AVIA 214 – Take Home Final Exam

Return this test and your numbered copy of your readings (Name) _______________

1. The first carriage of air mail (mail movement by aircraft) occurred in
   a. 1903
   b. 1911
   c. 1925

2. CAM routes developed as authorized activity of the
   a. Kelly Air Mail Act
   b. Air Commerce Act
   c. Civil Aeronautics Act

3. According to AVIA 214 Readings the aviation industry first desired ___ then embraced ___.
   a. Government protection, Improved government regulations
   b. Government protection, market forces (market competition)
   c. Market forces, government regulation

4. The Kelly Act
   a. Provided government authorization for private contractors to carry US Mail
   b. Was the start of commercial air transportation in the US
   c. Both A and B are correct

5. the Kelly Act was the means by which the US Postal Service showed
   a. Transporting passengers was not good for commercial air transportation, (too dangerous) while air transporting mail was key to improving air commerce
   b. Encourage private companies to transport mail was essential to air commerce
   c. Both A and B are correct

6. The Air Commerce Act was instituted at the behest of __________ to provide __________
   a. The Aviation Industry, Commercial Air Mail Routes
   b. The US Government, a Government-directed aviation industry
   c. The Aviation Industry, legal framework to allow financing of the aviation industry

7. The Air Commerce Act
   a. Is the cornerstone of Federal Government regulation of Civil Aviation
   b. Was passed by Congress in 1926
   c. Both A and B are correct

8. The Aviation Industry worked to get the Air Commerce Act passed with because:
   a. Government regulation was essential for air commerce to succeed
   b. A legal basis for air commerce was essential to stabilize and grow air commerce
   c. Both A and B are correct
9. The Air Commerce Act
   a. Made the Secretary of Commerce the responsible for fostering air commerce in the US
   b. Enabled aviation businesses to attract adequate financial capital to flourish
   c. Both A and B are correct

10. The purposes of the Air Commerce Act was to allow the US government to
    a. Establish Airways, Operate and Maintain NAVAIDs, Investigate all Accidents
    b. Issue and enforce air traffic rules, license pilots, and certificate aircraft
    c. Both A and B are correct

11. In 1936, the Department of Commerce (DOC), through the Bureau of Air Commerce
    a. Consolidated NAVAID operations under the Directorate of Air Navigation Aids
    b. Assumed the task of Air Traffic Control
    c. Both A and B are correct

12. In 1938, the Civil Aeronautics Act
    a. Transferred federal management and administration for aviation from DOC to CAA
    b. Consolidated statutes in several different government acts into the CA Act statutes
    c. Both A and B are correct

13. The Civil Aeronautics Act
    a. Gave the CAA authority to construct, operate and maintain a Federal Airway System
    b. Created the Civil Aeronautics Authority (CAA)
    c. Both A and B are correct

14. The Civil Aeronautics Act
    a. Added the power to issue Air Carrier Route Certifications to the CAA role
    b. Added the power to regulate Airline Fares to the CAA role
    c. Both A and B are correct

15. The Air Safety Board (ASB)
    a. Was a subordinate agency under the Civil Aeronautics Authority (CAA)
    b. Was an independent body specifically created to investigate accidents
    c. Both A and B are correct

16. The Air Commerce Act was instituted at the behest of __________ to provide __________
    a. The Aviation Industry, Commercial Air Mail Routes
    b. The Aviation Industry, legal framework to allow financing of the aviation industry
    c. The US Government, a Government-directed aviation industry

17. The Civil Aeronautics Act
    a. Replaced several departmental statutes with one federal statute
    b. Established the Civil Aeronautics Authority (CAA)
    c. Both A and B are Correct
18. The first federal funding for airport development occurred in ___ for employment purposes
   a. 1926
   b. 1933
   c. 1938

19. Early Federal legislative actions to create civil and military airports was the ______ Program
   a. Development of Civil Landing Areas
   b. Development of Landing Areas
   c. Both A and B are correct

20. Along with creating the CAA, the 1938 Civil Aeronautics Act also
   a. Directed the first Federal expenditure of funds to construct landing areas
   b. Created the Administrator of Aviation and the Air Safety Board
   c. Both A and B are correct

21. The 1940 Reorganization Act split the duties of the ___ between _____ and ___
   a. CAB, CAA, CAB
   b. CAA, CAA, CAB
   c. CAA, DOC, CAA

