

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?



### Definitions

#### Category

##### 1. [6-2/1/1]

For the purpose of pilot certification, the term category of aircraft represents something flyable having \_\_\_\_\_ operating characteristics.

- A. redundant
- B. dissimilar
- C. similar

##### 2. [6-2/1/1]

With respect to the certification of airmen, which is a category of aircraft?

- A. Gyroplane, helicopter, airship, free balloon.
- B. Airplane, rotorcraft, glider, lighter-than-air, powered -lift.
- C. Single-engine land and sea, multi-engine land and sea.

### Light Sport Aircraft

##### 3. [6-3/2/2 through 6-3/3/3]

A light sport aircraft is an aircraft that

- A. Has a maximum takeoff weight of not more than 1320lbs for land, a maximum airspeed in level flight of not more than 120kts, and a maximum seating capacity of no more than two persons
- B. Has a maximum takeoff weight of not more than 1320lbs, a maximum horsepower of not more than 100hp, and a maximum seating capacity of no more than two persons
- C. Has a maximum horsepower of not more than 100hp, a maximum seating capacity of no more than two persons, and a fixed or ground-adjustable propeller

### Class

##### 4. [6-3/3/4]

With respect to certification of airmen, a class is a subdivision of \_\_\_\_\_.

- A. a category
- B. the number of engines
- C. the category of airplane only

##### 5. [6-3 Fig. 5]

With respect to the certification of airmen, which is a class of aircraft?

- A. Airplane, rotorcraft, glider, lighter-than-air.
- B. Single-engine land and sea, multi-engine land and sea.
- C. Lighter-than-air, airship, hot air balloon, gas balloon.

##### 6. [6-3 Fig 5]

With respect to the certification of aircraft, which is a class of aircraft?

- A. Airplane, rotorcraft, glider, balloon.
- B. Normal, utility, aerobatic, limited.
- C. Transport, restricted, provisional.

##### 7. [6-3 Fig 5]

Airplanes are made up of which of the following classifications or classes:

- A. single-engine land, multi-engine land, single-engine retractable, single-engine fixed gear.
- B. single-engine fixed gear, single-engine retractable, multi-engine fixed gear and multi-engine retractable.
- C. single-engine land, single-engine sea, multi-engine land and multi-engine sea.

### Make and Model

##### 8. [6-4/1/1]

When pilots refer to the make and model of airplane they fly, which of the following are they referring to:

- A. Flight Design CT LS, Tecnam P92 Eaglet, Remos GX
- B. single-engine land or single-engine sea.
- C. airplane, glider, rotorcraft, powered-lift.

### Visual Flight Rules (VFR)

##### 9. [6-4/3/2]

The basic premise of VFR flight is to \_\_\_\_\_ other aircraft.

- A. see and avoid
- B. see and trade paint with
- C. see and be seen by

## Instrument Flight Rules (IFR)

### 10. [6-4/3/2]

An instrument rating allows a private pilot to fly to her destination while in the \_\_\_\_\_ and land under low \_\_\_\_\_ conditions.

- A. rain, humidity
- B. clouds, ceiling
- C. clouds, visibility

## Night

### 11 [6-5/2/2]

The definition of night time is

- A. sunset to sunrise.
- B. 1 hour after sunset to 1 hour before sunrise.
- C. the time between the end of evening civil twilight and the beginning of morning civil twilight.

## Pilot In Command (PIC)

### 12. [6-5/2/3]

The person who has final authority and responsibility for the operation and safety of the flight, and holds the appropriate category, class and type rating, if appropriate, for the conduct of the flight is known as the \_\_\_\_\_.

- A. pilot in command
- B. aircraft dispatcher
- C. flight crewmember

## PART 61

### FAR 61.3 Requirements for Certificates, Ratings and Authorizations

### 13. [6-6/1/1]

To act as pilot in command or as a required flight crewmember (copilot or flight engineer, for example) on an aircraft, you must have your \_\_\_\_\_ in your \_\_\_\_\_ or readily accessible in the \_\_\_\_\_.

- A. pilot certificate, personal possession, vehicle you drove to the airport
- B. pilot certificate, personal possession, aircraft
- C. driver's license, office or van, nearest FBO

### 14. [6-6/1/1]

When must a current pilot certificate be in the pilot's personal possession?

- A. When acting as a crew chief during launch and recovery.
- B. Only when a passenger iss are carried.
- C. Any time when acting as pilot in command or as a required flight crewmember.

### 15. [6-6/1/1]

Sport pilots acting as pilot in command must have in their personal possession while aboard the aircraft a current

- A. birth certificate or passport to show US citizenship
- B. medical certificate or driver's license, photo ID and an appropriate pilot certificate.
- C. endorsement on the pilot certificate to show that a flight review has been satisfactorily accomplished.

### 16. [6-6/1/1]

What document(s) must be in your personal possession while operating as pilot in command of an aircraft?

- A. Certificates showing accomplishment of a check-out in the aircraft and a current flight review.
- B. A pilot certificate with an endorsement showing accomplishment of an annual flight review and a pilot logbook showing recency of experience.
- C. An appropriate pilot certificate, photo ID, appropriate logbook endorsements, and a current medical certificate or US driver's license.

### 17. [6-6/2/2]

Each person who holds a pilot certificate shall present it for inspection upon the request of the Administrator, an authorized representative of the National Transportation Safety Board, TSA or any

- A. authorized representative of the Department of Transportation.
- B. person in a position of authority.
- C. federal, state, or local law enforcement officer.

### 18. [6-6/2/2F5/1/2]

Who must you present your pilot or medical certificate to for inspection if asked:

- A. the FBO.
- B. the IRS.
- C. a National Transportation Safety Board representative.

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### 61.15 Offenses Involving Alcohol or Drugs

#### About Medical Certification

##### **19. [6-6/3/4]**

If you're convicted for almost any illegal drug activity there's a very good chance you'll have your pilot certificate \_\_\_\_\_ or \_\_\_\_\_.

- A. cancelled, destroyed
- B. suspended, revoked
- C. denied, restrained

##### **20. [6-7/1/1]**

Once a certificate is revoked, it \_\_\_\_\_ exist(s).

- A. is doubtful that it
- B. no longer
- C. continues to

##### **21. [6-7/1/2]**

After November 29, 1990, two or more motor vehicle actions (action taken against your driver's license because of a drug or alcohol problem) within three years of each other are grounds for \_\_\_\_\_ of a pilot certificate or rating.

- A. transferral
- B. renewal
- C. suspension or revocation

##### **22. [6-7/1/3]**

The regulations require that you report all drug and alcohol motor vehicle actions to the FAA within \_\_\_\_\_ days.

- A. 60
- B. 30
- C. 120

#### The Bottle to Throttle Rule

##### **23. [6-7/1/4]**

Regulations prohibit you from acting as pilot in command or as a required crewmember (copilot or flight engineer, for instance) for \_\_\_\_\_ hours after consuming alcohol.

- A. 24
- B. 12
- C. 8

##### **24. [6-7/1/5]**

Another part of this rule states that you may not act as PIC if you have blood alcohol content of \_\_\_\_\_ or more (by weight).

