1. What action must be taken when a pilot in command deviates from any rule in 14 CFR Part 91?
	1. Upon landing, report the deviation to the nearest FAA Flight Standards District Office.
	2. Advise ATC of the pilot-in-command’s intentions.
	3. Upon the request of the Administrator, send a written report of that deviation to the Administrator.
2. Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must
	1. Be familiar with all instrument approaches at the destination airport.
	2. List an alternate airport on the flight plan and confirm adequate takeoff and landing performance at the destination airport.
	3. Be familiar with the runway lengths at airports of intended use, weather reports, fuel requirements, the alternatives available, if the flight cannot be completed.
3. A pilot flying a single-engine airplane observes a multiengine airplane approaching from the left. Which pilot should give way?
	1. The pilot of the multi-engine airplane should give way; the single-engine airplane is to its right.
	2. The pilot of the single-engine airplane should give way; the other airplane is to the left.
	3. Each pilot should alter course to the right.
4. If the minimum safe speed for any particular operation is greater than the maximum speed prescribed in 14 CFR Part 91, the
	1. Operator must have a Memorandum of Agreement (MOA) with the controlling agency.
	2. Aircraft may be operated at that speed.
	3. Operator must have a Letter of Agreement with ATC.
5. If weather conditions are such that it is required to designate an alternate airport on your IFR flight plan, you should plan to carry enough fuel to arrive at the first airport of intended landing, fly from that airport to the alternate airport, and fly thereafter for
	1. 30 minutes at slow cruising speed.
	2. 45 minutes at normal cruising speed.
	3. 1 hour at normal cruising speed.
6. If not equipped with required position lights, an aircraft must terminate flight
	1. At sunset.
	2. 30 minutes after sunset.
	3. 1 hour after sunset.
7. In accordance with 14 CFR Part 91, supplemental oxygen must be used by the required minimum flight crew for that time exceeding 30 minutes while at cabin pressure altitudes of
	1. 10,500 feet MSL up to and including 12,500 feet MSL.
	2. 12,000 feet MSL up to and including 18,000 feet MSL.
	3. 12,500 feet MSL up to and including 14,000 feet MSL.
8. In the contiguous U.S., excluding the airspace at and below 2,500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all airspace above
	1. 10,000 feet MSL.
	2. 12,500 feet MSL.
	3. 14,500 feet MSL.
9. After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made
	1. On the airworthiness certificate.
	2. In the aircraft maintenance records.
	3. In the FAA-approved flight manual.
10. An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition, if any, may that aircraft be operated beyond 100 hours without a new inspection?
	1. The aircraft may be flown for any flight as long as the time in service has not exceeded 110 hours.
	2. The aircraft may be dispatched for a flight of any duration as long as 100 hours has not been exceeded at the time it departs.
	3. The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.

**Part 117**

1. If the augmented flightcrew member is not acclimated, the
	1. Maximum flight duty period given is reduced by 30 minutes.
	2. Flight duty period assignment must be reduced 15 minutes by each 15 degrees of longitude difference from the previous rest location.
	3. Minimum rest period must be extended by 3 hours.
2. Limiting flight time for all flightcrew members will include
	1. Instruction flight hours, commercial flying, and flying for any certificate holder.
	2. Any flying by flightcrew members for any certificate holder or 91K program manager.
	3. Flying by flightcrew members for any certificate holder or 91K program manager and any other commercial flight time.
3. In an airplane with an augmented crew of three flightcrew members assigned, the maximum flight duty period is
	1. 17 hours if assigned to report at 1200 with a Class 3 rest facility available.
	2. 16 hours if assigned to report at 0630 with a Class 1 rest facility available.
	3. 15 hours if assigned to report at 1730 with a Class 2 rest facility available.
4. No flightcrew member may accept an assignment without scheduled rest opportunities for
	1. More than 3 consecutive nighttime flights that infringe on the window of circadian low.
	2. More than 4 consecutive nighttime flights that infringe on the window of circadian low in a 168 hour period.
	3. Consecutive nighttime flights beginning after 0001 local home base time.
5. What is the minimum rest period required before a flight or reserve duty period?
	1. 8 consecutive hours rest.
	2. 10 consecutive hours rest.
	3. 12 consecutive hours rest.