

## Private Pilot – FAR Quiz

### 14 CFR PART 1

1. The Federal Aviation Administrator or any person to whom he has delegated his authority in the matter concerned is referred to throughout the FARs as the \_\_\_\_\_.
2. From the following list, select the terms that pertain to “category” with respect to aircraft certification.
  - a. Utility
  - b. Balloon
  - c. Acrobatic
  - d. Multiengine
  - e. Transport
  - f. Landplane
3. The time that an aircraft first moves under its own power for the purpose of flight until it comes to rest after landing is \_\_\_\_\_.
4. The average forward horizontal distance at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night is known as:
  - a. Ground visibility
  - b. Flight visibility
  - c. Runway visual value
  - d. Runway visual range
5. “Night” is defined at the time from:
  - a. Sunset to sunrise
  - b. One hour before sunset to one hour before sunrise
  - c. One-half hour after sunset to one-half hour after sunrise
  - d. The end of evening civil twilight to the beginning of morning civil twilight as published in the American Air Almanac, converted to local time.

### 14 CFR PART 61

1. [61.3] What document(s) is/are required to be in your personal possession or readily accessible in the aircraft when you are acting as pilot in command of an aircraft?
  - a. A pilot logbook with appropriate endorsements
  - b. An appropriate pilot certificate, medical certificate, and logbook
  - c. A certificate showing satisfactory completion of a flight review
  - d. A current pilot certificate, an appropriate medical certificate, and photo identification
2. [61.5] The five aircraft category ratings that are placed on pilot certificates are \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.
3. [61.31] What is required before you may act as pilot in command of an airplane with more than 200 hp if you logged no pilot-in-command time in a high-performance airplane prior to August 4, 1997?
  - a. An FAA flight test in the airplane
  - b. 15 hours of instruction in the airplane
  - c. Three solo takeoffs and landings within the previous 90 days
  - d. Receive and log ground and flight training from an authorized instructor in either a high-performance airplane or an approved flight simulator or flight training device.
4. [61.57] As a private pilot, you may not act as pilot in command of an aircraft carrying passengers unless you have made at least three takeoffs and landings in an aircraft of the same \_\_\_\_\_, and \_\_\_\_\_ within the preceding \_\_\_\_\_ days.

**[61.23] To answer questions 5 through 7, match the expiration date with the medical certificate, date issued, and usage (answers may be used more than once).**

5. First-class, 7/12/\_\_\_\_\_
  - i. Airline transport pilot, 40 or over \_\_\_\_\_
  - ii. Airline transport pilot, under 40 \_\_\_\_\_
  - iii. Commercial pilot \_\_\_\_\_
  - iv. Private pilot, 40 or over \_\_\_\_\_
  - v. Private pilot, under 40 \_\_\_\_\_
  - vi. Student pilot, 40 or over \_\_\_\_\_
  - vii. Student pilot, under 40 \_\_\_\_\_
  - a. 7/31/2 years later
  - b. 7/31/5 years later
  - c. 1/31/1 year later
  - d. 1/31/6 months later
  - e. 7/31/1 year later
6. Second-class, 11/1/\_\_\_\_\_
  - i. Commercial pilot \_\_\_\_\_
  - ii. Private pilot, 40 or over \_\_\_\_\_
  - iii. Private pilot, under 40 \_\_\_\_\_
  - iv. Student pilot, 40 or over \_\_\_\_\_
  - v. Student pilot, under 40 \_\_\_\_\_
  - a. 11/1/1 years later
  - b. 11/30/2 years later
  - c. 11/1/2 year later
  - d. 11/30/1 months later
  - e. 11/30/5 year later
7. Third-class, 2/28/\_\_\_\_\_
  - i. Private pilot, 40 or over \_\_\_\_\_
  - ii. Private pilot, under 40 \_\_\_\_\_
  - iii. Student pilot, 40 or over \_\_\_\_\_
  - iv. Student pilot, under 40 \_\_\_\_\_
  - a. 2/28/2 years later
  - b. 2/28/1 years later
  - c. 8/31/2 year later
  - d. 2/28/5 months later
  - e. 8/31/5 year later
8. [61.57] Assume that you are a private pilot acting as pilot in command of an aircraft carrying passengers at night. Within the preceding 90 days, you must have made at least:
  - a. Touch-and-goes at night in any aircraft
  - b. Touch-and-goes at night in an aircraft of the same category and class
  - c. Takeoffs and three full-stop landings in an aircraft of the same class
  - d. Takeoffs and three full-stop landings at night in an aircraft of the same category, class and type (if a type rating is required)
9. [61.57] Assume you are making a flight carrying passengers, and official sunset will occur at 1900 local time. If you do not meet the recent flight experience requirements for night flight, you must be on the ground no later than
  - a. 1900
  - b. 1930
  - c. 2000
  - d. 2030
10. [61.56] To act as pilot in command of an aircraft, you must have either a logbook endorsement showing the satisfactory completion of a flight review or the completion of a pilot proficiency check within the preceding:
  - a. 6 calendar months