- A. .08%
- B. .04%
- C. .02%

##### **25. [6-9/"A Few Things..."]**

A sport pilot may use a U.S. drivers license in lieu of an FAA medical certificate so long as:

- A. The pilot has not failed her last medical exam
- B. She adhere to any limitations on the back of her drivers license
- C. Both A and B

#### Flight Reviews

##### **26. [6-10/1/2]** To act as pilot in command , a pilot must show by logbook endorsement the satisfactory completion of a flight review or completion of a pilot proficiency check within the preceding

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

##### **27. [6-10/1/4]**

If you complete one or more phases of an FAA-sponsored \_\_\_\_\_ award program, this also counts as a flight review.

- A. landing contest
- B. pilot proficiency (WINGS)
- C. safety seminar

##### **28. [6-10/1/5]**

The flight review is applicable for \_\_\_\_\_ you're certified endorsed to fly.

- A. the specific category of aircraft
- B. the specific class of aircraft
- C. anything

##### **29. [6-11/1/36]**

To act as pilot in command of an aircraft carrying passengers, the pilot must have made at least three take-offs and three landings in an aircraft of the same category and, class, and, if a type rating is required, of the same type, within the preceding

- A. 90 days.
- B. 12 calendar months.
- C. 24 calendar months.

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## 61.57 Recent Flight Experience: Pilot in Command

## FAR 61.87 Solo Requirements for Student Pilots

### 30. [6-11/1/6]

To act as pilot in command of an aircraft carrying passengers, the pilot must have made three takeoffs and three landings within the preceding 90 days in an aircraft of the same make and model.

- A. category and class, but not type.
- B. category, class, and type.

### 31. [6-12/1/2]

The currency requirements to act as pilot in command must be

- A. to a full stop in a tricycle gear airplane.
- B. completed as touch and goes in a tricycle gear airplane.
- C. to a full stop in a tailwheel airplane.

### 32. [6-12/1/2]

The takeoffs and landings required to meet the recency of experience requirements for carrying passengers in a tailwheel airplane

- A. may be touch and go or full stop.
- B. must be touch and go.
- C. must be to a full stop.

### 33. [6-12/1/2]

If you want to act as PIC of a tailwheel airplane, you must have

- A. made three solo takeoffs and landings in a tailwheel airplane.
- B. received and logged flight training and received an endorsement from an authorized instructor in a tailwheel airplane.
- C. passed a flight test in a tailwheel airplane.

## 61.60 Change of Address

### 34. [6-F12/2/2]

If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only

- A. 30 days after the date of the move.
- B. 60 days after the date of the move.
- C. 90 days after the date of the move.

### 35. [6-13/3/2]

Once you've soloed, can you continue to fly without being under the supervision of your instructor?

- A. Yes, you paid so you should fly.
- B. No. Your instructor is required to endorse your logbook for solo every 90 days.
- C. No. Your instructor is required to endorse your student pilot certificate for solo every 90 days.

### 36. [6-14/1/3]

Student pilot certificates are only good for \_\_\_\_\_ calendar months.

- A. 60
- B. 24
- C. 12

## FAR 61.89 General Limitations

### 37. [6-14/3/2]

Can a student pilot carry passengers?

- A. Yes, as long as the student remains in the pattern.
- B. Never.
- C. Yes, as long as they are at least student pilots themselves.

### 38. [6-15/1/1]

Student pilots are not allowed to fly when flight or surface visibilities are less than \_\_\_\_\_ miles during the day or less than \_\_\_\_\_ miles at night.

- A. three, five
- B. five, one
- C. five, five

### 39. [6-15/1/1]

Student pilots are not allowed to fly without

- A. visual reference to the surface.
- B. visual reference to the airport.
- C. a VOR on board.

## FAR 61.93 Cross Country Flight Requirements

### 40. [6-15/2/2]

As a student pilot, your instructor may allow you to practice solo takeoffs and landings at another airport without having a cross country training endorsement as long as the airport is within \_\_\_\_\_ nautical miles of the departure airport at which instruction is received.

- A. 50
- B. 25
- C. 10

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### 41. [6-16/1/5]

A cross country training endorsement on your student pilot certificate accompanied by a repeat cross country log book endorsement allows you the additional privilege of making repeated solo cross country flights to an airport within \_\_\_\_\_ nautical miles of the point of departure.

- A. 50
- B. 25
- C. 10

### Compensation or Hire? What Does That Mean?

### 46. [6-18/2/7]

What exception, if any, permits a sport pilot to act as pilot in command of an aircraft carrying passengers who pays for the entire flight?

- A. If the passenger is a coworker and trip is incidental to business
- B. If a donation is made to a charitable organization for the flight.
- C. There is no exception.

## FAR 61.305 Sport Pilot Requirements

### 42. [6-17/1/1]

A minimum age of \_\_\_\_\_ is required to solo an airplane.

- A. 16
- B. 17
- C. 14

### 43. [6-17/1/2]

Sport pilot certificates require a minimum age of \_\_\_\_\_ for airplanes.

- A. 16
- B. 17
- C. 14

## FAR 61.313 Flight Experience

### 44. [6-17/2/3]

The FAA requires a minimum of \_\_\_\_\_ hours total flight time to be eligible for the sport pilot certificate. This must include a minimum of \_\_\_\_\_ hours of flight training (time with an instructor), and \_\_\_\_\_ hours solo flight training (time alone in the airplane).

- A. 20, 10, 10
- B. 20, 15, 5
- C. 25, 20, 5

## FAR 61.315 Sport Pilot Privileges and Limits

### 45. [6-18/2/7]

Basically, a sport pilot certificate allows you to do two things:

- A. fly solo and carry a paying passenger.
- B. fly at night and for hire.
- C. fly without supervision and carry a passenger.

### 47. [6-19/1/2]

Regarding general privileges and limitations, a sport pilot may

- A. act as pilot in command of an aircraft traveling for business.
- B. share the operating expenses of a flight with a passenger.
- C. not be paid in any manner for the operating expenses of a flight.

### 4863. [6-19/1/2F18/2/4]

According to regulations pertaining to general privileges and limitations, a sport pilot may

- A. be paid for the operating expenses of a flight if at least three takeoffs and three landings were made by the pilot within the preceding 90 days.
- B. share the operating expenses of a flight with a passenger.
- C. not be paid in any manner for the operating expenses of a flight.

### 49. [6-19/1/2]

A sport pilot may

- A. Fly at night so long as she has the appropriate log book endorsement
- B. Commute back and forth to work in a sport plane so long as she pays for the plane herself
- C. Evenly split the cost of renting a sport plane with her passenger

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### FAR 61.321 How do I obtain privileges to operate 53. [6-22/1/2]

**an additional category or class of light-sport air-craft?**

#### 50. [6-20/2/3]

To add privileges to your sport pilot certificate to fly an additional category or class of aircraft you will need to:

- A. Take a checkride with a Designated Pilot Examiner (DPE)
- B. Take a proficiency check with an flight instructor other than the one you trained with
- C. Take a 709 ride with the FAA Flight Standards District Office

### FAR 61.325 How do I obtain privileges to operate a light-sport aircraft at an airport with, or in air-space with, Class B, C, and D airspace?

