment	Accident Prone Traits
Aeronautical Decision Making	Judgment	Attitudes
Aeronautical Decision Making	Judgment	Training
PLT104		
AC 120-103 - Fatigue Risk Management Systems		
Aeronautical Decision Making	Risk Management	Mitigation
AC 120-51 - Crew Resource Management		
Crew Resource Management (CRM)		Crew Coordination
Crew Resource Management (CRM)		Crew Coordination
		CRM Principles
		CRM Training
FAA-H-8083-2 - Risk Management Handbook		
Aeronautical Decision Making	Risk Management	Monitoring Tasks
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Judgment	Human Error

Aeronautical Decision Making	Judgment	Operational Pitfalls
Aeronautical Decision Making	Risk Management	Automation
PLT121		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Computations	Preflight Planning
PLT123		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Charts	Airspeed
PLT124		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Atmospheric Effects	Instrumentation Error
PLT127		
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT139		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
PLT140		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	After Landing
PLT144		
Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	Braking Action
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Atmospheric Effects	Braking Action
Aircraft Performance	Computations	Braking Action
PLT147		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT149		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Gate Hold Procedures
Air Traffic Control Procedures	Communications	Pilot Procedures
Air Traffic Control Procedures	Ground	ADS-B
Air Traffic Control Procedures	Ground	Taxi
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Air Traffic Control Procedures	Ground	Taxi
Instrument Approach Procedure Charts		
Air Traffic Control Procedures	Departure	Taxi for Takeoff
PLT161		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Airspace Requirements
Air Traffic Control Procedures	En Route	ADIZ
Regulations	14CFR Part 91	Airspace
PLT162		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	MOA
PLT170		
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	IFR Visual Approaches
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Air Traffic Control Procedures	Arrival	After Landing
PLT171		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Air Traffic Control Procedures	Communications	Pilot Procedures
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT172		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	Approach Control
Air Traffic Control Procedures	Communications	ATC Altitude Alerts
Air Traffic Control Procedures	Services	Class C
Air Traffic Control Procedures	Services	Weather Radar

FAA-H-8083-16 - Instrument Procedures Handbook		
Air Traffic Control Procedures	Approach	PRM
PLT195		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Traffic Alert / Collision Avoidance
PLT208		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Limitations	Go / No-Go Decision
PLT225		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT318		
Aeronautical Information Manual		
Air Traffic Control Procedures	Arrival	Low Fuel
PLT323		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	NOTAMS
PLT362		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Air Traffic Control Procedures	Communications	Radio Procedures
PLT366		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Regulations	NTSB Part 830	Definitions
PLT367		
Aeronautical Information Manual		
Regulations	14CFR Part 91	Airspace
PLT370		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	ATC Communications
Air Traffic Control Procedures	Departure	Clearances
Air Traffic Control Procedures	En Route	Composite Flight Plans
PLT379		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Alternate / Weather / Fuel / Requirements
PLT382		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums
PLT383		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Icing Conditions
PLT384		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Seat Belts / Cabin Announcements
PLT385		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Cargo
PLT388		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Limitations
PLT389		
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
PLT391		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT395		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
14 CFR part 117 Flightcrew Member Duty and Rest Requirements		
Regulations	14CFR Part 117	Definitions
PLT396		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Takeoff Minimums
PLT404		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Equipment / Survival

PLT405		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT406		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT407		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT408		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Emergency Equipment / Survival
PLT409		
14 CFR part 117 Flightcrew Member Duty and Rest Requirements		
Regulations	14CFR Part 117	Flight and Duty Limitations
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT413		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Alternate / Weather / Fuel / Requirements
PLT417		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121 - Subpart K	Emergency Equipment
PLT420		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Stabilized Approach
FAA-H-8083-16 - Instrument Procedures Handbook		
Air Traffic Control Procedures	Approach	Radar Advisories
PLT422		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Dispatch / Redispatch
PLT427		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT428		
14 CFR part 91 General Operating and Flight Rules		
Regulations	Flight Operations	MEL/CDL
PLT435		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT436		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Enroute
PLT438		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations/135		
Regulations	14CFR Part 121	Supplemental Oxygen for Sustenance: Turbine Engine
PLT440		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flight Crewmember Duties
PLT443		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Flightcrew qualification(s)
Regulations	14CFR Part 61	Limitations
Regulations	14CFR Parts 121/135	Landing Minimums
PLT456		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Landing Minimums
PLT459		
14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations		
Regulations	14CFR Part 121	Takeoff Minimums

