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The following sample exam for Private Pilot-Airplane (PAR) is suitable study material for the Private Pilot-Airplane Rating. These questions are a representation of questions that can be found on all Private Pilot-Airplane Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full PAR test contains 60 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-2G, Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, and Private Pilot is available at: http://www.faa.gov/training_testing/testing/test_questions/media/sport_rec_private_akts.pdf.

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf.

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1 Which statement relates to Bernoulli's principle?

- A. For every action there is an equal and opposite reaction.
- B. An additional upward force is generated as the lower surface of the wing deflects air downward.
- C. Air traveling faster over the curved upper surface of an airfoil causes lower pressure on the top surface.

PLT025 / PA.I.F.K6 *Aerodynamics.*

2 The term 'angle of attack' is defined as the angle between the

- A. chord line of the wing and the relative wind.
- B. airplane's longitudinal axis and that of the air striking the airfoil.
- C. airplane's center line and the relative wind.

PLT168 / PA.I.F.K6 *Aerodynamics.*

3 While on a VFR cross country and not in contact with ATC, what frequency would you use in the event of an emergency?

- A. 121.5 MHz.
- B. 122.5 MHz.
- C. 128.725 MHz.

PLT391 / PA.VI.B.K3 *Radar assistance to VFR aircraft (e.g. operations, equipment, available services, traffic advisories).*

4 (Refer to FAA-CT-8080-2G, Figure 38.) Determine the approximate landing ground roll distance.

Pressure altitude 5,000 ft

Headwind Calm

Temperature 101°F

- A. 445 feet.
- B. 545 feet.
- C. 495 feet.

PLT008 / PA.I.F.K1 *Elements related to performance and limitations (e.g. takeoff and landing, crosswind, tailwind and headwind, density altitude, glide performance, weight and balance, climb, cruise, descent, powerplant considerations) by explaining the use of charts, tables, and data to determine performance.*

5 (Refer to FAA-CT-8080-2G, Figure 8.) What is the effect of a temperature increase from 35 to 50°F on the density altitude if the pressure altitude remains at 3,000 feet MSL?

- A. 1,000-foot increase.
- B. 1,100-foot decrease.
- C. 1,300-foot increase.

PLT124 / PA.VI.A.K4 *True airspeed and density altitude.*

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6 (Refer to FAA-CT-8080-2G, Figure 35.) Determine the approximate manifold pressure setting with 2,450 RPM to achieve 65 percent maximum continuous power at 6,500 feet with a temperature of 36°F higher than standard.

- A. 19.8 inches Hg.
- B. 20.8 inches Hg.
- C. 21.0 inches Hg.

PLT278 / PA.VI.A.K13 Power setting selection.

7 (Refer to FAA-CT-8080-2G, Figure 38.) Determine the total distance required to land over a 50-foot obstacle. Pressure altitude 5,000 ft

**Headwind 8 kts
Temperature 41 °F
Runway Hard surface**

- A. 837 feet.
- B. 956 feet.
- C. 1,076 feet.

PLT008 / PA.I.F.K1 Elements related to performance and limitations (e.g. takeoff and landing, crosswind, tailwind and headwind, density altitude, glide performance, weight and balance, climb, cruise, descent, powerplant considerations) by explaining the use of charts, tables, and data to determine performance.

8 When activated, an emergency locator transmitter (ELT) transmits on

- A. 118.0 and 118.8 MHz.
- B. 121.5 and 243.0 MHz.
- C. 123.0 and 119.0 MHz.

PLT402 / PA.IX.A.K9 ELTs and/or other emergency locating devices.

9 What is one purpose of wing flaps?

- A. To enable the pilot to make steeper approaches to a landing without increasing the airspeed.
- B. To relieve the pilot of maintaining continuous pressure on the controls.
- C. To decrease wing area to vary the lift.

PLT473 / PA.I.G.K1b Major components of the systems: Flaps, leading edge devices, and spoilers as appropriate.

10 Unless otherwise authorized, if flying a transponder equipped aircraft, a pilot should squawk which VFR code?

- A. 1200.
- B. 7600.
- C. 7700.

PLT497 / PA.IX.A.K11 Transponder.

