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AVIATION SUPPLIES & ACADEMICS, INC.
NEWCASTLE, WASHINGTON

Private Pilot Test Prep
2022 Edition

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Sample Federal Aviation Administration (FAA) questions herein contain information as of: September 2021. Stay informed of changes since the book was printed: asa2fly.com/testupdate

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Important: This Test Prep should be sold with and used in conjunction with *Airman Knowledge Testing Supplement for Sport, Recreational, Remote and Private Pilot* (FAA-CT-8080-2H). ASA reprints the FAA test figures and legends contained within this government document, and it is also sold separately and available from aviation retailers nationwide. Order #ASA-CT-8080-2H.

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Updates and Practice Tests

Free Test Updates for the One-Year Life Cycle of Test Prep Books

The FAA modifies tests as needed throughout the year. ASA keeps abreast of changes to the tests and posts free Test Updates on the ASA website. Before taking your test, be certain you have the most current information by visiting the ASA Test Updates webpage: asa2fly.com/testupdate. Additionally, sign up for free email notifications, which are sent when new Test Updates are available.

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Introduction

Welcome to the Aviation Supplies & Academics, Inc., (ASA) Test Prep Series. This series has been helping pilots prepare for the FAA Knowledge Tests for more than 60 years with great success. We are confident that with proper use of this book you will score very well on your Private, Sport, or Recreational Pilot certificate test.

Begin your studies with a classroom or home-study ground school course, which will involve reading a comprehensive textbook. Visit the dedicated Reader Resource webpage for this Test Prep (asa2fly.com/reader/TPP) and become familiar with the FAA guidance materials available for this certification exam. Then use this Test Prep to prepare for your exam: read the question, select your choice for the correct answer, and then read the explanation. Use the references that conclude each explanation to identify additional resources for further study of a subject. Upon completion of your studies, take practice tests at prepware.com (see inside the front cover for your five free practice tests).

The questions in this book have been arranged into chapters based on subject matter to promote better understanding, aid recall, and provide a more efficient study guide. Place emphasis on questions most likely to be included in your test (identified by the aircraft category above each question). For example, a pilot preparing for the Private Airplane test would focus on the questions marked “ALL” and “AIR,” and a pilot preparing for the Private Helicopter test would focus on the questions marked “ALL” and “RTC.” See the Description of the Tests section for more on planning your studies.

Prior to taking an FAA Airman Knowledge Test, all applicants must establish an FAA Tracking Number (FTN) by creating a profile in the Integrated Airman Certification and Rating Application (IACRA) system at iacra.faa.gov. Then visit faa.psiexams.com to register for your exam and take FAA-created practice tests to become familiar with the computer testing platform.

It is important to answer every question assigned on your FAA Knowledge Test. If in their ongoing review, the FAA decides a question has no correct answer, is no longer applicable, or is otherwise defective, your answer will be marked correct no matter which one you chose. However, you will not be given the automatic credit if you have not marked an answer. Unlike some other exams you may have taken, there is no penalty for guessing in this instance.

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. The question and answer choices in this book are based on our extensive history and experience with the FAA testing and airman certification process. You might see similarly worded questions on your official FAA exam, or answer stems might be rearranged from the order you see in this book. Therefore, be sure to fully understand the intent of each question and corresponding answer while studying, rather than memorizing the letter associated with the correct response. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated references will give you the tools to answer question variations with confidence.

If your study leads you to question an answer choice, we recommend you seek the assistance of a local instructor. We welcome your questions, recommendations, and concerns—send them to:

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ASA Test Prep Layout

Sample FAA questions have been sorted into chapters according to subject matter. Within each chapter, similar questions are grouped together following introductory chapter text. Figures referenced in the chapter text are numbered with the appropriate chapter number, e.g., “Figure 1-1” is Chapter 1’s first chapter text figure.

Some sample FAA questions refer to Figures or Legends immediately following the question number, e.g., “3201. (Refer to Figure 14.)” These are FAA Figures and Legends which can be found in the separate booklet *Airman Knowledge Testing Supplement for Sport, Recreational, Remote and Private Pilot* (CT-8080-2H). This supplement is bundled with this Test Prep and is the exact same material you will have access to when you take your FAA test. We provide it separately so you can become accustomed to referring to the FAA Figures and Legends as you would during the test.