- b. 12 calendar months
  - c. 24 calendar months
  - d. 36 calendar months
11. [61.60] If you change your permanent mailing address and wish to continue to exercise the privileges of your pilot certificate, you must notify the FAA of the change within \_\_\_\_\_.
12. [61.83] \_\_\_\_\_ (True/False) Before your first solo as a student pilot, you must be at least 16 years old.
13. [61.87] Before solo, you must receive the required ground and flight instruction and demonstrate to an authorized instructor that you:
- a. Have satisfactorily knowledge to pass the FAA Private Pilot Airmen Knowledge Test
  - b. Are familiar with the flight rules of 14 CFR Part 91 that pertain to student solo flights
  - c. Can divert to an alternate airport if you are unable to return to the home base airport
  - d. Know all of the emergency procedures that are included in the POH of the aircraft you are using
14. [61.89] \_\_\_\_\_ (True/False) A student pilot may act as pilot in command of an aircraft carrying passengers, provided the instructor has endorsed the student pilot certificate for solo flight.
15. [61.113] In relation to operating expenses and compensation while you are acting as pilot in command, the regulations specify that as a private pilot you may:
- a. Not share the operating expenses with passengers
  - b. Share the operating expenses with passengers
  - c. Share the operating expenses with passengers and receive compensation from them for pilot services
  - d. Share operating expenses plus be compensated for the time involved if the pilot meets the flight-time requirements for a commercial pilot certificate
16. [61.113] What exception, if any, allows you as a private pilot to act as pilot in command of an aircraft carrying paying passengers?
- a. There is no exception
  - b. If the passengers pay for the operating expenses
  - c. If a donation for the flight is made to a charitable organization
  - d. If the flight is made within a 50 n.m. radius of the airport origination

## 14 CFR PART 91

1. [91.3] Assume an in-flight emergency occurs which requires immediate action. As the pilot in command, you may:
- a. Not deviate from any FARs
  - b. Not deviate from FARs unless permission is obtained from ATC
  - c. Deviate from FARs to the extent required to meet that emergency
  - d. Deviate from the FARs to the extent required to meet the emergency but must then submit a written report to the Administrator within 24 hours
2. [91.3] The final authority as to the operation of an aircraft is the \_\_\_\_\_.
3. [91.7] Who is responsible for determining if the aircraft is airworthy?
- a. The owner of the aircraft
  - b. The company operating the aircraft
  - c. The pilot in command of the aircraft
  - d. A certificated aircraft maintenance inspector
4. [91.9, 91.203] From the following list, select the certificates and documents that FARs require you to carry aboard an aircraft during flight.
- a. Operating limitations
  - b. Registration certificate
  - c. Return to service endorsement

