

## Sport Pilot Stage 2 Exam—Chapters 6-12

1. The numbers 9 and 27 on a runway indicate that the runway is oriented approximately

- 009 degrees and 027 degrees true.
- 090 degrees and 270 degrees true.
- 090 degrees and 270 degrees magnetic.

2. 14. [7-6/3/2]

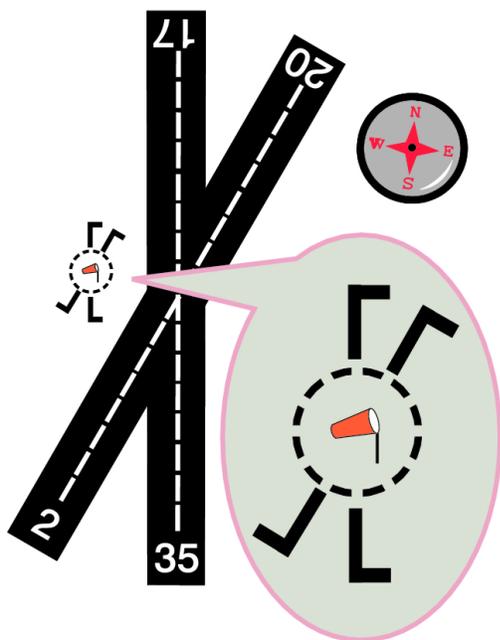
Civilian airports with runway lights may be identified by a

- flashing green and white rotating beacon.
- flashing yellow light.
- blue lighted square landing light.

3. Before entering the traffic pattern at uncontrolled airports, you are expected to

- observe the flow of traffic and conform to the traffic pattern in use.
- observe traffic and maneuver any way as long as you don't cause a traffic conflict.
- fly a traffic pattern that requires the least amount of maneuvering.

### TRAFFIC PATTERN INDICATOR



4. (Referring to the figure above)  
The segmented circle indicates that a landing on Runway 20 will be with a

- right-quartering headwind.
- left-quartering headwind.
- left-quartering tailwind.

5. What is the recommended communication procedure when inbound to land at Shafter-Minter Airport in the figure below?

- Broadcast intentions when 10 miles out on the CTAF/MULTICOM frequency, 122.9 MHz.
- Contact UNICOM when 10 miles out on 122.8 MHz.
- Circle the airport in a left turn prior to entering traffic.



6. Automatic Terminal Information Service (ATIS) is the continuous broadcast of recorded information concerning

- pilots of radar-identified aircraft whose aircraft is in dangerous proximity to terrain or to an obstruction.
- non-essential information to reduce frequency congestion.
- non-control information in selected high-activity terminal areas.

7. An on-glide slope indication from a tri-color VASI is

- a white light signal.
- a green light signal.
- an amber light signal.

8. Who has final authority to accept or decline any land and hold short (LAHSO) clearance?

- Owner/operator.
- Pilot-in-command.
- Second-in-command.

9. The Federal Communications Commission (FCC) assigns frequencies ranging from \_\_\_\_\_ megahertz (MHz) to \_\_\_\_\_ MHz for aviation use.

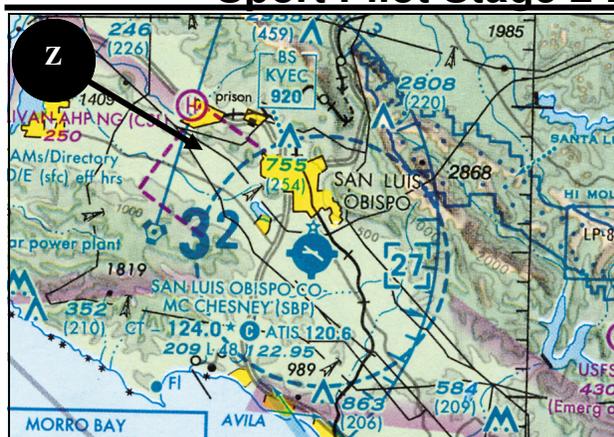
- 200, 850
- 118.0, 135.975
- 119.7, 149.325