Following each sample FAA test question is ASA’s explanation in italics. The last line of the explanation contains a Learning Statement Code (LSC), for those tests referencing an FAA Practical Test Standard (PTS), or Airman Certification Standards (ACS) code, for those tests with an ACS, as well as a reference for further study. Some questions include an explanation for the incorrect answers for added clarity. When you encounter a difficult question, find the LSC or ACS code in Cross-Reference B, and then look for material relating to the subject description within the given reference(s). Refer to Cross-Reference B for more information on how to use LSCs or ACS codes for effective studying.

Answers to each question are found at the bottom of each page.

EXAMPLE:

Chapter text

↓

Four aerodynamic forces are considered to be basic because they act upon an aircraft during all flight maneuvers. There is the downward-acting force called WEIGHT which must be overcome by the upward-acting force called LIFT, and there is the rearward-acting force called DRAG, which must be overcome by the forward-acting force called THRUST.

Category rating. This question may be found on tests for these ratings.*

ALL, SPO ←

3201. (Refer to Figure 14.) The four forces acting on an airplane in flight are ↑

A— lift, weight, thrust, and drag.
 B— lift, weight, gravity, and thrust. ←
 C— lift, gravity, power, and friction.

See separate book *Airman Knowledge Testing Supplement (CT-8080-XX)*

Question and answer choices

Lift, weight, thrust, and drag are the four basic aerodynamic forces acting on an aircraft in flight. ←

(PLT235, PA.I.F.K3) — FAA-H-8083-25 ←

Answer (B) is incorrect because the force of gravity is always the same number and reacts with the airplane’s mass to produce a different weight for almost every airplane. Answer (C) is incorrect because weight is the final product of gravity, thrust is the final product of power, and drag is the final product of friction. Power, gravity, and friction are only parts of the aerodynamic forces of flight.

Explanation

Code line. FAA LSC and ACS codes in parentheses, followed by references for further study.

Incorrect answer explanation. Reasons why answer choices are *incorrect* explained here.

* **Note:** The FAA does *not* identify which questions are on the different ratings’ tests. Unless the wording of a question is pertinent to only one rating category, it may be found on any of the tests.

ALL = All aircraft AIR = Airplane GLI = Glider LTA = Lighter-Than-Air (applies to hot air balloon, gas balloon and airship) REC = Recreational	RTC = Rotorcraft (applies to both helicopter and gyroplane) PPC = Powered Parachute WSC = Weight-Shift Control SPO = Sport Pilot (all aircraft categories) LSA = Sport Pilot Airplane	LSG = Sport Pilot Glider LSL = Sport Pilot Lighter-Than-Air LSP = Sport Pilot Powered Parachute LSR = Sport Pilot Rotorcraft LSW = Sport Pilot Weight-Shift-control
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Chapter 4

Regulations

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Introduction

Although FAR is used as the acronym for Federal Aviation Regulations, and found throughout the regulations themselves and hundreds of other publications, the FAA is now actively discouraging its use. FAR also means Federal Acquisition Regulations. To eliminate any possible confusion, the FAA cites the federal aviation regulations with reference to Title 14 of the Code of Federal Regulations. For example, “FAR Part 91.3” is referenced as “14 CFR Part 91 Section 3.”

While **Federal Aviation Regulations** are many and varied, some are of particular interest to all pilots.

14 CFR Part 1 contains definitions and abbreviations of many terms commonly used in aviation. For example, the term “night” means “the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time” and is used for logging night time.

14 CFR Part 61, entitled “Certification: Pilots, Flight Instructors, and Ground Instructors,” prescribes the requirements for issuing pilot and flight instructor certificates and ratings, the conditions of issue, and the privileges and limitations of those certificates and ratings.

14 CFR Part 91, entitled “General Operating and Flight Rules,” describes rules governing the operation of aircraft (with certain exceptions) within the United States.

The **National Transportation Safety Board (NTSB)** has established rules and requirements for notification and reporting of aircraft accidents and incidents. These are contained in **NTSB Part 830**.

ALL, SPO

3005. The definition of nighttime is

A—sunset to sunrise.

B—1 hour after sunset to 1 hour before sunrise.

C—the time between the end of evening civil twilight and the beginning of morning civil twilight.

