1. When a pilot’s flight time consists of 80 hours’ pilot in command in a particular type airplane, how does this affect the minimums for the destination airport?
   1. Has no effect on destination but alternate minimums are no less than 300 and 1.
   2. Minimums are decreased by 100 feet and ½ mile.
   3. Minimums are increased by 100 feet and ½ mile.
2. Which is one of the requirements that must be met by a required pilot flight crewmember in re-establishing recency of experience?
   1. At least one landing must be made with a simulated failure of the most critical engine.
   2. At least one ILS approach to the lowest ILS minimums authorized for the certificate holder and a landing from the approach.
   3. At least three landing must be made to a complete stop.
3. What are the line check requirements for a domestic air carrier pilot in command under 60 years of age?
   1. The line check is required every 12 calendar months in one of the types of airplanes to be flown.
   2. The line check is required only when the pilot is scheduled to fly into special areas and airports.
   3. The line check is required every 12 months in each type aircraft in which the pilot may fly.
4. For airport/standby reserve, all time spent in airport/standby reserve time is
   1. Not part of the flightcrew member’s flight duty period.
   2. Part of the flightcrew member’s flight duty day.
   3. Part of the flightcrew member’s flight duty day after being alerted for flight assignment.
5. For unaugmented flightcrew operations, your maximum flight duty period limit is
   1. 13 hours if assigned to report at 0700 for 4 flight segments.
   2. 13 hours if assigned to report at 2030 for 3 flight segments.
   3. 10.5 hours if assigned to report at 1730 for 6 flight segments.
6. By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services?
   1. The aircraft dispatcher.
   2. Air route traffic control center.
   3. Director of operations.
7. “Operational control” of a flight refer to
   1. The specific duties of any required crewmember.
   2. Exercising authority over initiating, conducting, or terminating a flight.
   3. Exercising the privileges of pilot-in-command of an aircraft.
8. A person who is not authorized to conduct direct air carrier operations, but who is authorized by the Administrator to conduct operations as a U.S. commercial operator, will be issued
   1. An Air Carrier Certificate.
   2. A Supplemental Air Carrier Certificate.
   3. An Operating Certificate.
9. A domestic air carrier flight has a delay while on the ground, at an intermediate airport. How long before a redispatch release is required?
   1. Not more than 1 hour.
   2. Not more than 2 hours.
   3. More than 6 hours.
10. “Rest period” means
    1. An 8-hour continuous period determined prospectively during which the flightcrew member is free from all restraint by the certificate holder.
    2. A continuous period determined prospectively during which the flightcrew member is free from all restraint by the certificate holder.
    3. A 12-hour continuous period determined prospectively during which the flightcrew member is free from all restraint by the certificate holder.
11. What document specifically authorized a person to operate an aircraft in a particular geographic area?
    1. Operations Specifications.
    2. Operating Certificate.
    3. Dispatch Release.
12. The certificated air carrier and operators who must attach to, or include on, the flight release form the name of each flight crewmember, flight attendant, and designated pilot in command are
    1. Supplemental and commercial.
    2. Supplemental and domestic.
    3. Flag and commercial.
13. Flightcrew member’s flight duty periods are limited to
    1. 60 hours in any 168 consecutive hours.
    2. 70 hours in any 168 consecutive hours.
    3. 60 hours in any 7 days.
14. Which information must be contained in, or attached to, the dispatch release for a flg air carrier flight?
    1. Type of operation (e.g., IFR, VFR), trip number.
    2. Total fuel supply and minimum fuel required on board the airplane.
    3. Passenger manifest, company or organization name, and cargo weight.
15. To remain current as an aircraft dispatcher, a person must, in addition to other requirements
    1. Within the preceding 12 calendar months, spend 2.5 hours observing flight deck operations, plus two additional takeoff and landings, in one of the types of airplanes in each group he/she is to dispatch.
    2. Within the preceding 12 calendar months, spend at least 5 hours observing flight deck operations in one of the types of airplanes in each group he/she is to dispatch.
    3. Within the preceding 12 calendar months, spend 2.5 hours observing flight deck operations in each type of airplane, in each group that he/she is to dispatch.