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**EAGLE CO REGIONAL** (EGE) 4 W UTC-7(-6DT) N39°38.55' W106°55.06' **DENVER**  
6535 B S4 FUEL 100, 100LL, JET A1, JET A1 + OX 1, 3 ARFF Index C **H-2C, L-5D, 6E, 8F**  
**RWY 07-25:** H8000X150 (ASPH—GRVL) S-60, D-115 MIRL **IAP**  
**RWY 07:** REIL. Tree. Rgt tfc. 0.9% up. **RWY 25:** MALSf. PAPI(P4L)—GA 3.0° TCH 45'. 1.1% down.  
**AIRPORT REMARKS:** Attended 1400-0200Z±. CLOSED to unscheduled air carrier operations with more than 30 passenger seats except PPR call arpt manager 970-524-9490. High unmarked terrain all quadrants. Ng't ops discouraged to pilots unfamiliar with arpt. Rwy 07 mountain top 10:1 clearance 12000' from thld 1500' left of rwy centerline extended. Recommend all acft departing Rwy 25 initiate a left turn as soon as altitude and safety permit to avoid high terrain. Extensive military helicopter training operations surface to 1000' AGL within 25 NM radius Eagle Co Arpt 1330-0500Z±. No snow removal at nights. Rwy 25 PAPI only visible to 6° left of centerline due to terrain. After 0300Z± ACTIVATE MALSf Rwy 25 MIRL Rwy 07-25, PAPI Rwy 25 and REIL Rwy 07—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 135.575 (970) 524-7386.  
**COMMUNICATIONS:** CTAF 118.2 **UNICOM** 122.95  
**DENVER FSS** (DEN) TF 1-800-WX-BRIEF. NOTAM FILE EGE.  
**RCO** 122.2 (DENVER FSS)  
**DENVER CENTER APP/DEP CON** 134.5  
**TOWER** 118.2 FCT (1400-0200Z±) VFR only. **GND CON** 121.8  
**AIRSPACE:** CLASS D svc 1400-0200Z± other times CLASS E.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.  
**SNOW (L) VORW/DME** 109.2 SXW Chan 29 N39°37.77' W106°59.47' 065° 3.5 NM to fld. 8060/12E. Unmonitored.  
**ILS/DME** 110.1 I-EGE Chan 38 Rwy 25 (LOC only). LOC/DME unmonitored.

10. When flying Cessna N2132B, the proper phraseology for initial contact with Tulane FSS is
- A. "TULANE RADIO, CESSNA TWO ONE THREE TWO BRAVO, RECEIVING MOTOWN VORTAC, OVER."  
B. "TULANE STATION, CESSNA TWO ONE THREE TWO BEE, RECEIVING MOTOWN VORTAC, OVER."  
C. "TULANE FLIGHT SERVICE STATION, CESSNA NOVEMBER THREE TWO BRAVO, RECEIVING MOTOWN VORTAC, OVER."
11. HIWAS is a continuous broadcast of in-flight \_\_\_\_\_ advisories.
- A. FAA inspector location  
B. weather  
C. Notam
12. (See figure above.) What is the recommended communications procedure for landing at Eagle County airport during the hours when the tower is not in operation?
- A. monitor airport traffic and announce your position and intentions on 118.2 MHz.  
B. contact UNICOM on 122.95 MHz for traffic advisories.  
C. monitor ATIS for airport conditions, then announce your position on 122.95 MHz.
13. When making routine transponder code changes, pilots should avoid inadvertent selection of which codes?
- A. 0700, 1700, 7000  
B. 1200, 1500, 7000  
C. 7500, 7600, 7700
14. Class C service provides \_\_\_\_\_ service, \_\_\_\_\_ between all IFR and VFR aircraft, and \_\_\_\_\_ of the VFR arrivals to the primary airport .
- A. vector, sightseeing, sequencing  
B. basic radar, 1,000 foot separation, sequencing  
C. basic radar, separation, sequencing
15. Sport pilots must always maintain a minimum of:
- A. 1sm flight or surface visibility  
B. 3sm flight or surface visibility  
C. 5sm flight or surface visibility
16. The minimum distance from clouds required for VFR operations on an airway (most airways begin at 1,200 feet AGL) below 10,000 feet MSL is
- A. remain clear of clouds.  
B. 500 feet below, 1,000 feet above, and 2,000 feet horizontally.  
C. 500 feet above, 1,000 feet below, and 2,000 feet horizontally.