#### 51. [6-21/1/6 & 6-21/2/2]

To operate in class B, C, or D airspace you will need to:

- A. Have the appropriate logbook endorsement
- B. Be a private pilot
- C. Be friends with the control tower manager

## PART 91 GENERAL OPERATING AND FLIGHT RULES

### FAR 91.3 Responsibility and Authority of the Pilot in Command

#### 52. [6-22/1/1]

The final authority as to the operation of an aircraft is the

- A. Federal Aviation Administration.
- B. pilot in command.
- C. aircraft manufacturer.

#### 64. [F20/1/1]

The final authority as to the operation of an aircraft is the

- A. Federal Aviation Administration.
- B. pilot in command.
- C. aircraft manufacturer.

When experiencing an emergency requiring immediate action, FAR 91.3 allows you to deviate from any \_\_\_\_\_ to the extent required to meet that \_\_\_\_\_.

- A. rule, emergency
- B. flight path, clearance
- C. emergency, rule

#### 54. [6-22/1/2]

If an in-flight emergency requires immediate action, the pilot in command may

- A. deviate from the FAR's to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
- B. deviate from the FAR's to the extent required to meet that emergency.
- C. not deviate from the FAR's unless prior to the deviation approval is granted by the Administrator.

#### 55. [6-22/2/4]

When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?

- A. Within 7 days.
- B. Within 10 days.
- C. Upon request.

#### 56. [6-22/2/4]

When would a pilot be required to submit a detailed report of an emergency which caused the pilot to deviate from an ATC clearance?

- A. When requested by ATC.
- B. Immediately.
- C. Within 7 days.

### FAR 91.7 Civil Aircraft Airworthiness

#### 57. [6-22/3/3]

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

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

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### FAR 91.9 Civil Aircraft Flight Manual, Markings and Placard Requirements

#### 58. [6-23/2/3]

Where may an aircraft's operating limitations be found?

- A. On the airworthiness certificate.
- B. In the current, FAA-approved flight manual or POH, cockpit or pilot's compartment approved manual material, several sheets kept in the plane signed by an FAA designated Airworthiness Representative (DAR), markings and placards, or any combination thereof.
- C. In the aircraft airframe and engine logbooks.

### FAR 91.15 Dropping Objects

#### 59. [6-23/3/3]

Under what conditions may objects be dropped from an aircraft?

- A. Only in an emergency.
- B. If precautions are taken to avoid injury or damage to persons or property on the surface.
- C. If prior permission is received from the Federal Aviation Administration.

### FAR 91.17 Alcohol or Drugs

#### 60. [6-24/1/1]

No person may attempt to act as a crewmember of a civil aircraft with

- A. .008 percent by weight or more alcohol in the blood.
- B. .004 percent by weight or more alcohol in the blood.
- C. .04 percent by weight or more alcohol in the blood.

#### 61. [6-24/1/1]

A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding \_\_\_\_\_ hours.

- A. 8
- B. 12
- C. 24

Under what condition, if any, may a pilot allow a person who is obviously under the influence of drugs to be carried aboard an aircraft?

- A. In an emergency or if the person is a medical patient under proper care.
- B. Only if the person does not have access to the cockpit or pilot's compartment.
- C. Under no condition.

### FAR 91.103 Preflight Action

#### 63. [6-24/2/1]

Which preflight action is specifically required of the pilot prior to each flight?

- A. Check the aircraft logbooks for appropriate entries.
- B. Become familiar with all available information concerning the flight.
- C. Review wake turbulence avoidance procedures.

#### 64. [6-24/2/1] Fill in the blank:

Preflight action, as required for all flights away from the vicinity of an airport, shall include an \_\_\_\_\_ course of action if the flight cannot be completed as planned.

#### 65. [6-24/3/2]

In addition to other preflight actions for a VFR flight away from the vicinity of the departure airport, regulations specifically require the pilot in command to

- A. review traffic control light signal procedures.
- B. check the accuracy of the navigation equipment and the emergency locator transmitter (ELT).
- C. determine runway lengths at airports of intended use and the aircraft's takeoff and landing distance data.

#### 66. [General Knowledge Question]

What special check should be made on an aircraft during preflight after it has been stored an extended period of time?

- A. ELT batteries and operation.
- B. Condensation in the fuel tanks.
- C. Damage or obstructions caused by animals, birds, or insects.

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## FAR 91.105 Flight Crewmembers at Stations

### 67. [6-25/1/4]

Flight crewmembers are required to keep their safety belts and shoulder harnesses fastened during

- takeoffs and landings.
- all flight conditions.
- flight in turbulent air.

### 68. [6-25/1/4]

Which best describes the flight conditions under which flight crewmembers are specifically required to keep their safety belts and shoulder harnesses fastened?

- Safety belts during takeoff and landing; shoulder harnesses during takeoff and landing.
- Safety belts during takeoff and landing; shoulder harnesses during takeoff and landing and while en route.
- Safety belts during takeoff and landing and while enroute; shoulder harnesses during takeoff and landing.

### 69. [6-25/1/6]

You're not required to stay in your seat with your safety belt fastened as a flight crewmember when

- you must attend to your physiological needs.
- you want to look out the passenger's rear window.
- you're on the enroute portion of your flight.

## FAR 91.107 Use of Safety Belts

### 70. [6-26/1/3]

With certain exceptions, safety belts are required to be secured about passengers during

- taxi, takeoffs, and landings.
- all flight conditions.
- flight in turbulent air.

### 71. [6-25/1/4 & 6-26/1/3]

Safety belts are required to be properly secured about which persons in an aircraft and when?

- Pilots only, during takeoffs and landings.
- Passengers, during taxi, takeoffs, and landings only.
- Each person on board the aircraft during the entire flight.

### 72. [6/25/2/3]

With respect to passengers, what obligation, if any, does a pilot in command have concerning the use of safety belts?

- The pilot in command must instruct the passengers to keep their safety belts fastened for the entire flight.
- The pilot in command must brief the passengers on the use of safety belts and notify them to fasten their safety belts during taxi, takeoff, and landing.
- The pilot in command has no obligation in regard to passengers' use of safety belts.

### 73. [6-25/2/3]

The pilot in command is responsible for ensuring that each person on board applicable U. S. registered aircraft is briefed and instructed on how and when to

- fasten and unfasten their seat belt and shoulder harness.
- adjust their seat.
- operate the fire extinguisher.

## FAR 91.111 Operating Near Othr Aircraft

### 74. [6-26/2/1] Fill in the blank:

No person may operate an aircraft so close to another aircraft as to create a \_\_\_\_\_ hazard.

### 75. [6-26/2/1]

No person may operate an aircraft in formation flight

- over a densely populated area.
- in Class D airspace under special VFR.
- except by prior arrangement with the pilot in command of each aircraft.

## FAR 91.113 Right of Way Rules: Except Water Ops

### Distress

### 76. [6-27/1/3]

Which aircraft has the right of way over all other air traffic?