- d. Airworthiness certificate
  - e. Aircraft maintenance records
  - f. Restricted radiotelephone operator permit
  - g. Record of next required maintenance
5. [91.17] You may not act as pilot in command of an aircraft while under the influence of alcohol or while:
- a. Under stress
  - b. Taking any prescription drug
  - c. Under the care of a physician
  - d. Using any drug that affects your faculties contrary to safety
6. [91.17] No person may act as a crewmember of a civil aircraft within eight hours after the consumption of any alcoholic beverage or while having alcohol in the blood with is:
- a. Detectable
  - b. .04% by weight or more
  - c. .05% by volume or more
  - d. .09% by weight or more
7. [91.17] When may a pilot allow a person who is obviously under the influence of alcohol or drugs to be carried in the aircraft?
- a. Never
  - b. Only if there are two pilot aboard the aircraft
  - c. If the person does not have access to the cockpit or pilot's compartment
  - d. Only in an emergency or if the person is a medical patient under proper care
8. [91.103] Regulations require that, prior to each flight under VFR, the pilot in command must:
- a. Preflight the airplane
  - b. Check for any known traffic delays
  - c. Become familiar with all available information concerning that flight
  - d. Calculate the weight and balance to determine if the CG is within limits
9. [91.103] For flights not in the vicinity of an airport, in addition to considering the weather and the amount of fuel required for the flight, you must also:
- a. File a flight plan
  - b. Designate an alternate airport
  - c. Ensure that all navigation equipment if the aircraft is operational
  - d. Consider an alternate course of action if the flight cannot be completed as planned
10. [91.103] Before beginning a flight, as pilot in command, you must:
- a. Check the accuracy of the ELT
  - b. Check to see that each flight instrument is operational
  - c. File a flight plan for all night flights
  - d. Determine the runway lengths at the airports you intend to use and calculate the airplane's takeoff and landing distances
11. [91.105] As pilot in command, when are you required to wear your safety belt?
- a. During flight
  - b. During takeoff and landing
  - c. When flying through turbulent conditions
  - d. During takeoff and landing and enroute
12. [91.107] Regarding passengers, the pilot in command must ensure that all passengers are briefed on the use of safety belts and notified that they must be fastened:
- a. At all times
  - b. During takeoff and landing
  - c. When flying through turbulent conditions
  - d. During takeoff and landing and enroute

13. [91.113] While on base leg in an airport traffic pattern, you sight another airplane on a two-mile final. The airplane that has the right-of-way is the one:
- That is the least maneuverable
  - Which is closest to the landing threshold
  - On final approach, regardless of altitude
  - You are flying, provided you are at the lowest altitude
14. [91.113] Arrange the choices on the right in order of priority with regard to right-of-way over other aircraft.
- Glider
  - Airship
  - Aircraft in distress
  - Airplane or helicopter
  - Balloon
15. [91.117] What is the maximum indicated airspeed for flights at or below 2,500 feet AGL within four nautical miles of the primary airport of a Class C or D airspace area?
- 156 knots (180 m.p.h.)
  - 200 knots (230 m.p.h.)
  - 230 knots (265 m.p.h.)
  - 265 knots (305 m.p.h.)
16. [91.117] the maximum authorized airspeed for flight beneath the later limits of a Class B airspace area, or in a VFR corridor designated through a Class B airspace area is:
- 156 knots
  - 180 knots
  - 200 knots
  - 250 knots
17. [91.117] The maximum indicated airspeed for flight below 10,000 feet MSL, unless otherwise authorized or required by ATC, is:
- 156 knots
  - 180 knots
  - 200 knots
  - 250 knots
18. [91.119] Except when necessary for takeoff and landing, when you are flying over congested areas you must maintain an altitude of at least:
- 1,000 feet from any obstacle
  - 1,500 feet above any obstacle
  - 1,000 feet vertically and 1,000 feet horizontally from the nearest obstacle
  - 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft
19. [91.121] During a cross-country flight at an altitude below 18,000 feet, you should set the altimeter to:
- 29.92 when operating at an altitude of more than 10,000 feet AGL
  - The setting of a station along the route and within 100 n.m. of the aircraft
  - The departure airport elevation, and reset it to the destination airport setting at the midpoint of the flight
  - The departure airport elevation, a station at the midpoint of the flight, and finally to the destination airport setting when you are within 10 n.m. of the airport
20. [91.123] When may ATC request a detailed report of an emergency, even though a rule has not been violated?
- Anytime an emergency occurs
  - When priority has been given
  - When the incident occurs in controlled airspace
  - Only when an accident results from the emergency
21. [91.123] What action, if any, may be required if you deviate from an ATC instruction during an emergency and are given priority over other air traffic?