Night is the time between the end of evening civil twilight and the beginning of morning civil twilight converted to local time, as published in the American Air Almanac. (PLT395, PA.XI.A.K3) — 14 CFR §1.1

Answer (A) is incorrect because it refers to the time when lighted position lights are required. Answer (B) is incorrect because it refers to the currency requirement to carry passengers.

Pilot Certificate Privileges and Limitations

The types of pilot certificates and the attendant privileges are contained in 14 CFR Part 61 and are briefly stated as follows:

- The holder of a student pilot certificate is limited to solo flights or flights with an instructor.
- Recreational pilots may not carry more than one passenger, pay less than the pro rata share of the operating expenses of a flight with a passenger (provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees), fly an aircraft with more than four seats or high-performance characteristics, demonstrate an aircraft to a prospective buyer, fly between sunset and sunrise, or fly in airspace in which communication with air traffic control is required. Recreational pilots may fly beyond 50 NM from the departure airport with additional training and endorsements from an authorized instructor.
- A sport pilot may act as pilot-in-command of a light-sport aircraft, carry up to one passenger, during daylight hours, outside Class A, B, C, or D airspace (unless the sport pilot obtains further training and an endorsement), when visibilities are greater than 3 SM. Additional requirements are defined in 14 CFR §61.315

(continued)

Answers

3005 [C]

- A private pilot has unlimited solo privileges, and may carry passengers or cargo as long as the flying is for the pilots' pleasure or personal business and is not done for hire. A private pilot may fly in conjunction with his/her job as long as that flying is incidental to his/her employment.
- A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees. The only time passengers may pay for the entire flight is if a donation is made by the passengers to the charitable organization which is sponsoring the flight.
- Commercial pilots may fly for compensation or hire.
- An airline transport pilot may act as PIC of airline and scheduled commuter operations.
- All pilot certificates (except student pilot) are valid indefinitely unless surrendered, superseded, or revoked.

ALL

3064. In regard to privileges and limitations, a private pilot may

- A—not pay less than the pro rata share of the operating expenses of a flight with passengers provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- B—act as pilot-in-command of an aircraft carrying a passenger for compensation if the flight is in connection with a business or employment.
- C—not be paid in any manner for the operating expenses of a flight.

A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees. (PLT448, PA.I.A.K2) — 14 CFR §61.113

ALL

3065. According to regulations pertaining to privileges and limitations, a private 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—not be paid in any manner for the operating expenses of a flight.
- C—not pay less than the pro rata share of the operating expenses of a flight with passengers provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees. (PLT448, PA.I.A.K2) — 14 CFR §61.113

ALL

3066. What exception, if any, permits a private pilot to act as pilot-in-command of an aircraft carrying passengers who pay for the flight?

- A—If the passengers pay all the operating expenses.
- B—If a donation is made to a charitable organization for the flight.
- C—There is no exception.

A private pilot may act as PIC of an aircraft used in a passenger-carrying airlift sponsored by a charitable organization, and for which the passengers make a donation to the organization. This can be done if the sponsor of the airlift notifies the FSDO having jurisdiction over the area concerned, at least 7 days before the flight, and furnishes any essential information that the office requests. (PLT448, PA.I.A.K2) — 14 CFR §61.113

ALL

3067. (Refer to Figure 74.) What minimum pilot certificate is required for a flight departing out of Hayward Executive (area 6)?

- A—Student Pilot Certificate.
- B—Private Pilot Certificate.
- C—Sport Pilot Certificate.

Hayward Executive is located in Class D airspace up to but not including 1,500 feet MSL as depicted by the blue segmented line surrounding it. No specific pilot certification is required for flight within Class D airspace. A student pilot may operate within Class D airspace with appropriate solo endorsements. (PLT448, PA.I.A.K2) — AIM ¶3-2-5

Answer (B) and (C) are incorrect because no minimum pilot certificate is specified for operations in Class D airspace.

Answers

3064 [A] 3065 [C] 3066 [B] 3067 [A]

REC

3044. According to regulations pertaining to privileges and limitations, a recreational pilot may

- A—be paid for the operating expenses of a flight.
- B—not pay less than the pro rata share of the operating expenses of a flight with a passenger.
- C—not be paid in any manner for the operating expenses of a flight.