PLT460[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Training / Currency
Regulations	14CFR Parts 121/135	Training

PLT463[14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors](#)

Regulations	14CFR Part 61	Limitations
-------------	---------------	-------------

PLT469[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart K	Navigation Equipment
-------------	----------------------------	----------------------

PLT499[AC 120-58 - Pilot Guide for Large Aircraft Ground Deicing](#)

Aircraft Performance	Turbine Engine Operations	Compressor Stall
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[AC 135-17 - Pilot Guide for Small Aircraft Ground Deicing](#)

Aircraft Performance	Turbine Engine Operations	Compressor Stall
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[FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge](#)

Aircraft Performance	Turbine Engine Operations	Compressor Stall
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Aircraft Performance	Turbine Engine Operations	Environmental Affect
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[FAA-H-8083-3 - Airplane Flying Handbook](#)

Aircraft Performance	Turbine Engine Operations	Compressor Stall
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Aircraft Performance	Turbine Engine Operations	Efficiency
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Aircraft Performance	Turbine Engine Operations	Environmental Affect
----------------------	---------------------------	----------------------

PLT500[FAA-H-8083-3 - Airplane Flying Handbook](#)

Aircraft Performance	Turbine Engine Operations	Efficiency
----------------------	---------------------------	------------

PLT506[14 CFR part 1 Definitions and Abbreviations](#)

Regulations	14CFR Part 1	General Definitions
-------------	--------------	---------------------

**AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION SINGLE
ENGINE (ASC)
Sample Questions**

AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION SINGLE ENGINE (ASC)

1. What action should a pilot take if asked by ARTCC to "VERIFY 9,000" and the flight is actually maintaining 8,000?

- A—Immediately climb to 9,000.
- B—Report maintaining 8,000.
- C—Report climbing to 9,000.

Answer: B.

Learning Statement: Recall ATC - reporting.

2. When ATC issues a clearance to descend "at pilot's discretion," the pilot

- A—can descend when the pilot wishes.
- B—can climb back to the original altitude, if needed.
- C—must maintain a descent rate of 2,000 ft/min.

Answer: A.

Learning Statement: Interpret ILS - charts / RMI / CDI / indications.

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

- A—6 hours.
- B—10 hours.
- C—8 hours.

Answer: C.

Learning Statement: Recall regulations - flight / duty time.

4. What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?

- A—1/4 SM.
- B—1/2 SM.
- C—3/4 SM.

Answer: A.

Learning Statement: Recall regulations - instrument approach procedures.

5. When must the pilot initiate a missed approach procedure from an ILS approach?

- A—At the DA/DH, if the visual references for the intended runway are not distinctly visible, or anytime thereafter that visual reference is lost.
- B—When the time has expired after reaching the DA/DH and the runway environment is not clearly visible.
- C—At the DA/DH when the runway is not clearly visible.

Answer: A.

Learning Statement: Recall regulations - instrument approach procedures

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT AIRPLANE CANADIAN CONVERSION SINGLE ENGINE (ASC)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>	
PLT004 U.S. Terminal Procedures			
Aircraft Performance	Charts	Climb	
PLT015 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aircraft Performance	Limitations	Best Range	
PLT022 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Risk Management	Electronic Displays	
PLT029 14 CFR part 135 Operating Requirements: Commuter and On Demand Operations			
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties	
PLT078 Aeronautical Information Manual			
Aircraft Performance	Charts	Runway	
PLT080 Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival	Approach Control	
PLT083 Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival	Instrument Approach Procedures	
PLT103 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment	Accident Prone Traits	
Aeronautical Decision Making	Judgment	Attitudes	
Aeronautical Decision Making	Judgment	Hazardous	
PLT104 AC 120-51 - Crew Resource Management			
Crew Resource Management (CRM)		Crew Communication	Cross Checking
Crew Resource Management (CRM)		Crew Coordination	CRM Principles
Crew Resource Management (CRM)		Crew Coordination	CRM Training
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aeronautical Decision Making	Judgment	Automatic Decisions	
Aeronautical Decision Making	Judgment	Human Error	
Aeronautical Decision Making	Risk Management	Automation	
PLT121 FAA-H-8083-1 - Aircraft Weight and Balance Handbook			
Aircraft Performance	Computations	Weight Load	
PLT124 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aircraft Performance	Atmospheric Effects	Instrumentation Error	
Aircraft Performance	Atmospheric Effects	Wind	
PLT129 FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge			
Aircraft Performance	Charts	Runway	
PLT140 Aeronautical Information Manual			
Air Traffic Control Procedures	Arrival	After Landing	
PLT144 Aeronautical Information Manual			
Air Traffic Control Procedures	Ground	Braking Action	