- A balloon.
- An aircraft in distress.
- An aircraft on final approach to land.

**Converging****77. [6-26/3/3]**

What action is required when two aircraft of the same category converge, but not head-on?

- A. The faster aircraft shall give way.
- B. The aircraft on the left shall give way.
- C. Each aircraft shall give way to the right.

**78. [6-27/1/4]**

What action should the pilots of a glider and an airplane take if on a head-on collision course?

- A. The airplane pilot should give way to the left.
- B. The glider pilot should give way to the right.
- C. Both pilots should give way to the right.

**79. [6-27/2/1]**

An airplane and an airship are converging. If the airship is left of the airplane's position, which aircraft has the right of way?

- A. The airship.
- B. The airplane.
- C. Each pilot should alter course to the right.

**Aircraft Categories****80. [6-27/1/3]**

Which aircraft has the right of way over the other aircraft listed?

- A. Airship.
- B. Balloon.
- C. Gyroplane.

**81. [6-27/2/1]**

Which aircraft has the right of way over the other aircraft listed?

- A. Gyroplane.
- B. Airship.
- C. Aircraft refueling other aircraft.

**Overtaking****82. [6-27/2/2]**

When one aircraft is overtaking another, which has the right of way?

- A. The overtaking aircraft.
- B. The aircraft begin overtaken.
- C. The aircraft passing to the right.

**83. [6-27/2/2]**

When you're overtaking another aircraft you should

- A. alter your course to the left and pass well clear of the slower aircraft.
- B. alter your course to the right and pass well clear of the slower aircraft.
- C. fly directly over the top and buzz the slower, inconsiderate aircraft.

**Landing****84. [6-27/2/4]**

When two or more aircraft are approaching an airport for the purpose of landing, the right of way belongs to the aircraft

- A. that has the other to its right.
- B. that is the least maneuverable.
- C. at the lower altitude, but it shall not take advantage of this rule to cut in front of or to overtake another.

**FAR 91.115 Right of Way Rules: Water Operations****85. [6-28/1/2]**

A seaplane and a motorboat are on crossing courses. If the motorboat is to the left of the seaplane, which has the right of way?

- A. The motorboat.
- B. The seaplane.
- C. Both should alter course to the right.

**FAR 91.119 Minimum Safe Altitudes****86. [6-28/2/3]**

Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?

- A. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- B. An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.
- C. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

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### 87. [6-30/1/2]

Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over other than a congested area?

- A. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- B. An altitude of 500 feet AGL, except over open water or a sparsely populated area, which requires 500 feet from any person, vessel, vehicle, or structure.
- C. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

### 90. [6-30/1/2]

Except when taking off or landing, the minimum safe altitude required by the regulations for a pilot to operate an aircraft over other than a congested area is an A. altitude of 500 feet AGL, except over open water or a sparsely populated area, which requires 500 feet from any person, vessel, vehicle, or structure.

- B. altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface but never closer than 500 feet to a person.
- C. altitude of 2,000 feet above the highest obstacle within a horizontal radius of 1,000 feet.

## MINIMUM ALTITUDES WHEN OPERATING OVER A CONGESTED AREA



### 88. [6-29/1/2] Fill in the blanks:

Referring to the figure on the above, if the airplane shown is flying over a congested area, it must fly at a minimum altitude of \_\_\_\_\_ on its altimeter when operating within \_\_\_\_\_ feet of the building whose top is 920 feet MSL.

### 89. [6-29/1/2]

Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over congested areas?

- A. An altitude of 1,000 feet above any person, vessel, vehicle, or structure.
- B. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet of the aircraft.
- C. An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

### 91. [6-30/1/3]

Except when necessary for takeoff or landing, an aircraft may not be operated closer than what distance from any person, vessel, vehicle, or structure?

- A. 500 feet.
- B. 700 feet.
- C. 1,000 feet.

## FAR 121 Altimeter Settings

### 92. [6-31/1/1]

Prior to takeoff, the altimeter should be set to which altitude or altimeter setting?

- A. The current local altimeter setting, if available, or the departure airport elevation.
- B. The corrected density altitude of the departure airport.
- C. The corrected pressure altitude for the departure airport.

## FAR 91.123 Compliance with ATC Clearances and Instructions

### 93. [6-31/2/2]

When an ATC clearance has been obtained, no pilot in command may deviate from that clearance, unless that pilot obtains an amended clearance. The one exception to this regulation is

- A. when the clearance states "at pilot's discretion."
- B. an emergency.
- C. if the clearance contains a restriction.

### 94. [6-31/2/4]

An ATC clearance provides

- A. priority over all other traffic.
- B. adequate separation from all traffic.
- C. authorization to proceed under specified traffic conditions in controlled airspace.

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?

### **95. [6-32/See Emergency From an Emergency]**

What action, if any, is appropriate if the pilot deviates from an ATC instruction during an emergency and is given priority?

- A. Take no special action since you are pilot in command.
- B. File a detailed report within 48 hours to the chief of the appropriate ATC facility, if requested.
- C. File a report with the FAA Administrator, as soon as possible.

### **Light Signals in the Air**

#### **96. [6-33/1/2]**

If the aircraft's radio fails, what is the recommended procedure when landing at a controlled airport?

- A. Observe the traffic flow, enter the pattern, and look for a light signal from the tower.
- B. Enter a crosswind leg and rock the wings.
- C. Flash the landing lights and cycle the landing gear.

#### **97. [6-33/1/2]**

If your radio fails in flight under VFR conditions, you can

- A. enter the traffic pattern after observing the flow of traffic.
- B. enter the traffic pattern on the other side of the field so as not to disrupt traffic.
- C. fly opposite the direction of traffic but avoid other airplanes.

#### **98. [3-33/1/2]**

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- A. is cleared to land.
- B. should give way to other aircraft and continue circling.
- C. should return for landing.

#### **99. [6-33/1/3]**

A flashing green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- A. is cleared to land.
- B. should give way to other aircraft and continue circling.
- C. should return for landing.

### **100. [6-33/2/1]**

If the control tower uses a light signal to direct a pilot to give way to other aircraft and continue circling, the light will be

- A. flashing red.
- B. steady red.
- C. alternating red and green

### **101. [6-33/2/2]**

A flashing red light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- A. is cleared to land.
- B. should give way to other aircraft and continue circling.
- C. should not land at that airport.

### **102. [6-33/2/3]**

An alternating red and green light signal directed from the control tower to an aircraft in flight is a signal to

- A. hold position.
- B. exercise extreme caution.
- C. not land; the airport is unsafe.

### **103. [6-33/2/3]**

While on final approach for landing, an alternating green and red light followed by a flashing red light is received from the control tower. Under these circumstances, the pilot should

- A. discontinue the approach, fly the same traffic pattern and approach again, and land.
- B. exercise extreme caution and abandon the approach, realizing the airport is unsafe for landing.
- C. abandon the approach, circle the airport to the right, and expect a flashing white light when the airport is safe for landing.

### **Light Signals on the Ground**

#### **104. [6-33/3/4]**

Which light signal from the control tower clears a pilot to taxi?

- A. Flashing green.
- B. Steady green.
- C. Flashing white.