- a. No action is required
- b. File a report with the FAA Administrator within 48 hours
- c. File a report with the chief of the ATC facility within 48 hours
- d. File a detailed report within 48 hours with the manager of the air traffic control facility only if requested

**[91.125] For questions 22 through 27, fill in the appropriate pilot action for each different ATC light signals.**

22. Steady red – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
23. Steady green – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
24. Flashing red – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
25. Flashing green – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
26. Flashing white – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
27. Alternating red/green – Surface: \_\_\_\_\_ Flight: \_\_\_\_\_
28. [91.127, 91.129] You must comply with any departure procedures established by the FAA at:
- a. Controlled airports only
  - b. Uncontrolled airports only
  - c. Any airport, whether it is controlled or uncontrolled
  - d. Airports with published instrument approach procedures when the tower is in operation
29. [91.151] The fuel requirement for flight under VFR during daylight hours requires that you carry enough fuel to fly to the first point of intended landing and to fly after that, at normal cruise speed, for \_\_\_\_\_ minutes.
30. [91.151] For VFR flight at night, you must carry enough fuel to fly to the first point of intended landing and, at normal cruise speed, for another \_\_\_\_\_ minutes.
31. [91.153] What is not required information for your VFR flight plan?
- a. Cruising altitude
  - b. Type of aircraft
  - c. Names of the passengers
  - d. Any information that the pilot in command believes is necessary for ATC purposes

**[91.155] For questions 32 through 34, match the appropriate minimum flight visibility and distance from clouds with the airspace and altitude by selecting from choices A through F.**

- a. 1 statute mile
  - b. 3 statute miles
  - c. 5 statute miles
  - d. 500 feet below; 1,000 feet above; 2,000 feet horizontal
  - e. 1,000 feet below; 1,000 feet above; 1 mile horizontal
  - f. Clear of clouds
32. 1,200 feet or less above the surface (regardless of MSL altitude)
- a. Within Class C airspace – Visibility: \_\_\_\_\_ Cloud separation: \_\_\_\_\_
  - b. Outside controlled airspace (except as provided in FAR 91.155(b)) – Day visibility: \_\_\_\_\_  
 \_\_\_\_\_ Day cloud separation: \_\_\_\_\_ Night visibility: \_\_\_\_\_  
 \_\_\_\_\_ Night cloud separation: \_\_\_\_\_
33. More than 1,200 feet above the surface but less than 10,000 feet MSL
- a. Within Class B airspace – Visibility: \_\_\_\_\_ Cloud separation: \_\_\_\_\_
  - b. Outside controlled airspace (except as provided in FAR 91.155(b)) – Day visibility: \_\_\_\_\_  
 \_\_\_\_\_ Day cloud separation: \_\_\_\_\_ Night visibility: \_\_\_\_\_  
 \_\_\_\_\_ Night cloud separation: \_\_\_\_\_
34. More than 1,200 feet above the surface and at or above 10,000 feet MSL
- a. Within Class G airspace – Visibility: \_\_\_\_\_ Cloud separation: \_\_\_\_\_