PLT149		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
Air Traffic Control Procedures	Ground	ADS-B
Air Traffic Control Procedures	Ground	Taxi
Instrument Approach Procedure Charts		
Air Traffic Control Procedures	Arrival	After Landing
Air Traffic Control Procedures	Departure	Taxi for Takeoff
PLT161		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT162		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	MOA
Air Traffic Control Procedures	Services	Outer Class C
PLT170		
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	IFR Visual Approaches
PLT171		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Air Traffic Control Procedures	Communications	Pilot Procedures
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT172		
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Priority
Air Traffic Control Procedures	Arrival	Approach Control
Air Traffic Control Procedures	Communications	ATC Altitude Alerts
Air Traffic Control Procedures	Services	Class C
Air Traffic Control Procedures	Services	Weather Radar
PLT174		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aeronautical Decision Making	Risk Management	Electronic Displays
PLT195		
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Traffic Alert / Collision Avoidance
PLT225		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT292		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules
PLT303		
FAA-H-8083-3 - Airplane Flying Handbook		
Aircraft Performance	Limitations	Best Range
PLT323		
Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	NOTAMS
PLT366		
49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Regulations	NTSB Part 830	Reports / Reporting
PLT370		
Aeronautical Information Manual		
Air Traffic Control Procedures	Departure	Clearances
Air Traffic Control Procedures	En Route	Composite Flight Plans
Air Traffic Control Procedures	En Route	Speed Adjustments
PLT389		
14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions
PLT390		
Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Reporting
PLT391		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Instrument Flight Rules

PLT395		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT406		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Equipment / Instrument / Certificate Requirement
PLT420		
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Stabilized Approach
FAA-H-8083-16 - Instrument Procedures Handbook		
Air Traffic Control Procedures	Approach	Radar Advisories
PLT424		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
PLT427		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT442		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
PLT443		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Drug / Alcohol Impairment
PLT444		
14 CFR part 91 General Operating and Flight Rules		
Regulations	14CFR Part 91	Flight Rules
PLT459		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT463		
14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors		
Regulations	14CFR Part 61	Limitations
PLT499		
FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge		
Aircraft Performance	Turbine Engine Operations	Environmental Affect
PLT506		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions

**AIRLINE TRANSPORT PILOT CANADIAN CONVERSION HELICOPTER (ACH)
Sample Questions**

AIRLINE TRANSPORT PILOT CANADIAN CONVERSION HELICOPTER (ACH)

1. An ATC 'instruction'

A—is the same as an ATC 'clearance.'

B—must be 'read back' in full to the controller and confirmed before becoming effective.

C—is a directive issued by ATC for the purpose of requiring a pilot to take a specific action.

Answer: C.

Learning Statement: Recall regulations - Air Traffic Control authorization / clearances.

2. What minimum information does an abbreviated departure clearance 'cleared as filed' include?

A—Clearance limit, transponder code, and DP, if appropriate.

B—Destination airport, en route altitude, transponder code, and DP, if appropriate.

C—Clearance limit and en route altitude.

Answer: B.

Learning Statement: Recall regulations - Air Traffic Control authorization / clearances.

3. Hot Spots are depicted on airport diagrams as

A—squares or rectangles around "HS and a number."

B—circles or polygons around "HS and a number."

C—triangles or blocks filled with "HS" and a number.

Answer: B.

Learning Statement: Recall airport preflight / taxi operations - procedures.

4. How soon after the conviction for driving while intoxicated by alcohol or drugs shall it be reported to the FAA, Civil Aviation Security Division?

A—No later than 60 days after the motor vehicle action.

B—No later than 30 working days after the motor vehicle action.

C—Required to be reported upon renewal of medical certificate.

Answer: A.