#### **105. [6-33/3/4]**

Which light signal from the control tower clears a pilot for takeoff?

- A. Flashing green.
- B. Steady green.
- C. Flashing white.

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## **106. [6-33/1/1]**

Which light signal from the control tower indicates that a pilot should stop his or her taxi?

- A. Flashing green.
- B. Steady red.
- C. Flashing white.

## **107. [6-33/1/2]**

A flashing red light signal from the control tower to a taxiing aircraft is an indication to

- A. taxi at a faster speed.
- B. taxi clear of the runway in use.
- C. return to the starting point on the airport.

## **108. [6-33/1/3]**

A flashing white light signal from the control tower to a taxiing aircraft is an indication to

- A. taxi at a faster speed.
- B. taxi only on taxiways and not cross runways.
- C. return to the starting point on the airport.

## **109. [6-31/2/3]**

An alternating red and green light signal directed from operation to the control tower to a taxiing aircraft is a signal to

- A. hold position.
- B. exercise extreme caution.
- C. not land; the airport is unsafe.

## **FAR 91.126 Operating on or in the Vicinity of an Airport in Class G Airspace**

## **110. [6-34/3/2]**

Unless otherwise indicated, when approaching to

land at an airport without an operating control tower in

Class G airspace, each pilot of an airplane must

- A. make all turns to the left.
- B. make all turns to the right.
- C. make all turns to give the passengers a good view.

## **FAR 91.127 Operating on or in the Vicinity of an Airport in Class E Airspace**

## **111. [6-35/1/3]**

Unless otherwise indicated, when approaching to land at an airport without an operating control tower in

Class E airspace, each pilot of an airplane must

- A. make all turns to the left.
- B. make all turns to the right.
- C. make all turns to give the passengers a good view.

## **FAR 91.128 Operations in Class D Airspace**

## **130. [6-36/1/1]**

Fill in the blank:  
Class D airspace generally extends upwards from the surface to \_\_\_\_\_ feet above the ground.

## **113. [6-36/1/1]**

The lateral dimensions of Class D airspace are based on

- A. the number of airports that lie within the Class D airspace.
- B. 5 statute miles from the geographical center of the primary airport.
- C. the instrument procedures for which the controlled airspace is established.

## **114. [6-36/1/2]**

Airspace at an airport with a part-time control tower is classified as Class D airspace only

- A. when the weather minimums are below basic VFR.
- B. when the associated control tower is in operation.
- C. when the associated Flight Service Station is in

## **115. [6-36/1/2]**

The purpose of a control tower is to provide information and instructions to

- A. student pilots only.
- B. all pilots except those flying balloons near the primary airport within that airspace.
- C. airplanes taking off or landing at the primary airport within that airspace.

## **116. [6-36/1/3]**

The minimum equipment required to operate within Class D airspace is

- A. a GPS receiver.
- B. a two-way radio.
- C. an interrocity.

## **117. [6-36/1/3]**

Unless otherwise authorized, two-way radio communication with Air Traffic Control is required for landings in or takeoffs

- A. at all tower controlled airports regardless of weather conditions.
- B. at all tower controlled airports only when weather conditions are less than VFR.
- C. at all tower controlled airports within Class D airspace only when weather conditions are less than VFR.

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?

### 118. [6-36/1/4]

In order to fly through Class D airspace or land at the primary airport, you must

- A. establish two-way radio communication with the ATC facility responsible for that airspace.
- B. establish two-way radio communication with any airplanes in that airspace.
- C. establish two-way radio communication with the nearest Flight Service Station only.

### 119. [6-36F34/2/4]

If another airport without an operating control tower lies within the boundaries of Class D airspace and you're interested in landing there, you must

- A. fly directly to that airport without interfering in the primary airport's traffic pattern.
- B. establish two-way radio communication only if you'll be overflying the primary airport.
- C. establish two-way radio communication with the air traffic control tower at the primary airport before entering this airspace.

### 120. [6-36/2/6]

If you're taking off from a non-tower satellite airport within Class D airspace do you still need to call the ATC facility for the primary airport?

- A. No.
- B. Yes.
- C. Only if you want to.

### 121. [6-37/1/3]

If you're approaching to land on a runway served by a visual approach slope indicator (VASI), you must

- A. stay at or above the glideslope (until a lower altitude is necessary).
- B. always remain 500 feet above any structure.
- C. use the VASI only if it won't mess up a good landing.

### 122. [6-37/2/2]

If instructed by ground control to taxi to Runway 9, the pilot may proceed

- A. to the next intersecting runway where further clearance is required to cross any intersecting runway(s).
- B. via taxiways and across runways to, but not onto Runway 9.
- C. via taxiways and across runways to Runway 9, where an immediate takeoff may be made.

### FAR 91.130 Operations in Class C Airspace

### 123. [6-38F36/1/1]

The physical dimensions of Class C airspace consist of a lower section having a radius of \_\_\_\_\_ nautical miles and extending vertically from the ground to \_\_\_\_\_ feet above the airport elevation.

- A. 5 & 2,500
- B. 10 & 4,000
- C. 5 & 4,000

### Traffic Patterns

### 124. [6-38/2/4]

If you're taking off or landing at a satellite airport within Class C airspace, you must

- A. overfly the primary airport at or above 2,500 before entering the pattern at the satellite airport.
- B. comply with the FAA arrival and departure traffic pattern established for that airport.
- C. be squawking 1200 on your transponder only.

### Communications - Arrival or Through Flight

### 125. [6-38/2/5]

If you want to land at the primary airport in Class C airspace, or if you just want to fly through that airspace, you must

- A. establish and maintain two-way radio communication with the facility providing air traffic services prior to entering that airspace.
- B. establish and maintain two-way radio communication with the FSS nearest the primary airport.
- C. establish two-way radio communication and, once established, it's not necessary to maintain communication with ATC.

### 126. [6-38/2/5]

Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the area prior to entering which class airspace?

- A. Class C.
- B. Class E.
- C. Class G.

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## Communications - Departing Flight

### **127. [6-38/3/2]**

If you're departing the primary airport within Class C airspace, you must

- establish and maintain two-way radio communication with the radar controller prior to departure.
- establish transponder reception with the tower prior to departure.
- establish and maintain two-way radio communication with the tower prior to departure.

### **128. [6-38/3/2]**

If you're departing a nontower satellite airport lying within the surface boundaries of Class C airspace, you must

- establish and maintain two-way radio communication with the FSS having jurisdiction over that airspace.
- establish and maintain two-way radio communication with the approach or departure control facility having jurisdiction over that airspace.
- establish and maintain two-way radio communication with any ATC facility.

## Equipment Requirements

### **129. [6-38/3/3]**

The minimum equipment required to operate within Class C airspace is

- a transponder with altitude reporting capability.
- a two-way radio with altitude reporting capability.
- a two-way radio and a transponder with altitude reporting capability.

## FAR 91.131 Operations in Class B Airspace

### **130. [6-38/1/1]**

Class B airspace usually extends up to

- 2,500 feet MSL.
- 4,000 feet MSL.
- 10,000 feet MSL.

