PART 135 QUIZ #2

Instructor's Name_____

Student's Name_____

Date_____

Choose and circle the best answer from the selection under each question.

1. Before each flight, the pilot in command shall:
   a. if the pilot does not already know, determine the status of each passenger's bag and weigh the total amount of carry-on luggage contained in the aft baggage compartments.
   b. if the pilot does not already know, determine the status of passenger's transportation needs before, during and after the preceding flight.
   c. if the pilot does not already know, determine the status of each airport of intended landing, and create a written log of the airport status or each airport.
   d. if the pilot does not already know, determine the status of each irregularity entered in the maintenance log at the end of the preceding flight.

2 The pilot in command shall enter or have entered in the aircraft maintenance log:

   a. each fuel load that was ordered for the aircraft during the same day.
   b. each instance of altitude variation from the assigned that comes to the pilot's mind during flight time.
   c. each mechanical irregularity that comes to the pilot's attention during flight time.
   d. each passenger name that is remembered.

3. Each person who takes corrective action or defers action concerning a malfunction, shall
   a. record the action taken in the aircraft maintenance log under the applicable maintenance requirements.
   b. record the action taken on electronic tape.
   c. record the action taken on videotape
   d. record the action taken on CD-ROM

4. If a pilot in command knows that an aircraft component is not functioning, and thinks or feels it is necessary either for legality or safe operations, the pilot in command, as the case may be, shall:
   a. continue operations as necessary until the flight is completed as planned.
   b. file an appropriate equipment suffix on his flight plan, to proceed normally with the inoperative equipment.
   c. restrict or suspend operations as necessary until those conditions are corrected.
   d. suspend operations immediately and discharge the passengers at the nearest suitable airport.

5. In the event that it is impossible to bring the flight log and the dispatcher together in a timely manor prior to the flight, the dispatcher may give verbal approval for dispatch of the flight to the pilot-in-command.
   a. The pilot-in-command shall then write his or her own initials in the dispatch box on the aircraft Flight Hour Record.
   b. The pilot-in-command shall then write a note in the dispatcher's inbox, explaining the reason why the flight cannot be completed as planned.
   c. The pilot-in-command shall then write a letter to the dispatcher, requesting permission to add his or her own initials in the dispatch box on the aircraft Flight Hour Record.
   d. The pilot-in-command shall then write in the dispatcher's initials and his/her own initials in the dispatch box on the aircraft Flight Hour Record.

6. The dispatcher of any flight must check and approve at least the following items prior to authorizing the flight:

a. Passenger suitability and health status; Significant Weather Prognostics, Livestock considerations; and alternatives if the planned passenger count exceeds the maximum.
b. Airport suitability and status; Crew suitability and status; Aircraft inspection requirements, Aircraft tests and inspection status, and Special alternatives if the planned flight cannot be completed.
c. Aircraft stability and flight characteristics; Crewmember Compatibility and Uniform status; Airports of intended use; Special passenger or cargo considerations; Available alternatives if the planned flight cannot be completed.
d. Aircraft suitability and maintenance status; Crew suitability and status; Airports of intended use; Weather; Special passenger or cargo considerations; Available alternatives if the planned flight cannot be completed.

7. The Aircraft Flight Log shall be comprised as follows:

a. One line for each flight listing the date of the flight, ending hour meter reading, and dispatcher initials.
b. One line for each flight listing the customer name, and ending hour meter reading.
c. One line for each flight listing the pilot-in-command initials, and the dispatcher initials.
d. One line for each flight listing the date of the flight, customer name, ending hour meter reading, pilot-in-command initials, dispatcher initials.

8. It is the responsibility of the Pilot in Command to assure that all passengers are familiar with information on:

a. Location and means for opening the entry door and emergency exits.
b. Smoking; Use of seat belts; and emergency use of oxygen.
c. Smoking; Use of seat belts; Position of seat backs for takeoff and landing; and the normal and emergency use of oxygen.
d. Smoking; Use of seat belts; Position of seat backs for takeoff and landing; Location and means for opening the entry door and emergency exits; Location of survival equipment; and, the normal and emergency use of oxygen.