Learning Statement: Recall regulations - alcohol or drugs.

5. According to 14CFR Part 91, when takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a multiengine helicopter?

A—1 SM visibility.

B—1200 RVR.

C—1/2 SM visibility.

Answer: C.

Learning Statement: Recall regulations - takeoff procedures / minimums.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE AIRLINE TRANSPORT PILOT CANADIAN CONVERSION HELICOPTER (ACH)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT029 14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT078 Airport/Facility Directory		
Air Traffic Control Procedures	Arrival	Instrument Approach Procedures
PLT142 Aeronautical Information Manual		
Air Traffic Control Procedures	En Route	Traffic Separation
PLT149 Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	ADS-B
Air Traffic Control Procedures	Ground	Taxi
Instrument Approach Procedure Charts		
Air Traffic Control Procedures	Ground	Taxi
PLT161 Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Airspace Requirements
Air Traffic Control Procedures	En Route	ADIZ
PLT162 Aeronautical Information Manual		
Air Traffic Control Procedures	Services	Outer Class C
PLT170 Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	IFR Visual Approaches
Air Traffic Control Procedures	Arrival	After Landing
PLT171 49 CFR part 830 Notification and Reporting of Aircraft Accidents		
Air Traffic Control Procedures	Communications	Pilot Procedures
Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT172 Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	ATC Altitude Alerts
Air Traffic Control Procedures	Services	Class C
Air Traffic Control Procedures	Services	Weather Radar
PLT224 Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT225 Aeronautical Information Manual		
Air Traffic Control Procedures	Preflight	Flight Plan
PLT282 14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT318 Aeronautical Information Manual		
Air Traffic Control Procedures	Communications	Pilot Procedures
PLT379 14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart D	Weather Requirements
PLT384 14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT389 14 CFR part 119 Certification: Air Carriers and Commercial Operators		
Regulations	14CFR Part 119	Definitions

PLT395		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT400		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Records Keeping
PLT404		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
PLT405		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
PLT409		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Flight / Duty - Times / Limitations
PLT420		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart D	Weather Requirements
Aeronautical Information Manual		
Air Traffic Control Procedures	Approach	Stabilized Approach
PLT424		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
Regulations	14CFR Part 135 Subpart B	Flight / Crewmember Duties
PLT425		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135 Subpart B	Records Keeping
PLT428		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	MEL/CDL
PLT434		
Aeronautical Information Manual		
Air Traffic Control Procedures	Ground	Helicopter Taxi Modes
PLT437		
14 CFR part 1 Definitions and Abbreviations		
Regulations	14CFR Part 1	General Definitions
PLT438		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
Regulations	14CFR Part 135 Subpart B	Oxygen Requirements in Unpressurized Aircraft
PLT442		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
Regulations	14CFR Part 135 Subpart E	Operating Experience
PLT443		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Crew Requirements
PLT449		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Testing
PLT454		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Aircraft Equipment
PLT458		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
PLT459		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Operator / Control / Manual(s) / Operation Specs
Regulations	14CFR Part 135 Subpart D	Weather Requirements
PLT460		
14 CFR part 135 Operating Requirements: Commuter and On Demand Operations		
Regulations	14CFR Part 135	Training

**FLIGHT NAVIGATOR (FNX)
Sample Questions**

FLIGHT NAVIGATOR (FNX)

1. Assuring that appropriate aeronautical charts are aboard an aircraft is the responsibility of the

- A—first officer.
- B—pilot-in-command.
- C—aircraft dispatcher.

Answer: B.

Learning Statement: Recall regulations-pilot-in-command authority/responsibility.

2. Where is a list maintained for routes that require special navigation equipment?

- A—International Flight Information Manual.
- B—Air Carrier's Operations Specifications.
- C—Airplane Flight Manual.

Answer: B.

Learning Statement: Recall regulations-commercial operation requirements/conditions/OpSpecs.

3. What is a feature of a stationary front?

- A—Weather conditions are a combination of strong cold front and strong warm front weather.
- B—The warm front surface moves about half the speed of the cold front surface.
- C—Surface winds tend to flow parallel to the frontal zone.

Answer: C.

Learning Statement: Recall weather associated with frontal activity / air masses.

4. How is Doppler groundspeed determined?

- A—By comparing the shift between front and rear beams.
- B—By the automatic astrotracker display component.
- C—By the radar unit's accelerometer component.