11 With regard to carburetor ice, float-type carburetor systems in comparison to fuel injection systems are generally considered to be

- A. more susceptible to icing.
- B. equally susceptible to icing.
- C. less susceptible to icing.

PLT136 / PA.IX.C.K1c The elements related to system and equipment malfunctions appropriate to the airplane, including: Carburetor or induction icing.

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12 If an aircraft is equipped with a fixed-pitch propeller and a float-type carburetor, the first indication of carburetor ice would most likely be

- A. a drop in oil temperature and cylinder head temperature.
- B. engine roughness.
- C. loss of RPM.

PLT190 / PA.I.G.R6 Outside/environmental factors affecting the systems, including improper fueling, carburetor ice, extremely cold temperatures, and vapor lock.

13 What does the red line on an airspeed indicator represent?

- A. Maneuvering speed.
- B. Turbulent or rough-air speed.
- C. Never-exceed speed.

PLT132 / PA.I.G.K1h Major components of the systems: Pitot-static, vacuum/pressure and associated flight instruments.

14 Deviation error of the magnetic compass is caused by

- A. northerly turning error.
- B. certain metals and electrical systems within the aircraft.
- C. the difference in location of true north and magnetic north.

PLT215 / PA.VI.A.K10 Magnetic compass errors.

15 When making routine transponder code changes, pilots should avoid inadvertent selection of which code?

- A. 7200.
- B. 7000.
- C. 7500.

PLT497 / PA.IX.A.K11 Transponder.

16 This sign confirms your position on

- A. runway 22.
- B. routing to runway 22.
- C. taxiway 22.

PLT141 / PA.II.D.K2 Airport markings, signs, and lights.



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

- A. Pilot in command.
- B. Air Traffic Controller.
- C. Second in command.

PLT444 / PA.IV.B.K7 Land and hold short operations (LAHSO) or option to refuse LAHSO restriction.

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18 (Refer to FAA-CT-8080-2G, Figure 47.) While on final approach to a runway equipped with a standard 2-bar VASI, the lights appear as shown by illustration D. This means that the aircraft is

- A. above the glide slope.
- B. below the glide slope.
- C. on the glide slope.

PLT147 / PA.III.B.K2 Airport signs and markings, lighting, and wind indicators.

19 From the cockpit, this marking confirms the aircraft to be

- A. on a taxiway, about to enter runway zone.
- B. on a runway, about to clear.
- C. near an instrument approach clearance zone.

PLT141 / PA.II.D.K2 Airport markings, signs, and lights.

20 (Refer to FAA-CT-8080-2G, Figure 64.) Which marking indicates a vehicle lane?

- A. A.
- B. C.
- C. E.

PLT141 / PA.II.D.K2 Airport markings, signs, and lights.

21 (Refer to FAA-CT-8080-2G, Figure 48.) The portion of the runway identified by the letter A may be used for

- A. landing.
- B. taxiing and takeoff.
- C. taxiing and landing.

PLT077 / PA.II.D.K2 Airport markings, signs, and lights.

22 (Refer to FAA-CT-8080-2G, Figure 78.) What are the basic VFR weather minima required to takeoff from the Onawa, IA (K36) airport during the day?

- A. 3 statute miles visibility, 500 feet below the clouds, 1,000 feet above the clouds and 2,000 feet horizontally from the clouds.
- B. 0 statute miles, clear of clouds.
- C. 1 statute mile, clear of clouds.

PLT064 / PA.I.D.K8 Symbolology found on VFR charts including airspace, obstructions, and terrain

23 What action should a pilot take when operating under VFR in a Military Operations Area (MOA)?

- A. Obtain a clearance from the controlling agency prior to entering the MOA.
- B. Operate only on the airways that transverse the MOA.
- C. Exercise extreme caution when military activity is being conducted.

PLT393 / PA.I.E.K4 Special use, special flight rules areas, and other airspace areas.

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24 The radius of the procedural outer area of Class C airspace is normally

- A. 10 NM.
- B. 20 NM.
- C. 30 NM.

PLT161 / PA.I.E.K2 Charting symbology.

25 ATC advises, "traffic 12 o'clock." This advisory is relative to your

- A. true course.
- B. ground track.
- C. magnetic heading.

PLT044 / PA.VI.B.K3 Radar assistance to VFR aircraft (e.g. operations, equipment, available services, traffic advisories).