9. In the event that it is not possible to file a VFR flight plan with the Federal Aviation Administration, the flight plan shall be filed with:

a. The company base of operations.
b. With a company designated and authorized dispatch agent for the appropriate area.
c. DUATS via the Internet or by use of a Palm Pilot.
d. The company base of operations or with a company designated and authorized dispatch agent for the appropriate area.

10. After each flight leg, the crew must complete a thorough post-flight inspection of the aircraft to:

a. delay passengers who are already late.
b. allow the passengers to correct any possible problems before the FAA notices any of them.
c. uncover any problems with the paint, exterior, or interior. This would allow passengers to witness a postflight inspection.
d. uncover any faults or safety problems This would allow for the possible correction of these problems before our passengers would be delayed by them.

11. At the completion of any flight assignment, the Pilot in Command must:

a. stow supplies and cabin equipment properly.
b. stow supplies and cabin equipment properly and turn in any load manifest forms generated on that flight assignment.
c. clean and tidy the interior of the aircraft, stow supplies and cabin equipment properly and turn in any maintenance discrepancy forms generated on that flight assignment.
d. clean and tidy the exterior interior of the aircraft, wipe off all surfaces, and touch-up any paint that is peeling or faded on that flight assignment.

12. Any operational deviation or emergency action taken by pilots shall be reported:

a. Verbally to the Chief Pilot, ten (10) days after the occurrence.
b. Verbally to the FAA within the prescribed time limit of ten (10) days after the occurrence.
c. In writing to the FAA within the prescribed time limit of ten (10) days after the occurrence.
d. In writing to the Chief Pilot for transmittal to the FAA within the prescribed time limit of ten (10) days after the occurrence.

13. Proper evaluation of pilot performance by the Check Airman or Chief Pilot includes the detection and examination of:

a. Improper training.
b. Personal characteristics and habits that could adversely affect safety.
c. Improper and insufficient training.
d. Improper and insufficient training, and personal characteristics that could adversely affect safety.

14. When cargo is carried in the cabin with passengers, which of the following limitations apply:

a. It is carried in a cargo rack, or It is secured by means approved by the FAA.
b. It is carried in an approved cargo rack, bin, or compartment installed in the aircraft.
c. It is carried in an approved cargo rack, bin, or compartment installed in the aircraft; or It is secured by means approved by the FAA; or It is carried or covered to avoid possible injury to passengers.
d. It is carried in an approved cargo rack, bin, or compartment installed in the aircraft; or It is secured by means approved by the FAA; or It is carried in accordance with each of the following: It is properly secured by a safety belt or other tie-down having enough strength to eliminate the possibility of shifting under normally, anticipated flight and ground conditions. It is packaged or covered to avoid possible injury to passengers.

15. The strict adherence to FAR 135.100 rules regarding the keeping of a sterile cockpit environment during critical phases of flight. For all ground operations including taxi, takeoff and landing and for all flight operations below 10,000 feet except for cruise flight:

a. no crewmember may engage in any activity that may distract any crewmember from the performance of his or her duty.
b. no crewmember may engage in any activity that is not required for the safe operation of the flight.
c. no crewmember may engage in any activity that may distract any crewmember from any duty not required for the safe operation of the flight.
d. no crewmember may engage in any activity that may distract any crewmember from the performance of his or her duty, nor may they perform any duty not required for the safe operation of the flight.

16. The management of communications radios are as follows:

a. use comm 2 for the current active tranceiver and comm 1 for secondary communications and the receiving of ATIS and any supplementary information.
b. use comm 1 for the current active tranceiver and comm 2 for most supplementary information.
c. use comm 2 for the current active tranceiver and comm 2 for secondary communications and the receiving of ATIS and any supplementary information.
d. use comm 1 for the current active tranceiver and comm 2 for secondary communications and the receiving of ATIS and any supplementary information.