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17. Referring to the figure above, the visibility and cloud clearance requirements for a sport pilot to operate VFR during daylight hours in the Class E extension (point Z) of San Luis Obispo's airport at more than 700 feet AGL are

- A. 3 miles and clear of clouds.
- B. 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from each cloud.
- C. 3 miles and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from each cloud.

18. What minimum visibility and clearance from clouds are required of sport pilots in Class G airspace at 1,200 feet AGL or below during daylight hours?

- A. 1 mile visibility and clear of clouds.
- B. 3 miles visibility and clear of clouds.
- C. 3 miles visibility, 500 feet below the clouds.



19. Referring to the figure above, if the flight visibility is only one statute mile, what is the maximum height AGL you can fly when departing Oceano airport to the northwest?

- A. 1,200 feet AGL.
- B. 700 feet AGL.
- C. sport pilots cannot operate with 1sm visibility

20. 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.

21. What minimum radio equipment is required for operation within Class C airspace?

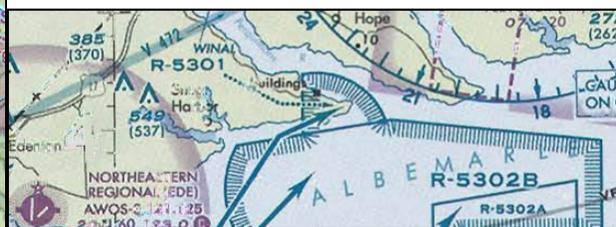
- A. Two-way radio communication equipment and a 4096-code transponder.
- B. Two-way radio communication equipment, a 4096-code transponder, and DME.
- C. Two-way radio communication equipment, a 4096-code transponder, and an encoding altimeter.

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

- A. Airline transport pilot certificate.
- B. Sport pilot certificate or student pilot certificate with appropriate logbook endorsements.
- C. Private pilot certificate. with an instrument rating.

23. Recall that in a TRSA, ATC provides \_\_\_\_\_ between all participating VFR aircraft and all IFR aircraft.

- A. separation
- B. sequencing and separation
- C. 1,000 feet separation



24. (Refer to the figure above.) What hazards to aircraft may exist in restricted areas such as R-5302B?

- A) Unusual, often invisible, hazards such as aerial gunnery or guided missiles.
- B) Military training activities that necessitate acrobatic or abrupt flight maneuvers.
- C) High volume of pilot training or an unusual type of aerial activity.

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25. What ATC facility should the pilot contact to receive a special VFR departure clearance in Class D airspace?

- A. Automated Flight Service Station.
- B. Air Traffic Control Tower.
- C. Air Route Traffic Control Center.

26. Changes on the sectional chart occurring prior to the next publication cycle can be found in the

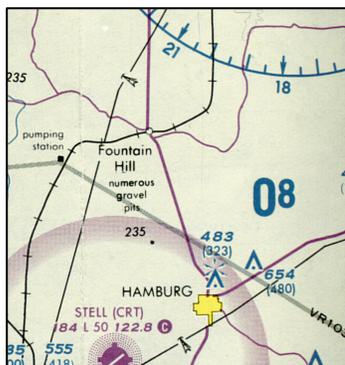
- A. FARs.
- B. pilots operating handbook.
- C. Airport/Facility Directory.

27. On a sectional chart, contour lines are commonly spaced at intervals of

- A. 500 feet.
- B. 100 feet.
- C. 200 feet.

28. Maximum elevation figures (MEFs) represent the highest elevation of terrain and other obstacles (towers, trees, etc.) within \_\_\_\_\_.