26 The Aeronautical Information Manual (AIM) specifically encourages pilots to turn on their landing lights when operating below 10,000 feet, day or night, and especially when operating

- A. in Class B airspace.
- B. in conditions of reduced visibility.
- C. within 15 miles of a towered airport.

PLT119 / PA.III.B.K3 Collision avoidance, scanning, obstacle and wire strike avoidance.

27 When executing an emergency approach to land in a single-engine airplane, it is important to maintain a constant glide speed because variations in glide speed will

- A. increase the chances of shock cooling the engine.
- B. assure the proper descent angle is maintained until entering the flare.
- C. nullify all attempts at accuracy in judgment of gliding distance and landing spot.

PLT208 / PA.IX.A.K1 Glide speed, distance.

28 The destination airport has one runway, 8-26, and the wind is calm. The normal approach in calm wind is a left hand pattern to runway 08. There is no other traffic at the airport. A thunderstorm about 6 miles west is beginning its mature stage, and rain is starting to reach the ground. The pilot decides to

- A. fly the pattern to runway 8 since the storm is too far away to affect the wind at the airport.
- B. fly the normal pattern to runway 8 since the storm is west and moving north and any unexpected wind will be from the east or southeast toward the storm.
- C. fly an approach to runway 26 since any unexpected wind due to the storm will be westerly.

PLT271 / PA.I.H.K4 The effects of hazardous attitudes on aeronautical decision making.

29 (Refer to FAA-CT-8080-2G, Figure 52.) What is the recommended communications procedure for landing at Lincoln Municipal during the hours when the tower is not in operation?

- A. Monitor airport traffic and announce your position and intentions on 118.5 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.

PLT078 / PA.III.A.K2 Communication procedures and ATC phraseology.

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30 If Receiver Autonomous Integrity Monitoring (RAIM) capability is lost in-flight,

- A. the pilot may still rely on GPS derived altitude for vertical information.
- B. the pilot has no assurance of the accuracy of the GPS position.
- C. GPS position is reliable provided at least 3 GPS satellites are available.

PLT354 / PA.VI.B.K2 Satellite-based navigation (e.g. equipment, regulations, authorized use of databases, and Receiver Autonomous Integrity Monitoring (RAIM)).

31 (Refer to FAA-CT-8080-2G, Figure 25, area 5.) The navigation facility at Dallas-Ft. Worth International (DFW) is a

- A. VOR.
- B. VORTAC.
- C. VOR/DME.

PLT101 / PA.I.D.K8 Symbology found on VFR charts including airspace, obstructions, and terrain

32 How far will an aircraft travel in 7.5 minutes with a ground speed of 114 knots?

- A. 14.25 NM.
- B. 15.00 NM.
- C. 14.50 NM.

PLT012 / PA.I.D.K4 Calculating time, climb and descent rates, course, distance, heading, true air speed (TAS), and ground speed.

33 (Refer to FAA-CT-8080-2G, Figure 52.) Where is Loup City Municipal located with relation to the city?

- A. Northeast approximately 3 miles.
- B. Northwest approximately 1 mile.
- C. East approximately 7 miles.

PLT078 / PA.I.D.S9 Apply pertinent information from Chart Supplements U.S.; NOTAMs relative to airport, runway and taxiway closures; and other flight publications.

34 (Refer to FAA-CT-8080-2G, Figure 26, area 2.) The day VFR visibility and cloud clearance requirements to operate over the town of Cooperstown, after departing and climbing out of the Cooperstown Airport at or below 700 feet AGL are

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

PLT064 / PA.I.E.K3 Operating rules, pilot certification, and airplane equipment requirements for flying in different classes of airspace.

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35 When the course deviation indicator (CDI) needle is centered using a VOR test signal (VOT), the omnibearing selector (OBS) and the TO/FROM indicator should read

- A. 180° FROM, only if the pilot is due north of the VOT.
- B. 0° TO or 180° FROM, regardless of the pilot's position from the VOT.
- C. 0° FROM or 180° TO, regardless of the pilot's position from the VOT.

PLT300 / PA.VI.B.K1 Ground-based navigation (orientation, course determination, equipment, tests and regulations).