### **131. [6-39/2/2 & 6-45/2/3]**

With certain exceptions, all aircraft within 30 miles of a Class B primary airport from the surface upward to 10,000 feet MSL must be equipped with

- an operable VOR or TACAN receiver and an ADF receiver.
- instruments and equipment required for IFR operations.
- an operable transponder having either Mode S or 4096 - code capability with Mode C automatic altitude reporting capability.

### **132. [6-39/1/1]**

Class B airspace usually extends up to \_\_\_\_\_ feet MSL and often has \_\_\_\_\_ dimensions of many miles.

- 2,500, vertical
- 4,000, horizontal
- 10,000, horizontal

## Operating Rules

### **133. [6-39/1/3]**

Before you can enter Class B airspace you'll need \_\_\_\_\_ from the ATC facility having jurisdiction over that airspace.

- a clearance
- to establish and receive two-way radio communication
- a transponder code

## Pilot Requirements

### **134. [6-39/1/4]**

What minimum pilot certification is required for operation within Class B airspace?

- Sport pilot or student pilot certificate with appropriate logbook endorsements.
- Commercial pilot certificate.
- Private pilot certificate.

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?

Equipment Required	FAR 91.159 VFR Cruising Altitude or Flight Level
<b>135. [6-39/2/2]</b> The minimum equipment required to operate within Class B airspace is a A. a transponder with altitude encoding capability and, for IFR operations, a functioning VOR receiver. B. two-way radio with all the frequencies needed for communication with ATC, a transponder with altitude encoding capability and, for IFR operations, a functioning VOR receiver. C. two-way radio with all the frequencies needed for communication with ATC and a functioning VOR receiver.	<b>139. [6-41/2/4]</b> VFR cruising altitudes pertain only to VFR flights operating more than _____ feet above the surface, A. 2,500 B. 4,000 C. 3,000
<b>FAR 91.133 Restricted and Prohibited Area</b>	<b>140. [6-41/2/4]</b> What VFR cruising altitude is acceptable when operating on a Victor Airway while on a magnetic course of 175 degrees? A. 4,500 feet. B. 5,000 feet. C. 5,500 feet.
<b>136. [6-40/1/1/1/1]</b> Under what condition, if any, may pilots fly through a restricted area? A. When flying on airways with an ATC clearance. B. With the controlling agency's authorization. C. Regulations do not allow this.	<b>141. [6-41/2/4]</b> What cruising altitude is appropriate for a VFR flight on a magnetic course of 135 degrees? A. Even thousands. B. Even thousands plus 500 feet. C. Odd thousands plus 500 feet.
<b>FAR 91.145 TFRs Covering Aerial Demonstrations and Sporting Events</b>	<b>142. [6-41/2/4]</b> What VFR cruising altitude is appropriate when flying above 3,000 feet AGL on a magnetic course of 185 degrees? A. 4,000 feet. B. 4,500 feet. C. 5,000 feet.
<b>137. [6-41/1/5]</b> The best place to check for TFRs is: A. Flight service B. Your local flight school C. The Airport/Facility Directory	<b>143. [6-41/2/4]</b> Each person operating an aircraft at a VFR cruising altitude shall maintain an odd-thousand plus 500-foot altitude while on a A. magnetic heading of 0 degrees through 179 degrees. B. magnetic course of 0 degrees through 179 degrees. C. true course of 0 degrees through 179 degrees.
<b>FAR 91.151 Fuel Requirements for Flight in VFR Conditions</b>	
<b>138. [6-41/2/1]</b> What is the specific fuel requirement for flight under VFR during daylight hours in an airplane? A. Enough to complete the flight at normal cruising speed with adverse wind conditions. B. Enough to fly to the first point of intended landing and to fly after that for 30 minutes at normal cruising speed. C. Enough to fly to the first point of intended landing and to fly after that for 45 minutes at normal cruising speed.	

**Note:** All questions dealing with VFR weather minimums (FAR 91.155 & 91.157) are covered in Chapter 9

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### FAR 91.203 Civil Aircraft: Certifications Required 149. [6-43/1/2]

#### 144. [6-42/1/5]

In addition to a valid airworthiness certificate, what documents or records must be aboard an aircraft during flight?

- A. Aircraft engine and airframe logbooks, and owner's manual.
- B. Radio operator's permit, and repair and alteration forms.
- C. Operating limitations and registration certificate.

#### 145. [6-42/2/1]

How long does the airworthiness certificate of an aircraft remain valid?

- A. As long as the aircraft has a current registration certificate.
- B. Indefinitely, unless the aircraft suffers major damage.
- C. As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.

#### 146. [6-42/1/5F40/AII]

In regard to preflighting an aircraft, what is the minimum expected of a pilot prior to every flight?

- A. Fill the fuel tanks regardless of the distance or time you plan to fly.
- B. Let the mechanic do the walkaround inspection.
- C. Check the required documents aboard the aircraft.

#### 147. [6-42/2/2]

The airworthiness certificate must be displayed where it's visible to \_\_\_\_\_.

- A. passengers or crew
- B. crew members only
- C. an FAA inspector

### FAR 91.207 Emergency Locator Transmitters

#### 148. [6-43/1/1 & 6-43/3/1]

When activated, an emergency locator transmitter (ELT) transmits on

- A. 118.0 and/or 118.8 MHz and/or 406 MHz.
- B. 121.5 and/or 243.0 MHz and/or 406 MHz.
- C. 123.0 and/or 119.0 MHz and/or 406 MHz.

Which procedure is recommended to ensure that the emergency locator transmitter (ELT) has not been activated?

- A. Turn off the aircraft ELT after landing.
- B. Ask the airport tower if they are receiving an ELT signal.
- C. Monitor 121.5 before engine shutdown.

#### 150. [6-43/2/1]

When must batteries in an emergency locator transmitter (ELT) be replaced or recharged, if rechargeable?

- A. After any inadvertent activation of the ELT.
- B. When the ELT has been in use for more than 1 cumulative hour.
- C. When the ELT can no longer be heard over the airplane's communication radio receiver.

#### 151. [6-43/2/1]

When are non-rechargeable batteries of an emergency locator transmitter (ELT) required to be replaced?

- A. Every 24 months.
- B. When 50 percent of their useful life expires.
- C. At the time of each 100-hour or annual inspection.

#### 152. [6-43/2/1]

When must the battery in an emergency locator transmitter (ELT) be replaced (or recharged if the battery is rechargeable)?

- A. After half the battery's useful life.
- B. During each annual and 100 hour inspection.
- C. Every 24 calendar months.

#### 153. [6-43/2/1] [Only for 121.5 ELT's]

When may old style 121.5 MHz an emergency locator transmitters (ELT) be tested?

- A. Anytime.
- B. At 15 and 45 minutes past the hour.
- C. During the first five minutes after the hour.

### FAR 91.209 Aircraft Lights

#### 154. [6-43/2/2]

An emergency locator transmitter (ELT) must be inspected within \_\_\_\_\_ calendar months after the last inspection.

- A. 12
- B. 24
- C. 36

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?