22. The first specifically directed Federal Aid program for Airport Funding was the
   a. Federal Aid for Airport and Landing Areas Program (FAALAP)
   b. Federal Airport Assistance and Planning Program (FAAPP)
   c. Federal Aid to Airports Program (FAAP)

23. The 1946 Federal Airport Act used a funding ratio of ___% federal and ___% local funding
   a. 95/5
   b. 80/20
   c. 50/50

24. The 1946 Federal Airport Act required that airport receiving aid must be
   a. Part of the Airport Planning Grant Program (APGP)
   b. Identified in the National Airport Plan
   c. Both A and B are correct

25. A primary motivation for the 1958 Federal Aviation Act was the
   a. 1958 mid-air collision between an ANG aircraft and commercial turboprop aircraft
   b. 1956 mid-air collision between a TWA aircraft and a United Airlines aircraft
   c. Both A and B are correct

26. The 1958 Federal Aviation Act repealed the ______ Act, the _____ Act and ______
   a. Air Commerce, Civil Aeronautics, other related civil aviation laws
   b. Kelly, Air Commerce, other related civil aviation laws
   c. Both A and B are correct
27. The 1958 Federal Aviation Act established the ____ which took over some ____ duties
   a. FAA, CAA
   b. FAA, CAB
   c. FAA, CAA and CAB

28. After the 1958 FAA Act, the FAA organized into ___ to provide ______
   a. 9 regions, Air Navigation and Aviation Accident Investigation
   b. 9 regions, ATC, Air Safety and Commercial Rule-Making
   c. 9 regions, Air Navigation and ATC

29. The 1966 Department of Transportation Act
   a. Consolidated all transportation modes under one Cabinet Secretary/Department
   b. Amended the 1958 Act and created the Air and Sea Administration
   c. Both A and B are correct

30. The 1966 Department of Transportation Act
   a. Gave the NTSB responsibility for reviewing certificate and license suspensions
   b. Created the NTSB as the primary Federal Accident Investigation body
   c. Both A and B are correct

31. The late 1960s _____ created specific problems for airport ____
   a. Increase in Instrument flight operations, airport approach requirements
   b. Increase in aircraft hijackings, security
   c. Both A and B are correct

32. The 1970 Airport and Airways Development Act and the Revenue Act
   a. Created the Aviation Trust Fund and the Airport Development Aid Program
   b. Established the Planning Grant Program (PGP)
   c. Both A and B are correct

33. The ADAP funding ratio of Commercial and General Aviation Airports was approximately
   a. 5 to 1
   b. 6 to 1
   c. 8 to 1

34. The 1970 Airport and Airways Development and Revenue Acts created funding through
   a. Aviation User Fees (airline and air freight fares and charges)
   b. Taxiing fuel sales
   c. Both A and B are correct

35. ADAP funds allowed for Federal Grants to pay for
   a. ATC and Commercial Airport Terminals Construction (gates/passenger areas)
   b. Runway and Taxiway construction
   c. Both A and B are correct
36. The 1978 Airline Deregulation Act
   a. Created a free-market competitive airline operating environment
   b. Phased out the CAB role to regulate airlines
   c. Both A and B are correct

37. Airline Deregulation created
   a. Need for more airport capital investment
   b. Airport capacity problems
   c. Both A and B are correct

38. From an operational use perspective, an airport facility built in the 1970s had a useful life of
   a. 15 to 20 years
   b. 20 to 25 years
   c. 25 to 30 years

39. The 1982 Airport and Airways Improvement Act
   a. Allowed safety equipment, weather observing systems, and noise study funding
   b. Created the Airport Improvement Program (AIP) for major airport construction
   a. Both A and B are correct

40. The 1982 Airport and Airways Improvement Act initially allocated about ____ per year
   a. $1 billion
   b. $3 billion
   c. $4 billion

41. The early 1980s was a time of two significant events, the ___ and the ___
   a. Reagan’s firing of the PATCO controllers, creation of the National Airspace System
   b. Growth of IFR Air Traffic following Deregulation, upgrading of ATC systems
   c. Both A and B are correct

42. The 1988 _____ mandated greater emphasis on long range projects
   a. Transportation Safety Research Act
   b. Aviation Safety Research Act
   c. Safety Research Act

43. The 1990 _____ mandated greater emphasis on long range projects
   a. Transportation Safety Research Act
   b. Aviation Safety Research Act
   c. Safety Research Act