A recreational pilot may not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenditures, or rental fees. (PLT448) — 14 CFR §61.101

REC

3045. In regard to privileges and limitations, a recreational pilot may

- A—fly for compensation or hire within 50 nautical miles from the departure airport with a logbook endorsement.
- B—not be paid in any manner for the operating expenses of a flight from a passenger.
- C—not pay less than the pro rata share of the operating expenses of a flight with a passenger.

A recreational pilot may not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenditures, or rental fees. (PLT448) — 14 CFR §61.101

REC

3046. When may a recreational pilot act as pilot-in-command on a cross-country flight that exceeds 50 nautical miles from the departure airport?

- A—After receiving ground and flight instructions on cross-country training and a logbook endorsement.
- B—12 calendar months after receiving his or her recreational pilot certificate and a logbook endorsement.
- C—After attaining 100 hours of pilot-in-command time and a logbook endorsement.

A person who holds a recreational pilot certificate may act as PIC of an aircraft on a flight that exceeds 50 NM from the departure airport, provided that person has received ground and flight training from an authorized instructor, been found proficient in cross-country fly-

ing, and received an endorsement, which is carried in the person's possession in the aircraft. (PLT448) — 14 CFR §61.101

REC

3047. A recreational pilot may act as pilot-in-command of an aircraft that is certificated for a maximum of how many occupants?

- A—Two.
- B—Three.
- C—Four.

A recreational pilot may not act as PIC of an aircraft that is certificated for more than four occupants. (PLT448) — 14 CFR §61.101

REC

3048. A recreational pilot may act as pilot-in-command of an aircraft with a maximum engine horsepower of

- A—160.
- B—180.
- C—200.

A recreational pilot may not act as PIC of an aircraft that is certificated with a powerplant of more than 180 horsepower. (PLT448) — 14 CFR §61.101

REC

3049. What exception, if any, permits a recreational pilot to act as pilot-in-command of an aircraft carrying a passenger for hire?

- A—If the passenger pays no more than the operating expenses.
- B—If a donation is made to a charitable organization for the flight.
- C—There is no exception.

A recreational pilot may not act as PIC of an aircraft that is carrying a passenger or property for compensation or hire, in furtherance of a business, or for a charitable organization. (PLT448) — 14 CFR §61.101

Answer (A) is incorrect because the passenger may only pay an equal share of the operating expenses. Answer (B) is incorrect because a recreational pilot may not carry passengers for hire, even if the flight is a donation to a charitable organization.

Answers

3044 [B]

3045 [C]

3046 [A]

3047 [C]

3048 [B]

3049 [C]

REC

3050. May a recreational pilot act as pilot-in-command of an aircraft in furtherance of a business?

- A—Yes, if the flight is only incidental to that business.
- B—Yes, providing the aircraft does not carry a person or property for compensation or hire.
- C—No, it is not allowed.

A recreational pilot may not act as PIC of an aircraft in furtherance of a business. (PLT448) — 14 CFR §61.101

REC

3051. With respect to daylight hours, what is the earliest time a recreational pilot may take off?

- A—One hour before sunrise.
- B—At sunrise.
- C—At the beginning of morning civil twilight.

A recreational pilot may not act as PIC of an aircraft between sunset and sunrise. The earliest a recreational pilot may takeoff is at sunrise. (PLT467) — 14 CFR §61.101

REC

3052. If sunset is 2021 and the end of evening civil twilight is 2043, when must a recreational pilot terminate the flight?

- A—2021.
- B—2043.
- C—2121.

A recreational pilot may not act as PIC of an aircraft between sunset and sunrise. A recreational pilot must land by sunset. (PLT448) — 14 CFR §61.101

SPO

2130. If sunset is 2021 and the end of evening civil twilight is 2043, when must a sport pilot terminate the flight?

- A—2021.
- B—2043.
- C—2121.

A sport pilot may not act as PIC of an aircraft at night. A sport pilot must land by the end of evening twilight. (PLT448) — 14 CFR §61.315

REC

3052-1. When may a recreational pilot act as pilot-in-command of an aircraft at night?

- A—When obtaining an additional certificate or rating under the supervision of an authorized instructor, provided the surface or flight visibility is at least 1 statute mile.
- B—When obtaining an additional certificate or rating under the supervision of an authorized instructor, provided the surface or flight visibility is at least 3 statute miles.
- C—When obtaining an additional certificate or rating under the supervision of an authorized instructor, provided the surface or flight visibility is at least 5 statute miles.

