PART 135 QUIZ #3

Instructor's Name_____

Student's Name_____

Date_____

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

1. A Category I instrument approach is

   a. any precision instrument approach.
   b. any precision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet and a minimum visibility not less than 1/2 statute mile.
   c. any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1600.
   d. any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800.

2. Class I Navigation includes

a. en route flight operations over routes designated with an "MEA GAP".
b. en route flight operations over routes designated with an "MEA GAP". Class I navigation includes operations within these areas using pilotage.
c. en route flight operations over routes designated with an "MEA GAP". Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR.
d. en route flight operations over routes designated with an "MEA GAP". Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.

3. The following operations are not authorized under the terms of our Operations Specifications:

a. Conduct Land and Hold Short Operations.
b. Conduct single engine IFR (SEIFR) passenger-carrying operations under CFR Part 135.
c. Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace.
d. a. b, and c. above

4. The certificate holder shall not use an IFR landing minimum for straight-in nonprecision approach procedures, lower than

a. for LOC approaches, the lowest authorized visibility is 1/4 and the lowest RVR is RVR 2000.
b. for LOC approaches, the lowest authorized visibility is 1/2 and the lowest RVR is RVR 2000.
c. for LOC approaches, the lowest authorized visibility is 3/4 and the lowest RVR is RVR 2000.
d. for LOC approaches, the lowest authorized visibility is 3/4 and the lowest RVR is RVR 4000.

5. The certificate holder is authorized to derive alternate airport weather minimums from the "Alternate Airport IFR Weather Minimums" table. Special limitations and provisions include: For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or a straight-in precision approach procedure, or, when applicable, a circling maneuver from an instrument approach procedure. In those cases, the visibility and ceiling are derived by:

a. adding 200 ft. to the HAT, and a visibility derived by adding 2 sm to the Category I landing minimum.
b. adding 200 ft. to the HAT or, when applicable, the authorized HAA, and a visibility derived by adding 2 sm to the authorized Category I landing minimum.
c. adding 400 ft. to the authorized Category II HAT or, when applicable, the authorized HAA, and a visibility derived by adding 1 sm to the authorized Category II landing minimum.

d. adding 400 ft. to the authorized Category I HAT or, when applicable, the authorized HAA, and a visibility derived by adding 1 sm to the authorized Category I landing minimum.

6. The certificate holder is authorized to derive alternate airport weather minimums from the "Alternate
Airport IFR Weather Minimums" table. Special limitations and provisions include: For airports with at least two operational navigational facility each providing a straight-in nonprecision approach procedure, or a straight-in precision approach procedure to different, suitable runways. In those cases, the visibility and ceiling are derived by:

a. adding 100 ft. to the Higher Category I HAT of the two approaches used, and a visibility derived by adding 3/4 sm to the higher authorized Category I landing minimum of the two approaches used.
b. adding 100 ft. to the Higher Category II HAT of the two approaches used, and a visibility derived by adding 3/4 sm to the higher authorized Category II landing minimum of the two approaches used.
c. adding 200 ft. to the Higher Category I HAT of the two approaches used, and a visibility derived by adding 1-1/2 sm to the higher authorized Category I landing minimum of the two approaches used.
d. adding 200 ft. to the Higher Category I HAT of the two approaches used, and a visibility derived by adding 1/2 sm to the higher authorized Category I landing minimum of the two approaches used.

7 . When a takeoff minimum is not published, the certificate holder may use

a. the applicable standard takeoff minimum.
b. the applicable standard takeoff minimum and any higher minimums authorized by these operations specifications.
c. the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications, except no lower than standard.
d. the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications.

8. When a published takeoff minimum is greater than the applicable standard takeoff minimum and an alternate procedure (such as a minimum climb gradient compatible with airplane capabilities) is not prescribed

a. the certificate holder use a takeoff minimum lower than the published minimum.
b. the certificate holder shall use a takeoff minimum as published. The Touchdown Zone RVR report, if available, is controlling.
c. the certificate holder shall not use a takeoff minimum lower than the published minimum.
d. the certificate holder shall not use a takeoff minimum lower than the published minimum. The Touchdown Zone RVR report, if available, is controlling.

9. The certificate holder is authorized to conduct special terminal area IFR operations in Class G airspace provided that the certificate holder determines that:

a. The airport is served by an authorized instrument approach procedure.
b. The airport has an approved source of weather.
c. The airport is served by an authorized instrument The airport has a suitable means for the pilot-in-command to acquire air traffic advisories and the status of airport services and facilities.
d. All of the above

10. The certificate holder shall not use an IFR landing minimum for straight-in nonprecision approach procedures, lower than

a. for NDB approaches with a FAF, add 50 ft. to the HAT.
b. for NDB approaches without a FAF, add 100 ft. to the HAT.
c. for NDB approaches with a FAF, add 100 ft. to the HAT.
d. both a. and b. are correct