**155. [6-44/1/2]** Fill in the blanks: ] Fill in the blanks:  
Airplanes need to have their position lights on from \_\_\_\_\_ to \_\_\_\_\_.

**156. [6-44/1/2]**

Except in Alaska, during what time period should lighted position lights be displayed on an aircraft?  
A. End of evening civil twilight to the beginning of morning civil twilight.  
B. 1 hour after sunset to 1 hour before sunrise.  
C. Sunset to sunrise.

**157. [6-44/3/2]**

Airplanes with an anticollision light system must have these lights \_\_\_\_\_ when the airplane is in operation.  
A. on at all times  
B. on from sunrise to sunset  
C. off

**158. [6-44/3/2]**

Pilots are allowed to turn off the anticollision lighting system  
A. if the pilot in command determines, because of the operating conditions, it is unsafe.  
B. if the passengers determine, because of the operating conditions, it is unsafe.  
C. if the pilot in command simply feels like doing so in retaliation to being oppressed by the man.

### FAR 91.215 ATC Transponder and Altitude Reporting Equipment and Use

**159. [6-45/2/2]**

An operable 4096-code transponder with an encoding altimeter is required in which airspace?  
A. Class A, Class B (and within 30 miles of the Class B primary airport), and Class C.  
B. Class D and Class E (below 10,000 feet MSL).  
C. Class D and Class G (below 10,000 feet MSL).

**160. [6-46/1/3]**

If your transponder or its Mode C capability fails in flight or fails at some intermediate stop on a cross country flight, it's possible that ATC can provide an on-the-spot waiver if you  
A. call the Center or approach controller with your request if you intend to fly in any of the areas or airspace in which a transponder is required.  
B. continue flying in any of the airspace requiring a transponder but just don't tell anyone.  
C. call the nearest FSS and explain your problem to them.

**161. [6-43/1/3]** Fill in the blank:

If you don't have a transponder, then ATC wants at least \_\_\_\_\_ hour(s) notice before they approve flight in an area requiring a transponder.

**162. [6-46/1/4]**

With certain exceptions, when must each occupant of an aircraft wear an approved parachute?  
A. When a door is removed from the aircraft to facilitate parachute jumpers.  
B. When intentionally pitching the nose of the aircraft up or down 30 degrees or more.  
C. When intentionally banking in excess of 30 degrees.

### Maintenance and Inspections on Experimental Amateur-built Aircraft (LSA-definition)

**163. [6-51/1/3]**

The responsibility for ensuring that maintenance personnel make the appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service lies with the  
A. owner or operator.  
B. pilot in command.  
C. mechanic who performed the work.

### FAR 91.327 Aircraft Having a Special Airworthiness Certificate in the Light-Sport Category: Operating Limitations

**164. [6-54/1/3]**

The responsibility for ensuring that an aircraft is maintained in an airworthy condition is primarily that of the  
A. pilot in command.  
B. owner or operator.  
C. mechanic who performs the work.

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### **165. [6-54/1/4]**

An aircraft's condition inspection was performed on July 12, this year. The next condition inspection will be aircraft. What paperwork is required?

- July 1, next year.
- July 13, next year.
- July 31, next year.

### **166. [6-54/1/4]**

What aircraft inspections are required for rental aircraft that are also used for flight instruction?

- Annual and 100 hour inspections.
- Biannual and 100 hour inspections.
- Annual and 50 hour inspections.

### **167. [6-54/2/1]**

An aircraft had a 100 hour inspection when the tachometer read 1259.6. When is the next 100 hour inspection due?

- 1349.6 hours.
- 1359.6 hours.
- 1369.6 hours.

### **168. [6-54/2/10]**

Who has the final say as to whether or not an owner can perform preventative maintenance on her SLSA?

- The FAA
- The owner's mechanic
- The aircraft and/or engine manufacturer

### **169. [6-55/1/1]**

How does one typically obtain information about safety directives that affect a particular model of SLSA?

- The manufacturer mails them to the owner
- By checking the FAA maintenance library
- By checking the manufacturers web site

### **170. [6-56/2/2]**

What level of authorization is required to perform a major alteration or repair to an SLSA?

- Only a logbook signature by the mechanic who did the work
- Authorization by the aircraft manufacturer
- An FAA form 337 field approval

### **171. [6-57/1/2]**

Preventive maintenance has been performed on an aircraft. What paperwork is required?

- A full, detailed description of the work done must be entered in the airframe logbook.
- The date the work was completed, and the name of the person who did the work must be entered in the airframe and engine logbook.
- The signature, certificate number, and kind of certificate held by the person proving the work and a description of the work must be entered in the aircraft maintenance records.

### **172. [6-57/1/1]**

Which operation would be described as preventive maintenance?

- Servicing landing gear wheel bearings.
- Alteration of main seat support brackets.
- Engine adjustments to allow automotive gas to be used.

### **173. [6-57/1/1]**

Which operation would be described as preventive maintenance?

- Repair of landing gear brace struts.
- Replenishing hydraulic fluid.
- Repair of portions of skin sheets by making additional seams.

### **174. [6-57/1/1]**

Who may perform preventive maintenance on an SLSA and approve it for return to service?

- Student or recreational pilot.
- Sport or private pilot.
- None of the above.

### **FAR 91.411/413 Altimeter and Transponder Inspections**

### **175. [6-57/1/3]**

No person may use an ATC transponder unless it has been tested and inspected within at least the preceding

- 6 calendar months.
- 12 calendar months.
- 24 calendar months.

## Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?

### 176. [6-57/1/3]

Maintenance records show the last transponder inspection was performed on September 1, 1993. The next inspection was due no later than

- A. September 30, 1994.
- B. September 1, 1995.
- C. September 30, 1995.

### NTSB 830.5 Immediate Notification

### 177. [6-58/1/7]

If an aircraft is involved in an accident that results in substantial damage to the aircraft, the nearest NTSB field office should be notified

- A. immediately.
- B. within 48 hours.
- C. within 7 days.

### 178. [6-58/1/7]

Which incident requires an immediate notification to the nearest NTSB field office?

- A. A forced landing due to engine failure.
- B. Landing gear damage due to a hard landing.
- C. Flight control system malfunction or failure.

### 179. 6-58/1/7]

Which incident would necessitate an immediate notification to the nearest NTSB field office?

- A. An in-flight generator/alternator failure.
- B. An in-flight fire.
- C. An in-flight loss of VOR receiver capability.

### 180. [6-58/1/7]

Which incident requires an immediate notification be made to the nearest NTSB field office?

- A. A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's cockpit displays which you know as your primary flight display
- B. An in-flight radio communications failure.
- C. An in-flight generator or alternator failure.

### NTSB 830.10 Preservation of Aircraft Wreckage, Mail, Cargo and Records

### 181. [6-58/2/4]

May aircraft wreckage be moved prior to the time the NTSB takes custody?

- A. Yes, but only if moved by a federal, state, or local law enforcement officer.
- B. Yes, but only to protect the wreckage from further damage.
- C. No, it may not be moved under any circumstances.