For the purpose of obtaining additional certificates or ratings while under the supervision of an authorized instructor, a recreational pilot may fly as the sole occupant of an aircraft between sunset and sunrise, provided the flight or surface visibility is at least 5 SM. (PLT448) — 14 CFR §61.101

REC

3053. When may a recreational pilot operate to or from an airport that lies within Class C airspace?

- A—Anytime the control tower is in operation.
- B—When the ceiling is at least 1,000 feet and the surface visibility is at least 2 miles.
- C—After receiving training and a logbook endorsement from an authorized instructor.

A recreational pilot may not operate in airspace where air traffic control is required until they receive and log ground and flight training and an endorsement from an authorized instructor. (PLT161) — 14 CFR §61.101

REC

3054. Under what conditions may a recreational pilot operate at an airport that lies within Class D airspace and that has a part-time control tower in operation?

- A—Between sunrise and sunset when the tower is in operation, the ceiling is at least 2,500 feet, and the visibility is at least 3 miles.
- B—Any time when the tower is in operation, the ceiling is at least 3,000 feet, and the visibility is more than 1 mile.
- C—Between sunrise and sunset when the tower is closed, the ceiling is at least 1,000 feet, and the visibility is at least 3 miles.

Answers

3050 [C] 3051 [B] 3052 [A] 2130 [B] 3052-1 [C] 3053 [C]
 3054 [C]

A recreational pilot may not act as PIC of an aircraft in airspace in which communication with ATC is required. If the tower is closed, no communication is required and it reverts to Class E airspace. The visibility and cloud clearances for Class E airspace require a ceiling at least 1,000 feet and the visibility at least 3 miles. (PLT161) — 14 CFR §61.101

Answers (A) and (B) are incorrect because a recreational pilot may not operate in airspace that requires communication with ATC.

REC

3055. When may a recreational pilot fly above 10,000 feet MSL?

- A—When 2,000 feet AGL or below.
- B—When 2,500 feet AGL or below.
- C—When outside of controlled airspace.

A recreational pilot may not act as PIC of an aircraft at an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher. (PLT448) — 14 CFR §61.101

REC

3056. During daytime, what is the minimum flight or surface visibility required for recreational pilots in Class G airspace below 10,000 feet MSL?

- A—1 mile.
- B—3 miles.
- C—5 miles.

A recreational pilot may not act as PIC of an aircraft when the flight or surface visibility is less than 3 statute miles. (PLT163) — 14 CFR §61.101

REC

3057. During daytime, what is the minimum flight visibility required for recreational pilots in controlled airspace below 10,000 feet MSL?

- A—1 mile.
- B—3 miles.
- C—5 miles.

A recreational pilot may not act as PIC of an aircraft when the flight or surface visibility is less than 3 statute miles. (PLT163) — 14 CFR §61.101

REC

3058. Under what conditions, if any, may a recreational pilot demonstrate an aircraft in flight to a prospective buyer?

- A—The buyer pays all the operating expenses.
- B—The flight is not outside the United States.
- C—None.

A recreational pilot may not act as PIC of an aircraft to demonstrate that aircraft in flight to a prospective buyer. (PLT448) — 14 CFR §61.101

REC

3059. When, if ever, may a recreational pilot act as pilot-in-command in an aircraft towing a banner?

- A—If the pilot has logged 100 hours of flight time in powered aircraft.
- B—If the pilot has an endorsement in his/her pilot logbook from an authorized flight instructor.
- C—It is not allowed.

A recreational pilot may not act as PIC of an aircraft that is towing any object. (PLT401) — 14 CFR §61.101

REC

3043. How many passengers is a recreational pilot allowed to carry on board?

- A—One.
- B—Two.
- C—Three.

A recreational pilot may not carry more than one passenger. (PLT448) — 14 CFR §61.101

SPO

2123. How many passengers is a sport pilot allowed to carry on board?

- A—One.
- B—Two.
- C—Three.

Sport Pilots may not act as PIC of a light-sport aircraft while carrying more than one passenger. (PLT448) — 14 CFR §61.315

Answers

3055 [A]
2123 [A]

3056 [B]

3057 [B]

3058 [C]

3059 [C]

3043 [A]

REC

3060. When must a recreational pilot have a pilot-in-command flight check?

- A—Every 400 hours.
- B—Every 180 days.
- C—If the pilot has less than 400 total flight hours and has not flown as pilot-in-command in an aircraft within the preceding 180 days.