- A. any area on the chart
- B. a quadrangle
- C. a magenta bordered area



29. Referring to the figure above, what minimum altitude is required to fly over the lighted obstacle located just north of the city of Hamburg? (Assume that the entire area is a congested area.)

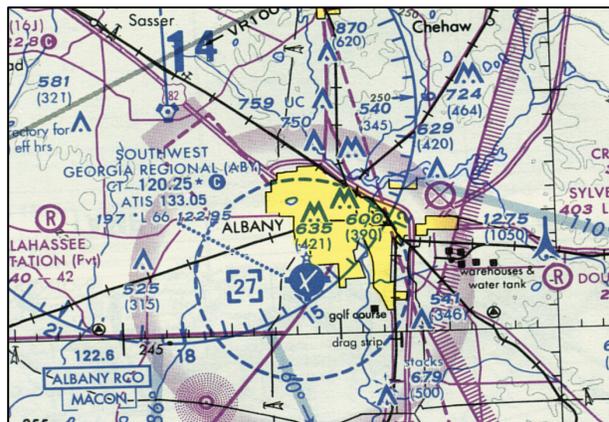
- A. 1,483 feet MSL.
- B. 1,483 feet AGL.
- C. 1,323 feet MSL.

30. Any airport having a darkened circle with the runways in reverse-bold white has a \_\_\_\_\_ runway between 1,500 and 8,000 feet in length.

- A. soft surfaced
- B. hard surfaced
- C. asphalt covered

31. Referring to the figure above, what does the “\*L” mean at Southwest Georgia Regional airport?

- A. Runway lighting limitations exist.
- B. Runway lighting is available only by prior arrangement.
- C. Runway lighting is available if you flight a flight plan.



32. Pilots flying over a national wildlife refuge are requested to fly no lower than

- A. 1,000 feet AGL.
- B. 2,000 feet AGL.
- C. 3,000 feet AGL.

33. What causes variations in altimeter settings between weather reporting points?

- A. unequal heating of the Earth's surface.
- B. variation of terrain elevation.
- C. Coriolis force.

34. Fog formation is often based on air coming into contact with a \_\_\_\_\_ surface.

- A. warmer
- B. cooler
- C. wetter

35. The most frequent type of ground- or surface-based temperature inversion is produced by

- A. terrestrial radiation on a clear, relatively still night.
- B. warm air being lifted rapidly aloft in the vicinity of mountainous terrain.
- C. the movement of colder air under warm air, or the movement of warm air over cold air.

36. What feature is associated with a temperature inversion?

- A. A stable layer of air.
- B. An unstable layer of air.
- C. Chinook winds on mountain slopes.

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### METAR WEATHER REPORTING FORMAT