44. In 1991 the _____ replaces the _____ to enhance the ATC system
   a. CIP, NAS
   b. NAS, CIP
   c. Neither A nor B is correct
45. The 1990 Aviation Noise and Capacity Act
   a. Allowed airports to impose a $3 fee on passengers to pay for airport facilities
   b. Required the phase out of Stage 2 aircraft by 2000
   c. Both A and B are correct

46. The 1996 Reauthorization Act focused attention on
   a. The shift of funding away from airport development to ATC systems funding
   b. The focus of how the FAA was spending Aviation Trust Fund money
   c. Both A and B are correct

47. The political power struggle between Republicans in Congress and President Clinton
   a. Brought the federal budget process to a complete standstill in 1996
   b. Depleted the Aviation Trust Fund to pay for daily ATC Operations
   c. Both A and B are correct

48. The 1996 Reauthorization Act authorized the FAA to
   a. Certify airports that supported air carriers operating aircraft with 10 or fewer seats
   b. Revised the formula for distributing entitlement and discretionary funds
   c. Both A and B are correct

49. Congress created the National Civil Aviation Review Commission (NCARC)
   a. To make funding recommendations to protect General Aviation
   b. To assess FAA funding requirements through 2002
   c. Both A and B are correct

50. The Aviation Investment and Reform Act of the 21st Century
   a. Increased Airport Improvement Program funding levels to $5.1 Billion
   b. Increased Passenger Facility Charge (PFC) from $3 to $4.50
   c. Both A and B are correct

51. The Aviation Investment and Reform Act of the 21st Century forced hub airports to show how
   a. Federally funded projects increased competition, and reduced congestion and noise
   b. Federally funded projects improved safety and security
   c. Both A and B are correct

52. The Aviation Investment and Reform Act of the 21st Century forced
   a. Improved overall planning (the four year funding cycle) and competition
   b. Hub airports that raised PFC rates had to forego 75% of AIP entitlements
   c. Both A and B are correct

53. The Aviation and Transportation Security Act of September 2002
   a. Directed that individual Airports must be responsible for passenger screening
   b. Created the Transportation Security Administration
   c. Both A and B are correct
54. The Homeland Security Act of November 2002
   a. Was the most massive government realignment/control change since the 1940s
   b. Controlled 170,000 government employees under one government appointee
   c. Both A and B are correct

55. The Homeland Security Act of November 2002
   a. Consolidated 22 government agencies under one cabinet level position
   b. Brought the TSA, Customs and Immigration under one authority
   c. Both A and B are correct

56. Vision 100-Century of Aviation Authorization Act
   a. Was one of many federal legislative acts during 2000-2006 with a ‘Marketing’ name
   b. Increased AIP funding levels from $3.4 billion in 2004 to $3.7 billion in 2007
   c. Both A and B are correct

57. A key aspect of the Vision 100-Century of Aviation Authorization Act is to
   a. Reduce the tendency of political maneuvering to affect who is the FAA Administrator
   b. Provide the flexibility airports need to plan for long term capacity requirements
   c. Both A and B are correct

58. After 1997, Congress mandated that the FAA Administrator serve a term
   a. Of 5 years
   b. Of 7 years
   c. At the will of the President

59. In the mid-1990s, the FAA made changes to attempt to reform
   a. Contracting and Acquisition procedure
   b. Financial management
   c. A and B are correct

60. The FAA Associate Administrator for Airports has primary responsibility for
   a. The adequacy of technical standards, plans and programs for airports
   b. The adequacy of rule-making for airport certification
   c. Both A and B are correct

61. Because the FAA Associate Administrator for Airports oversees technical aspects of aviation
   a. He or she should be a professional person with a strong background in aviation
   b. Should have the support of industry and the government to be effective
   c. Both A and B are correct

62. The FAA representative for Airports at the local level within a given area is normally the
   a. Procedures and Airport Standards District Office
   b. Flight Standards District Office
   c. Airport District Office
63. In recent years, with regard to the FAA, Congress has primarily tried to
   a. Attempt to consolidate functions, streamline operations and facilitate privatization
   b. Attempt to reshape FAA functions to operate more like private enterprise
   c. Both A and B are correct

64. The FAA, through local representatives regulates Airports using
   a. Enforcement that includes administrative actions and fines for failure to comply
   b. Civil and criminal conviction procedures
   c. Both A and B are correct

65. FAA Advisory Circulars (ACs)
   a. Provide guidance and information on a designated subject area
   b. Show acceptable methods to comply with FARs
   c. Both A and B are correct