b. Within Class B airspace – Visibility: \_\_\_\_\_ Cloud separation: \_\_\_\_\_

35. [91.157] You may not operate an airplane within the controlled airspace at night under special VFR unless:
- A certified flight instructor is on board
  - The flight visibility is at least 3 miles
  - The flight can be conducted 500 feet below the clouds
  - You have a current instrument rating and the airplane is equipment for instrument flight
36. [91.157] A special VFR clearance authorizes you to enter the later boundaries of Class B, C, D, or E airspace designated for an airport when the:
- Ceiling is less than 1,000 feet and the visibility is less than 1 mile
  - Flight visibility is at least 1 mile and the aircraft remains clear of clouds
  - Flight can remain clear of clouds with no restrictions to visibility
  - The flight can maintain 1 mile visibility at an altitude no lower than the cloud base, provided this altitude is at least 1,000 feet AGL
37. [91.159] Compliance with the VFR cruising altitudes is required:
- At any altitude
  - Above 3,000 feet AGL
  - Above 5,000 feet AGL
  - Above 10,000 feet MSL
38. [91.203] From the list of required certificates or documents specified in the regulations, the one that must be displayed in the cabin or cockpit entrance and within view of passengers or crew is the \_\_\_\_\_.
39. [91.207] \_\_\_\_\_ (True/False) The installation of an emergency locator transmitter is not required on training aircraft flowing within a 50 n.m. radius of the airport where the training flight originated.
40. [91.207] The non-rechargeable batteries in an ELT are required to be replaced:
- Annually
  - Every 24 months
  - During each 100 hour or annual inspection
  - After 1 hour of cumulative use or when 50% of the useful life has expired
41. [91.209] Aircraft position lights are required to be illuminated from:
- Sunset to sunrise
  - 1 hours before sunset to 1 hour after sunrise
  - 30 minutes after sunset to 30 minutes before sunrise
  - 1 hours after sunset to 1 hour before sunrise
42. [91.211] Assume that you are planning to cruise at a cabin pressure altitude of 13,500 feet MSL for 1 hour and 45 minutes. For how long are you required to use supplemental oxygen?
- 1 hour
  - 1 hour and 15 minutes
  - 1 hour and 30 minutes
  - 1 hour and 45 minutes
43. [91.211] All occupants of an aircraft must be provided with supplemental oxygen if the flight will be above a cabin pressure altitude of:
- 10,000 feet MSL
  - 12,500 feet MSL
  - 14,000 feet MSL
  - 15,000 feet MSL
44. [91.215] \_\_\_\_\_ (True/False) If an altitude-encoding, transponder-equipped aircraft is flown in uncontrolled airspace, the Mode C function need not be turned on when the aircraft is below the floor of a Class B airspace area.

45. [91.303] \_\_\_\_\_ (True/False] Aerobatic flight is prohibited within four nautical miles of the centerline of any Federal airway.
46. [91.303] Aerobatic flight is not allowed:
- Within 5 miles of any airport
  - Within 2,000 feet of the surface
  - When the flight visibility is less than 5 s.m.
  - Over any congested area of a city, town, or settlement
47. [91.303] What is the minimum flight visibility and lowest altitude that is permitted for aerobatic flight?
- 3 miles and 1,500 feet
  - 5 miles and 1,000 feet
  - 7 miles and 1,000 feet above the highest obstacle within 5 miles
  - 10 miles and 1,500 feet above the highest obstacle within 5 miles
48. [91.307] Except for certain provisions, you are required to wear a parachute if any intentional maneuver exceeds \_\_\_\_\_ of bank or \_\_\_\_\_ nose-up or nose-down attitude.
49. [91.313] Restricted category civil aircraft are normally prohibited from flight:
- Within Class D airspace
  - Within 20 n.m. of Class B airspace areas
  - Over densely populated areas
  - Under instrument flight rules
50. [91.405] The responsibility for ensuring that an aircraft is maintain in an airworthy condition is primarily that of the:
- Maintenance shop
  - Owner or operator of the aircraft
  - The pilot in command of the aircraft
  - Certified mechanic who signs the aircraft maintenance records
51. [91.407] If an alteration or repair substantially affects an aircraft's operation in flight, that aircraft must be test flown by an appropriately rated pilot and approved for return to service prior to being operated:
- By a private pilot
  - With passengers aboard
  - For compensation or hire
  - Away from the vicinity of the airport
52. [91.409] Completion of an annual inspection and the return of the aircraft to service should always be indicated by:
- An entry in the maintenance records
  - Completion of an alteration and repair form
  - Issuance of a new airworthiness certificate
  - Issuance of an aircraft registration certificate
53. [91.409] If an aircraft receives an annual inspection on September 20 of this year, the next annual inspection will be due no later than:
- September 30 of next year
  - September 20 of next year
  - 100 flight hours following the last annual inspection
  - 12 calendar months after the date shown on the registration certificate
54. [91.417] What record or documents shall the owner or operator of an aircraft keep to show compliance with an applicable airworthiness directive?
- The aircraft maintenance records
  - Airworthiness and registration certificate
  - Aircraft flight manual and owner's handbook
  - Airworthiness certificate and owner's handbook