Answer: A.

Learning Statement: Recall instrument/navigation system checks/inspections-limits/tuning/identifying/logging.

5. (Refer to FAA-CT-8080-7C, Figure 222.) The symbol represents

- A—an air vector.
- B—a DR position.
- C—a wind vector.

Answer: B.

Learning Statement: Recall symbols-chart/navigation.

LIST OF REFERENCE MATERIALS SPECIFIC TO THE FLIGHT NAVIGATOR (FNX)

<i>Topic</i>	<i>Content</i>	<i>Specific</i>
PLT012		
<u>USAF Pmpht 11-216</u>		
Aircraft Performance	Computations	ETA
Navigation	Celestial	Distance
Navigation	Celestial	Magnetic Heading
Navigation	Celestial	True Course
Navigation	Dead Reckoning	Calculations
Navigation	Dead Reckoning	Charts and Maps / Mapping
PLT042		
<u>AC 00-45 - Aviation Weather Services</u>		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
<u>USAF Pmpht 11-216</u>		
Meteorology	Air Masses and Fronts	Fronts
PLT043		
<u>AC 00-45 - Aviation Weather Services</u>		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT076		
<u>AC 00-45 - Aviation Weather Services</u>		
Weather / Weather Charts	Aeronautical Weather Forecasts	Wind and Temperature Aloft Forecast
PLT123		
<u>FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge</u>		
Aircraft Performance	Computations	Airspeeds
PLT132		
<u>FAA-H-8083-25 - Pilot's Handbook of Aeronautical Knowledge</u>		
Navigation	Instrumentation	Airspeed Indicator
PLT167		
<u>AC 00-6 - Aviation Weather</u>		
Navigation	Instrumentation	Altimeter
PLT279		
<u>Aeronautical Information Manual</u>		
Navigation	Avionics	Airborne Equipment
<u>USAF Pmpht 11-216</u>		
Navigation	Celestial	Schuler-Tuned Inertial System
Navigation	Inertial	System / Components
PLT283		
<u>AC 00-45 - Aviation Weather Services</u>		
Weather / Weather Charts	Aeronautical Weather Reports	Constant Pressure Analysis Charts
PLT300		
<u>USAF Pmpht 11-216</u>		
Navigation	Radio	Doppler

PLT319USAF Pmphlt 11-216

Navigation	Celestial	Celestial Sphere
Navigation	Celestial	Charts
Navigation	Celestial	Convergence
Navigation	Celestial	Corrections
Navigation	Celestial	Distance
Navigation	Celestial	Fix
Navigation	Celestial	Intercept Method
Navigation	Celestial	Isogriv
Navigation	Celestial	LHA
Navigation	Celestial	Navigational Bodies
Navigation	Celestial	Parallax Correction
Navigation	Celestial	Refraction
Navigation	Celestial	Sight
Navigation	Celestial	Tables
Navigation	Celestial	Time Designations
Navigation	Celestial	Time of Transit
Navigation	Dead Reckoning	Charts and Maps / Mapping
Navigation	Pilotage	Map Reading/Plotting

PLT335USAF Pmphlt 11-216

Navigation	Celestial	Track
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PLT386[14 CFR part 63 Certification: Flight Crewmembers other than Pilots](#)

Regulations	14CFR Part 63	Experience Requirements
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PLT389[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart E	Operations Specifications
Regulations	14CFR Part 121 - Subpart M	Navigator / Special Equipment

PLT393[14 CFR part 91 General Operating and Flight Rules](#)

Regulations	14CFR Part 91	Flight Rules
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PLT409[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Flight Time / Duty / Rest / Requirements
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PLT427[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart M	Navigator Certificate and Medical Requirements
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PLT443[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121 - Subpart K	Navigator Requirement
Regulations	14CFR Part 121 - Subpart M	Navigator / Special Equipment

PLT444[14 CFR part 121 Operating Requirements: Domestic, Flag, and Supplemental Operations](#)

Regulations	14CFR Part 121	Crew Equipment / Publications / Checklists
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PLT450[14 CFR part 63 Certification: Flight Crewmembers other than Pilots](#)

Regulations	14CFR Part 63	Experience Requirements
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PLT484USAF Pmphlt 11-216

Navigation	Dead Reckoning	Plotting
Navigation	Dead Reckoning	Standard Symbols