### NTSB 830.15 Reports And Statements to Be Filed

### 182. [6-58/2/5]

The operator of an aircraft that has been involved in an accident is required to submit a report to the nearest field office of the NTSB

- A. within 7 days.
- B. within 10 days.
- C. when requested.

### 183. [6-58/2/5]

The operator of an aircraft that has been involved in an incident is required to submit a report to the nearest field office of the NTSB

- A. within 7 days.
- B. within 10 days.
- C. when requested.

### 184. [6-58/2/5]

How many days after an accident is a report required to be filed with the nearest NTSB field office?

- A) 2.
- B) 7.
- C) 10.

### FAR 91.407 Operating After Maintenance, Preventative Maintenance, Rebuilding or Alteration

### 185. [6-60/1/2]

If an alteration or repair substantially affects an aircraft's operation in flight, that aircraft must be test flown by an appropriately rated pilot and approved for return to service prior to being operated

- A. by any private pilot.
- B. with passengers aboard.
- C. for compensation or hire.

### 186. [6-60/1/2]

Before passengers can be carried in an aircraft that has been altered in a manner that may have appreciably changed its flight characteristics, it must be flight tested by an appropriately-rated pilot who holds at least a

- A. commercial pilot certificate with an instrument rating.
- B. private pilot certificate.
- C. commercial pilot certificate and a mechanic's certificate.

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**187. [6-60/1/4]** Fill in the blanks:

A \_\_\_\_\_ or \_\_\_\_\_ pilot may perform preventive maintenance on an aircraft with a standard airworthiness certificate and approve it for a return to service.

## FAR 91.417 Maintenance Records

**188. [6-61/1/2]**

Completion of a condition inspection and the return of the aircraft to service should always be indicated by

- A. the relicensing date on the registration certificate.
- B. an appropriate notation in the aircraft maintenance records.
- C. an inspection sticker placed on the instrument panel that lists the annual inspection completion date.

**189. [6-61/1/2]**

To determine the expiration date of the last condition inspection, a person should refer to the

- A. airworthiness certificate.
- B. registration certificate.
- C. aircraft maintenance records.

**190. [6-61/1/2]**

Who is responsible for ensuring Airworthiness Directives (ADs) are complied with?

- A. Mechanic with inspection authorization (IA).
- B. Owner or operator.
- C. Repair station.

**192. [6-61/1/2]**

The airworthiness of an aircraft can be determined by a preflight inspection and a

- A. statement from the owner that the aircraft is airworthy.
- B. logbook endorsement from a flight instructor.
- C. review of the maintenance records.

**193. Bonus Question [General Knowledge]**

How should an aircraft preflight inspection be accomplished for the first flight of the day?

- A. Quick walk around with a check of gas and oil.
- B. Any sequence as determined by the pilot in command.
- C. Thorough and systematic means recommended by the manufacturer.

**194. Bonus Question [General Knowledge]**

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

**195. Bonus Question [General Knowledge]**

What should an owner or operator know about airworthiness directives (ADs)?

- A. They are for informational purposes only.
- B. They are voluntary.
- C. They are mandatory.

**196. Bonus Question [General Knowledge]**

If necessary, for an airplane with a standard airworthiness certificate, the 100 hour time limit may be exceeded by not more than \_\_\_\_\_ hours to reach a place where the inspection can be done.

- A. 5
- B. 10
- C. 25

**197. Bonus Question [General Knowledge]**

What regulation allows a sport pilot to perform preventive maintenance on an SLSA?

- A. 14 CFR Part 43.7.
- B. 14 CFR Part 91.403.
- C. 14 CFR Part 61.113.

**198. Bonus Question [General Knowledge]**

Unless otherwise specifically authorized, no person may operate an aircraft that has an experimental certificate

- A. beneath the floor of Class B airspace.
- B. over a densely populated area or on a congested airway.
- C. from the primary airport within Class D airspace.

**199. Bonus Question [General Knowledge]**

What regulation allows a sport pilot to perform preventive maintenance on an SLSA?

- A. 14 CFR Part 43.7.
- B. 14 CFR Part 91.403.
- C. 14 CFR Part 61.113.

**Chapter 6 - Federal Aviation Regulations: How FAR Can We Go?**

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- |       |                  |
|-------|------------------|
| 1. C  | 55. C            |
| 2. B  | 56. A            |
| 3. A  | 57. B            |
| 4. A  | 58. B            |
| 5. B  | 59. B            |
| 6. A  | 60. C            |
| 7. C  | 61. A            |
| 8. A  | 62. A            |
| 9. A  | 63. B            |
| 10. C | 64. alternate    |
| 11. C | 65. C            |
| 12. A | 66. C            |
| 13. B | 67. A            |
| 14. C | 68. C            |
| 15. B | 69. A            |
| 16. C | 70. A            |
| 17. C | 71. B            |
| 18. C | 72. B            |
| 19. B | 73. A            |
| 20. B | 74. collision    |
| 21. C | 75. C            |
| 22. A | 76. B            |
| 23. C | 77. B            |
| 24. B | 78. C            |
| 25. C | 79. A            |
| 26. C | 80. B            |
| 27. B | 81. C            |
| 28. C | 82. B            |
| 29. A | 83. B            |
| 30. C | 84. C            |
| 31. C | 85. B            |
| 32. C | 86. A            |
| 33. B | 87. B            |
| 34. A | 88. 1,920, 2,000 |
| 35. B | 89. C            |
| 36. A | 90. A            |
| 37. B | 91. A            |
| 38. A | 92. A            |
| 39. A | 93. B            |
| 40. B | 94. C            |
| 41. A | 95. B            |
| 42. A | 96. A            |
| 43. B | 97. A            |
| 44. A | 98. A            |
| 45. C | 99. C            |
| 46. C | 100. B           |
| 47. A | 101. C           |
| 48. B | 102. B           |
| 49. C | 103. B           |
| 50. B | 104. A           |
| 51. A | 105. B           |
| 52. B | 106. B           |
| 53. A | 107. B           |
| 54. B | 108. C           |
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109. B                            162. B  
110. A                            163. A  
111. A                            164. B  
112. 2,500                      165. C  
113. C                            166. A  
114. B                            167. B  
115. C                            168. C  
116. B                            169. C  
117. A                            170. B  
118. A                            171. C  
119. C                            172. A  
120. B                            173. B  
121. A                            174. B  
122. A                            175. C  
123. C                            176. C  
124. B                            177. A  
125. A                            178. C  
126. A                            179. B  
127. C                            180. A  
128. B                            181. B  
129. C                            182. B  
130. C                            183. C  
131. C                            184. C  
132. C                            185. B  
133. A                            186. B  
134. A                            187. private,  
135. B                                    commercial  
136. B                            188. B  
137. A                            189. C  
138. B                            190. A  
139. C                            191. B  
140. C                            192. C  
141. C                            193. C  
142. B                            194. A  
143. B                            195. C  
144. C                            196. B  
145. C                            197. A  
146. C                            198. B  
147. A                            199. B  
148. B  
149. C  
150. B  
151. B  
152. A  
153. C  
154. A  
155. sunset,  
                sunrise  
156. C  
157. A  
158. A  
159. A  
160. A  
161. one
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