## NTSB PART 830

1. [830.2] According to NTSB Part 830, an aircraft accident is an occurrence associated with the operation of an aircraft for the purpose of flight which results in:
  - a. Serious injury to any person or substantial damage to the aircraft
  - b. Injury to any person or property, regardless of the extent involved
  - c. Injury to any person or damage to the aircraft in excess of \$300
  - d. An injury to any person which requires hospitalization or damage to the aircraft which would require repairs
2. [830.5] If an aircraft is involved in an accident which results in substantial damage to the aircraft but no injuries to the occupants, the nearest NTSB field office should be notified:
  - a. Immediately
  - b. Within 48 hours
  - c. Within 7 days
  - d. Within 10 days
3. [830.5] What incident would necessitate an immediate notification to the nearest NTSB office?
  - a. An in-flight fire
  - b. An in-flight radio failure
  - c. Ground damage to the propeller blades
  - d. An in-flight loss of VOR receive capability
4. [830.5] Select the incident that requires immediate notification to the nearest NTSB field office?
  - a. A near miss
  - b. An in-flight radio failure
  - c. An in-flight generator or alternator failure
  - d. An overdue aircraft that is believed to be involved in an accident
5. [830.5] \_\_\_\_\_ (True/False) The inability of a required flight crewmember to perform normal flight duties due to in-flight injury or illness is a requirement for immediate notification of the NTSB.

## Private Pilot – FAR Quiz Answer Sheet

### 14 CFR PART 1

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

### 14 CFR PART 61

1. \_\_\_\_\_
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14. \_\_\_\_\_
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16. \_\_\_\_\_

### 14 CFR PART 91

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17. \_\_\_\_\_
18. \_\_\_\_\_
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- 20. \_\_\_\_\_
- 21. \_\_\_\_\_
- 22. \_\_\_\_\_, \_\_\_\_\_
- 23. \_\_\_\_\_, \_\_\_\_\_
- 24. \_\_\_\_\_, \_\_\_\_\_
- 25. \_\_\_\_\_, \_\_\_\_\_
- 26. \_\_\_\_\_, \_\_\_\_\_
- 27. \_\_\_\_\_, \_\_\_\_\_
- 28. \_\_\_\_\_
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- 30. \_\_\_\_\_
- 31. \_\_\_\_\_
- 32. \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_
- 33. \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_  
\_\_\_\_\_, \_\_\_\_\_
- 34. \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_
- 35. \_\_\_\_\_
- 36. \_\_\_\_\_
- 37. \_\_\_\_\_
- 38. \_\_\_\_\_
- 39. \_\_\_\_\_
- 40. \_\_\_\_\_
- 41. \_\_\_\_\_
- 42. \_\_\_\_\_
- 43. \_\_\_\_\_
- 44. \_\_\_\_\_
- 45. \_\_\_\_\_
- 46. \_\_\_\_\_
- 47. \_\_\_\_\_
- 48. \_\_\_\_\_, \_\_\_\_\_
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- 51. \_\_\_\_\_
- 52. \_\_\_\_\_
- 53. \_\_\_\_\_
- 54. \_\_\_\_\_

**NTSB PART 830**

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_