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METAR KINK 081955Z 32014G20KT 1/2SM R30R/2400FT DZ FG OVC006 13/12 A3004
SPECI KMKC 081936Z 20014G24KT 1/2SM R34/2600FT -SHRA OVC008 04/03 A2898
METAR KBOI 081953Z 23008KT 5SM SCT015 19/13 A2994 RMK SLP156 T01930128
METAR KLAX 081955Z 01013G20KT 3SM HZ SKC 18/11 A2995
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37. Once rising parcels cool to within a few degrees of their dewpoint, \_\_\_\_\_ occurs and \_\_\_\_\_ form.
- A. condensation, clouds
  - B. wind, wind shear
  - C. rain, thunderstorms
38. Stratus clouds often signal the presence of a \_\_\_\_\_. Limited vertical air movement in stable air means \_\_\_\_\_.
- A. thunderstorms, great visibility
  - B. temperature inversion, poor visibility
  - C. convective turbulence, reduced visibility
39. An elongated area of high pressure is known as a \_\_\_\_\_.
- A. ridge
  - B. trough
  - C. pressure pothole
40. One weather phenomenon which will always occur when flying across a front is a change in the \_\_\_\_\_.
- A. wind direction.
  - B. type of precipitation.
  - C. stability of the air mass.
41. Wind on either side of a stationary front blows \_\_\_\_\_ to the front rather than \_\_\_\_\_ it.
- A. parallel, across
  - B. perpendicular, parallel to
  - C. across, parallel to
42. The uneven heating of land causes variable concentrations of \_\_\_\_\_ near the surface.
- A. "alto" type clouds
  - B. heated air
  - C. variable air
43. Approaches to mountains with strong winds present should be made with caution, because the strong \_\_\_\_\_ can easily exceed the ability of a light airplane to \_\_\_\_\_.
- A. updrafts, climb
  - B. downdrafts, descend
  - C. downdrafts, climb
44. Warm rain, falling through cooler air, can bring the air to the point of \_\_\_\_\_, forming precipitation-induced fog. Commonly associated with \_\_\_\_\_, it can occur in slow-moving cold fronts and stationary fronts.
- A. low humidity, warm fronts
  - B. saturation, squall lines
  - C. saturation, warm fronts
45. As the cold occlusion develops, \_\_\_\_\_ air is lifted higher and higher.
- A. cold
  - B. warm
  - C. stationary
46. Warm air circulates upward and northward toward the cold polar air. Then it circulates downward as it's cooled. As it circulates upward and downward, it's curved to the \_\_\_\_\_ by the Coriolis force.
- A. outside
  - B. left
  - C. right
47. **3. [12-5/1/3]**  
Which type weather briefing should a pilot request when departing within the hour, if no preliminary weather information has been received?
- A. Outlook briefing.
  - B. Abbreviated briefing.
  - C. Standard briefing.
48. **20. [12-8/1/1]**  
Below FL180, enroute weather advisories should be obtained from an FSS on \_\_\_\_\_.
- A. 122.0 MHz.
  - B. 122.1 MHz.
  - C. 123.6 MHz.
49. **27. [12-10/3/2]**  
Referring to the figure above, the second sequence of terms in the METAR such as 081955 indicates \_\_\_\_\_.
- A. that the report was filed on the eighth month, 19th day and 55 minutes past 0000 Zulu.
  - B. that this METAR observation was made on the 8th day of the month, at 1955 Zulu.
  - C. that this station had winds from 080 degrees at 19

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### TERMINAL AERODROME WEATHER FORECAST (TAF)

**TAF**

**KMEM** 121720Z 121818 20012KT 5SM HZ BKN030 PROB40 1218/1222 1SM TRSA OVC008CB  
 FM122200 33015G20KT P6SM BKN015 OVC025 PROB40 1222/1302 3SM SHRA  
 FM130200 35012KT OVC008 PROB40 1302/1305 2SM -RASN BECMG 1306/1308 02008KT BKN012  
 BECMG 1310/1312 00000KT 3SM BR SKC TEMPO 1312/1314 1/2SM FG  
 FM131600 VRB04KT P6SM SKC

**KOKC** 051130Z 051212 14008KT 5SM BR BKN030 TEMPO 0513/0516 1 1/2SM BR  
 FM051600 18010KT P6SM SKC BECMG 0522/0524 20013G20KT 4SM SHRA OVC020  
 PROB40 0600/0006 2SM TRSA OVC008CB BECMG 0606/0608 21015KT P6SM SCT040

knots, gusting to 55 knots.

C. 235 degrees magnetic at 06, peak gusts to 16 knots.

**50. 44. [12-14/1/3]**

ASOS transmissions are usually receivable within \_\_\_\_\_ nautical miles of the airport and at below 10,000 feet AGL.

- A. 50
- B. 25
- C. 100

**54. 109. [12-24/1/1]**

The radar summary chart presents information on the location of radar echoes resulting from \_\_\_\_\_ suspended in \_\_\_\_\_.

- A. precipitation, clouds
- B. clouds, the air
- C. moisture, the stratosphere

**51. 55. [12-16/1/3]**

Referring to the figure above, between 1000Z and 1200Z, the visibility at KMEM is forecast to be?

- A. 1/2 statute mile.
- B. 3 statute miles.
- C. 6 statute miles.

**55. 118. [12-26/1/3]**

The Significant Weather Prognostic Chart provides a picture forecast for

- A. the eastern or western half of the United States.
- B. one of six areas in the United States.
- C. the entire United States.