36 (Refer to FAA-CT-8080-2G, Figure 52.) When approaching Lincoln Municipal from the west at noon for the purpose of landing, initial communications should be with

- A. Lincoln Approach Control on 124.0 MHz.
- B. Minneapolis Center on 128.75 MHz.
- C. Lincoln Tower on 118.5 MHz.

PLT078 / PA.I.D.S9 Apply pertinent information from Chart Supplements U.S.; NOTAMs relative to airport, runway and taxiway closures; and other flight publications.

37 (Refer to FAA-CT-8080-2G, Figure 20, area 1.) The NALF Fentress (NFE) Airport is in what type of airspace?

- A. Class C.
- B. Class E.
- C. Class G.

PLT064 / PA.I.E.K2 Charting symbology.

38 Unless otherwise authorized, two-way radio communications with Air Traffic Control are required for landings or takeoffs at all towered airports

- A. regardless of weather conditions.
- B. only when weather conditions are less than VFR.
- C. within Class D airspace only when weather conditions are less than VFR.

PLT044 / PA.III.A.K2 Communication procedures and ATC phraseology.

39 Maintenance records show the last transponder inspection was performed on September 1, 2014. The next inspection will be due no later than

- A. September 30, 2015.
- B. September 1, 2016.
- C. September 30, 2016.

PLT508 / PA.I.B.K1c General airworthiness requirements and compliance for airplanes: Inspection requirements.

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40 During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum flight visibility for day VFR is

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

PLT163 / PA.I.E.K3 Operating rules, pilot certification, and airplane equipment requirements for flying in different classes of airspace.

41 Pre-takeoff briefing of passengers about the use of seat belts is the responsibility of

- A. all passengers.
- B. the pilot.
- C. a crewmember.

PLT444 / PA.II.B.K4 Passenger briefing requirements and appropriate information.

42 Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the area prior to entering which class airspace?

- A. Class C.
- B. Class E.
- C. Class G.

PLT434 / PA.III.A.K2 Communication procedures and ATC phraseology.

43 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.

PLT371 / PA.I.A.K7 Category and class.

44 In which class of airspace is aerobatic flight prohibited?

- A. Class E airspace not designated for federal airways above 1,500 feet AGL.
- B. Class E airspace below 1,500 feet AGL.
- C. Class G airspace above 1,500 feet AGL.

PLT369 / PA.I.E.K3 Operating rules, pilot certification, and airplane equipment requirements for flying in different classes of airspace.

45 During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum distance below clouds requirement for VFR flight at night is

- A. 500 feet.
- B. 1,000 feet.
- C. 1,500 feet.

PLT163 / PA.I.E.K3 Operating rules, pilot certification, and airplane equipment requirements for flying in different classes of airspace.

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46 A flashing white light signal from the control tower to a taxiing aircraft is an indication to

- A. taxi at a faster speed.
- B. taxi only on taxiways and not cross runways.
- C. return to the starting point on the airport.

PLT141 / PA.III.A.K3 ATC light gun signal recognition.

47 A 100-hour inspection was due at 3302.5 hours. The 100-hour inspection was actually done at 3309.5 hours. When is the next 100-hour inspection due?

- A. 3312.5 hours.
- B. 3395.5 hours.
- C. 3402.5 hours.

PLT372 / PA.I.B.K1c General airworthiness requirements and compliance for airplanes: Inspection requirements.

48 (Refer to FAA-CT-8080-2G, Figure 16.) What sky condition and visibility are forecast for upper Michigan in the eastern portions after 2300Z?

- A. Ceiling 1,000 feet overcast and 3 to 5 statute miles visibility.
- B. Ceiling 1,000 feet overcast and 3 to 5 nautical miles visibility.
- C. Ceiling 100 feet overcast and 3 to 5 statute miles visibility.

PLT081 / PA.I.C.K3 Current and forecast weather for departure, en route and arrival phases of flight.

49 When speaking to a flight service weather briefer, you should state

- A. the pilot in command's full name and address.
- B. a summary of your qualifications.
- C. whether the flight is VFR or IFR.

PLT514 / PA.I.C.S1 Use available aviation weather resources to obtain an adequate weather briefing.

50 The mature stage of a thunderstorm begins with

- A. formation of the anvil top.
- B. the start of precipitation.
- C. continuous downdrafts.