66. For operational and management purposes, FAA Advisory Circulars (ACs)
   a. Are not Mandatory
   b. Are Mandatory at all times
   c. Are Mandatory when incorporated by reference to a regulation

67. Airport Managers are responsible for complying with ACs when
   a. An Airport AIP Grant incorporates ACs with regulations applying to the airport
   b. Locally funding airport projects that connected to FARs that don’t have ACs
   c. Both A and B are correct

68. Airports are monopolies
   a. Because an airport usually has exclusive control of airline service access
   b. But lack the monopoly profit incentive that makes a monopoly powerful
   c. Both A and B are correct

69. Over the past 50 to 60 years, airport ownership
   a. Is usually one of six different structures of involving private and public entities
   b. Shifted many airports from public control to private control
   c. Both A and B are correct

70. The 1970 ADAP
   a. Contributed to Public retention of Airport Control due to Federal fund restrictions
   b. Restricted Federal public funding to only publically owned airports
   c. Both A and B are correct

71. The most common airport management hierarchy involves
   a. An Airport Manager who reports to the political entity that owns the Airport
   b. Airport or Port Commissions or Boards
   c. Both A and B are correct
72. Aeronautical User Agreements
   a. Relate to Grant Assurances and commit airport managers to some restrictions
   b. Address how airports may or may not impose rules on airport tenants
   c. Both A and B are correct

73. A ‘through the fence (TTF) operation’ is
   a. A business located on the airport with access to the airport
   b. A business located off the airport with access to the airport
   c. Both A and B are correct

74. An example of a Grant Assurance is
   a. Permitting exclusive use of the airport for specific private operators
   b. Charging fees to make the airport financially self-sufficient
   c. Both A and B are correct

75. Airport Privatization
   a. Raises many legal, regulatory and public interest questions
   b. Is easy to do when the private party has a lot of money to pay politicians
   c. Presents excellent opportunities to make money due to limited competition

76. One of the driving factors in the move to privatize airports is creation of
   a. Tax Exempt status
   b. Relaxed rules regarding joint private-federal financial investment in airports
   c. Private Ownership of tax-payer funded airports if some airport operation are public

77. Low Activity Level One VFR Contract Tower Program is
   a. A workaround that provides ATC services without meeting normal FAA requirements
   b. A means to provide FAA ATC services for safer airport flight operations
   c. Both A and B are correct

78. Airports provide benefits to the surrounding community that include
   a. Improved transportation that is safe, convenient, and saves time and money
   b. Is an economic benefit by creating jobs and sales revenue
   c. Both A and B are correct

79. The public is more likely to support airports if the public knows
   a. The colorful personalities of the many people who work in aviation
   b. The economic benefits of airports to the community
   c. Both A and B are correct

80. The Total Economic Benefits an Airport comes from
   a. Induced financial impacts using the “money spent locally” Multiplier effect
   b. Direct and Indirect financial impacts
   c. Both A and B are correct
81. An airport is classified as a Cargo Airport if
   a. The annual aggregate landed weight of more than 100 million pounds
   b. More than 50% of the airport traffic is cargo
   c. Both A and B are correct

82. Another name for air cargo operators is
   a. Baggage and Freight Forwarding Handlers
   b. Both A and C are correct
   c. Integrated Carriers

83. In 1958, Essential Air Service (EAS) generally meant
   a. Six days a week, two round trips each of those six days
   b. Aviation Trust Fund grants could offset air services costs
   c. Both A and B are correct

84. Statutory Disadvantaged Business Enterprises (DBEs) rules in Federal legislation
   a. Appeared for the first time in 1958
   b. Appeared for the first time in 1966
   c. Appeared for the first time in 1983

85. For environmental regulatory compliance a Washington Law firm recommended 2 step
   a. Uncover any existing problems but be discrete about claims of mitigation
   b. Be ready to fight any infraction penalty tooth and nail
   c. Show a good faith effort to comply

86. NEPA law was intended to
   a. Raise awareness of industry practices affecting the environment
   b. Coordination of Federal agencies before issuing permits
   c. Both A and B are correct

87. NPS pollution means
   a. Pollution coming from only one source
   b. Non Polluting Source pollution
   c. Non Point Source pollution

88. For environmental regulatory compliance a Washington DC Law firm recommended
   a. Uncover any existing problems but be discrete about claims of mitigation
   b. Be ready to fight any rule infraction penalty tooth and nail
   c. Show a good faith effort to comply