**52. 65. [12-18/1/1]**

To best determine general forecast weather conditions over several states, the pilot should refer to

- A. aviation Area Forecasts.
- B. Weather Depiction Charts.
- C. satellite maps.

**56. 139. [12-29/2/6]**

Which of the following would not be covered by an AIRMET:

- 1) severe icing
- 2) moderate turbulence
- 3) sustained winds of 30 knots or more at the surface
- 4) ceilings less than 1,000 feet and/or visibilities less than 3 miles affecting over 50% of the area at one time
- 5) extensive mountain obscuration

**53. 87. [12-21/2/1]**

Referring to the figure below, what wind is forecast for STL at 18,000 feet?

- A. 230 degrees true at 56 knots.
- B. 235 degrees true at 06 knots.

FD WBC 151745								
BASED ON 151200Z DATA								
VALID 1600Z FOR USE 1800-0300Z. TEMPS NEG ABV 24000								
FT	3000	6000	9000	12000	18000	24000	30000	34000
ALS			2420	2635-08	2535-18	2444-30	245945	246755
AMA		2714	2725+00	2625-04	2531-15	2542-27	265842	256352
DEN			2321-04	2532-08	2434-19	2441-31	235347	236056
HLC		1707-01	2113-03	2219-07	2330-17	2435-30	244145	244854
MKC	0507	2006+03	2215-01	2322-06	2338-17	2348-29	236143	841652
STL	2113	2325+07	2332+02	2339-04	2356-16	2373-27	239440	730649

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**57. 141. [12-30/1/2]**

An AIRMET with the phonetic name “SIERRA” indicates that this AIRMET refers to \_\_\_\_\_.

- A. turbulence, strong surface winds, and low level wind shear
- B. icing and freezing
- C. IFR and mountain obscurations

**58. 153. [12-32/1/4]**

Since the Area Forecast is a textual description and the prog chart is a picture, a comparison of the two provides you with a \_\_\_\_\_.

- A. forecast of convective weather only
- B. present moment complete description of the weather
- C. complete, big picture description of forecast weather

**59. 154. [12-33/1/1]**

Since the Weather Depiction Chart shows the location of fronts and pressure systems, you can see \_\_\_\_\_ by comparing it to the 12 and 24 surface prog chart.

- A. the present speeds of high altitude winds
- B. which way these systems will move
- C. the precise position of a frontal system and how these systems will move

**60. 155. [12-33/1/2]**

Comparing individual METARs with the surface weather map provides you with an understanding of \_\_\_\_\_ weather around and between your departure and \_\_\_\_\_ destination airports.

- A. convective
  - B. surface
  - C. high altitude
-

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- |       |       |
|-------|-------|
| 1. C  | 56. C |
| 2. A  | 57. C |
| 3. A  | 58. C |
| 4. C  | 59. B |
| 5. A  | 60. B |
| 6. C  |       |
| 7. B  |       |
| 8. B  |       |
| 9. B  |       |
| 10. A |       |
| 11. B |       |
| 12. A |       |
| 13. C |       |
| 14. C |       |
| 15. B |       |
| 16. B |       |
| 17. C |       |
| 18. B |       |
| 19. C |       |
| 20. C |       |
| 21. C |       |
| 22. B |       |
| 23. B |       |
| 24. A |       |
| 25. B |       |
| 26. C |       |
| 27. A |       |
| 28. B |       |
| 29. A |       |
| 30. B |       |
| 31. A |       |
| 32. B |       |
| 33. A |       |
| 34. B |       |
| 35. A |       |
| 36. A |       |
| 37. A |       |
| 38. B |       |
| 39. A |       |
| 40. A |       |
| 41. A |       |
| 42. B |       |
| 43. C |       |
| 44. C |       |
| 45. B |       |
| 46. C |       |
| 47. C |       |
| 48. A |       |
| 49. B |       |
| 50. B |       |
| 51. B |       |
| 52. A |       |
| 53. A |       |
| 54. A |       |
| 55. C |       |
-