PLT495 / PA.I.C.K4h Meteorology applicable the airport, local area, departure, en route, alternate, and destination of a VFR flight in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as: Thunderstorms.

51 To determine the freezing level and areas of probable icing aloft, the pilot should refer to the

- A. inflight aviation weather advisories.
- B. weather depiction chart.
- C. area forecast.

PLT274 / PA.I.C.K2 Weather products required for preflight planning and en route operations.

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52 (Refer to FAA-CT-8080-2G, Figure 16.) The Chicago FA forecast section is valid until the twenty-fifth at

- A. 0800Z.
- B. 1400Z.
- C. 1945Z.

PLT081 / PA.I.C.K3 Current and forecast weather for departure, en route and arrival phases of flight.

53 You plan to phone a weather briefing facility for preflight weather information. You should

- A. provide the number of occupants on board.
- B. identify yourself as a pilot.
- C. begin with your route of flight.

PLT514 / PA.I.C.K1 Acceptable sources of weather data for flight planning purposes.

54 The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to

- A. stronger pressure gradient at higher altitudes.
- B. friction between the wind and the surface.
- C. stronger Coriolis force at the surface.

PLT516 / PA.I.C.K4b Meteorology applicable the airport, local area, departure, en route, alternate, and destination of a VFR flight in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as: Wind (e.g. crosswind tailwind, wind shear, etc.)

55 When warm, moist, stable air flows upslope, it

- A. produces stratus type clouds.
- B. causes showers and thunderstorms.
- C. develops convective turbulence.

PLT192 / PA.I.C.K4f Meteorology applicable the airport, local area, departure, en route, alternate, and destination of a VFR flight in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as: Clouds.

56 (Refer to FAA-CT-8080-2G, Figure 17.) What wind is forecast for STL at 12,000 feet?

- A. 230° true at 56 knots.
- B. 230° true at 39 knots.
- C. 230° magnetic at 56 knots.

PLT076 / PA.I.C.K3 Current and forecast weather for departure, en route and arrival phases of flight.

57 (Refer to FAA-CT-8080-2G, Figure 16.) What sky conditions and obstructions to visibility are forecast for upper Michigan in the western portions from 0200Z until 0500Z?

- A. Ceiling becoming 1,000 feet overcast with visibility 3 to 5 statute miles in mist.
- B. Ceiling becoming 1,000 feet overcast with visibility 3 to 5 nautical miles in mist.
- C. Ceiling becoming 100 feet overcast with visibility 3 to 5 statute miles in mist.

PLT081 / PA.I.C.K3 Current and forecast weather for departure, en route and arrival phases of flight.

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58 When there is a temperature inversion, you would expect to experience

- A. clouds with extensive vertical development above an inversion aloft.
- B. good visibility in the lower levels of the atmosphere and poor visibility above an inversion aloft.
- C. an increase in temperature as altitude increases.

PLT301 / PA.I.C.K4c Meteorology applicable the airport, local area, departure, en route, alternate, and destination of a VFR flight in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as: Temperature.

59 Why is frost considered hazardous to flight?

- A. Frost changes the basic aerodynamic shape of the airfoils, thereby increasing lift.
- B. Frost slows the airflow over the airfoils, thereby increasing control effectiveness.
- C. Frost spoils the smooth flow of air over the wings, thereby decreasing lifting capability.

PLT128 / PA.I.C.K4k Meteorology applicable the airport, local area, departure, en route, alternate, and destination of a VFR flight in Visual Meteorological Conditions (VMC) to include expected climate and hazardous conditions such as: Frost.

60 (Refer to FAA-CT-8080-2G, Figures 32 and 33.) Which action can adjust the airplane's weight to maximum gross weight and the CG within limits for takeoff?

Front seat occupants 425 lb

Rear seat occupants 300 lb

Fuel, main tanks 44 gal

- A. Drain 12 gallons of fuel.
- B. Drain 9 gallons of fuel.
- C. Transfer 12 gallons of fuel from the main tanks to the auxiliary tanks.

PLT021 / PA.I.F.S1 Compute weight and balance for a given scenario, which includes practical techniques to resolve out-of-limit calculations and determine if the weight and balance will remain within limits during all phases of flight.