A recreational pilot who has logged fewer than 400 flight hours and who has not logged PIC time in an aircraft within the preceding 180 days may not act as PIC of an aircraft until flight instruction is received from an authorized flight instructor who certifies in the pilot's logbook that the pilot is competent to act as PIC of the aircraft. This requirement can be met in combination with the requirements of flight reviews, at the discretion of the instructor. (PLT448) — 14 CFR §61.101

REC

3061. A recreational pilot may fly as sole occupant of an aircraft at night while under the supervision of a flight instructor provided the flight or surface visibility is at least

- A—3 miles.
- B—4 miles.
- C—5 miles.

For the purpose of obtaining additional certificates or ratings, while under the supervision of an authorized flight instructor, a recreational pilot may fly as sole occupant of an aircraft between sunset and sunrise, provided the flight or surface visibility is at least 5 SM. (PLT448) — 14 CFR §61.101

REC

3134. What minimum visibility and clearance from clouds are required for a recreational pilot 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.

Minimum flight or surface visibility for recreational pilots is 3 miles and minimum cloud clearance for all pilots in Class G airspace, below 1,200 AGL, is clear of clouds. (PLT163) — 14 CFR §61.101

Answer (A) is incorrect because this would be for private pilots. Answer (C) is incorrect because this is for controlled airspace.

REC

3135. Outside controlled airspace, the minimum flight visibility requirement for a recreational pilot flying VFR above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is

- A—1 mile.
- B—3 miles.
- C—5 miles.

Minimum flight or surface visibility for recreational pilots is 3 miles. (PLT163) — 14 CFR §61.101

SPO

2061. Outside controlled airspace, the minimum flight visibility requirement for a sport pilot flying above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is

- A—1 statute mile.
- B—3 statute miles.
- C—5 statute miles.

Minimum flight or surface visibility for sport pilots is 3 SM in all airspace at all times. (PLT467) — 14 CFR §61.315

SPO

2061-1. The minimum flight visibility requirement for a sport pilot is

- A—1 statute mile.
- B—3 statute miles.
- C—5 statute miles.

Minimum flight or surface visibility for sport pilots is 3 SM. (PLT163) — 14 CFR §61.315

Answers

3060 [C]

3061 [C]

3134 [B]

3135 [B]

2061 [B]

2061-1 [B]

Pilot Ratings

When a pilot certificate is issued, it lists the category, class, and type (if appropriate) of aircraft in which the certificate holder is qualified. See Figure 4-1.

The term **category** means a broad classification of aircraft, such as airplane, rotorcraft, glider, and lighter-than-air. The term **class** means a classification within a category having similar operating characteristics, such as single-engine, multiengine, land, water, helicopter, and balloon. The term **type** means a specific make and basic model of aircraft, such as Cessna 172 or Gulfstream IV.

A type rating must be held by the pilot-in-command of a large aircraft. “Large aircraft” means aircraft of more than 12,500 pounds maximum certificated takeoff weight.

All turbojet-powered airplanes, regardless of weight, require the PIC to have a type rating.

In addition to the category, class, and type ratings, if a pilot wishes to fly IFR, an instrument rating is required.



Figure 4-1. Airman certificate

ALL, SPO

3001. With respect to the certification of airmen, which are categories of aircraft?

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

With respect to the certification of airmen, category means a broad classification of aircraft such as airplane, rotorcraft, glider, lighter-than-air, weight-shift control, and powered parachute. (PLT371, PA.I.B.K1) — 14 CFR §1.1

Answer (A) is incorrect because it refers to classes of rotorcraft and lighter-than-air craft. Answer (C) is incorrect because it refers to classes of airplanes.

ALL

3002. With respect to the certification of airmen, which are classes of aircraft?

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

With respect to the certification of airmen, a class refers to aircraft with similar operating characteristics such as single-engine land/sea and multiengine land/sea, gyroplane, helicopter, airship, and free balloon. (PLT371, PA.I.B.K1) — 14 CFR §1.1

Answer (A) is incorrect because it refers to categories of aircraft. Answer (C) is incorrect because it refers to lighter-than-air category. Airship and free balloon are lighter-than-air class ratings, but hot air balloon and gas balloon are not.

Answers

3001 [B]

3002 [B]



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