17. The operator of an aircraft must provide the following materials, in current and appropriate form, accessible to the pilot at the pilot station, and the pilot shall use them:

a. For single engine aircraft, climb performance data.
b. For multiengine aircraft, all-engine climb performance data.
c. For all aircraft, climb performance data.
d. For multiengine aircraft, one-engine-inoperative climb performance data.

18. For the operation of aircraft carrying passengers in IFR conditions, which of the following rules apply:

a. All aircraft must be operated at a weight that will allow it to climb at least 50 feet a minute.
b. All aircraft must be operated at a weight that will allow it to climb, at least 50 feet a minute or to 5,000 feet MSL.
c. All aircraft must be operated at a weight that will allow it to climb, with an engine inoperative, at least 50 feet a minute when operating at the MEAs of the route to be flown or 5,000 feet MSL, whichever is higher.
d. Multiengine aircraft must be operated at a weight that will allow it to climb, with the critical engine inoperative, at least 50 feet a minute when operating at the MEAs of the route to be flown or 5,000 feet MSL, whichever is higher.

19. The Gyroscopic Rate of Turn/Slip Skid Indicator may be inoperative on left side

a. in all instances
b. except for VFR over-the-top, night flights.
c. except for IFR, and passenger carrying VFR night flights.
d. except for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.

20. Which statement is the most correct?

a. The autopilot must be operative for IFR passenger carrying flights.
b. The autopilot must be operative for IFR passenger carrying flights. May be inoperative for all cargo only flights.
c. The autopilot must be operative for IFR passenger carrying flights unless parts of the autopilot function some of the time.
d. The autopilot must be operative for IFR passenger carrying flights unless a fully trained and qualified second in command is aboard.

21. No person may operate an unpressurized aircraft unless it is equipped with enough oxygen dispensers and oxygen to supply the pilots, when flying:

a. At altitudes above 10,000 feet MSL.
b. Above 15,000 feet AGL, oxygen to each occupant of the aircraft other than the pilots.
c. At altitudes above 12,500 feet through 15,000 feet MSL, oxygen to at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration.
d. At altitudes above 10,000 feet through 15,000 feet MSL, oxygen to at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and Above 15,000 feet MSL, oxygen to each occupant of the aircraft other than the pilots.

22. If you cannot avoid penetrating a thunderstorm, before entering the storm:

a. establish a penetration altitude above the freezing level or above the level of -10° C.
b. establish a penetration altitude above the freezing level or above the level of -15° C.
c. establish a penetration altitude below the freezing level or above the level of -10° C.
d. establish a penetration altitude below the freezing level or above the level of -15° C.

23. An alternate airport is not required, if for at least one hour before and after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate that:

a. The ceiling will be at least 1,500 feet and three miles.
b. The ceiling will be at least 1,500 feet and three miles, whichever is the greater.
c. The ceiling will be at least 2,000 feet above the airport and Visibility at least three miles.
d. The ceiling will be at least 1,500 feet above the lowest circling approach MDA; or at least 1,500 feet above the lowest published minimum or 2,000 feet above the airport elevation, whichever is higher; Visibility at least three miles, or two miles more than the lowest applicable visibility minimums, whichever is the greater.

24. No person may operate an airplane under VFR in uncontrolled airspace when the ceiling is:

a. less than 3,000 feet unless flight visibility is at least 3 miles.
b. less than 3,000 feet unless flight visibility is at least 1 mile.
c. less than 1,000 feet unless flight visibility is at least 1 mile.
d. less than 1,000 feet unless flight visibility is at least 2 miles.

25. Which of the following approaches are not authorized by our Operation Specifications?

a. ILS.
b. LDA
c. NDB
d. VOR