89. A legal review of environmental rules indicated that the best way to avoid law suits was to
   a. Inventory environmental processes to check for compliance with regulations
   b. Try to comply as much as possible and document everything
   c. Both A and B are correct
90. Federal Policy on Rates and Changes was intended
   a. To exclude General Aviation Airports
   b. Primarily for Air Carrier Airports
   c. Both A and B are correct

91. The Oil Pollution Act (OPA) enacted in 1990 was primarily aimed at ____
   a. Providing greater emphasis on preparedness and response to spills
   b. Increasing penalties for unauthorized oil spills
   c. Both A and B are correct

92. The Superfund CERCLA of 1980 and SARA of 1986
   a. Provided liability rules for hazardous waste responsibility
   b. Provided funds for national toxic waste clean-up
   c. Both A and B are correct

93. The National Response Center is the
   a. Primary center for reporting toxic chemical and oil spills
   b. Focuses on hazardous environmental spills
   c. Both A and B are correct

94. Toxic chemicals are
   a. Any hazardous materials that can cause severe illness, poisoning or death
   b. That can be ingested, inhaled or absorbed by living organisms
   c. Both A and B are correct

95. The EPCRA “Right To Know” is
   a. A burden on any hazardous chemical manufacturer
   b. An important part of CERCLA and SARA
   c. Both A and B are correct

96. Airports covered under EPCRA
   a. Must participate in planning coordinated responses to serious emergency spills
   b. Don’t have to publically disclose hazardous chemical use
   c. Both A and B are correct

97. SARA
   a. Excuses local governments from liability except for gross negligence
   b. Exempts local governments from some Superfund violations
   c. Both A and B are correct

98. Resources Conservation and Recovery Act of 1976
   a. Gave the Environmental Protection Authority (EPA) regulatory authority
   b. Affects airports because of the hazardous waste airports generate
   c. Both A and B are correct
99. Corrosive and Toxic waste
   a. Differ based on the how the waste reacts (corrodes or becomes unstable)
   b. Fall into different classes according to RCRA definitions
   c. Both A and B are correct

100. LUST is an acronym meaning
   a. Levels Under Standard Toxins Minimums
   b. Leaking Unknown System Transportation
   c. Leaking Underground Storage Tanks

101. PCBs are
   a. Polychlorinated Biphenyls which are very toxic substances
   b. Often in old airport electrical transformers and regulators
   c. Leaking Underground Storage Tanks

102. The Clean Air Act of 1970
   a. Established federal clean air standards to control air emissions
   b. Delegated control authority to the individual states
   c. Both A and B are correct

103. States must create Air Quality State Implementation Plans (SIPs) to
   a. Establish state measures for combating air pollution
   b. To describe how to meet federal air quality standards
   c. Both A and B are correct

104. Storm water discharge is
   a. Governed by the Clean Water Act
   b. A major concern for airports
   c. Both A and B are correct

105. The primary concern of waste water runoff is
   a. Contamination of groundwater when chemicals seep into the soil
   b. Precipitation leaching contaminants from stored waste
   c. Both A and B are correct

106. An NPDES Permit
   a. Identifies the type and amount of allowable pollutants an airport can discharge
   b. Is good for 180 days from the date of application
   c. Both A and B are correct

107. Reconfiguring existing drainage systems can
   a. Is an option to prevent building completely new drainage systems
   b. Control contaminated runoff from airport paved surfaces
   c. Both A and B are correct
108. The fundamental aim of enforcement the FAA and EPA use is to convince
   a. Law makers that more legislation is critical to sustaining safe environments
   b. Violators that the cheaper solution is to comply with Environmental laws
   c. Both A and B are correct

109. The EPA’s responses to violations include
   a. Informal, formal and criminal judicial responses to non-compliance
   b. Civil Judicial responses which are lawsuits brought in State Courts
   c. Both A and B are correct

110. The arguments about airport funding sources stem from these differing ideas
   a. Airport revenues should be taxed to pay into the general tax fund
   b. General tax funds should pay for airports
   c. Both A and B are correct

111. The differences of opinion about airport funding sources stem from these differing ideas
   a. Airports are ‘for profit’ enterprises and should be treated like any other business
   b. Airports add diffused benefits to local communities and local economies
   c. Both A and B are correct

112. An assumption in the readings about airport ownership is
   a. Privatization is for public good, privatization is the only reasonable path for airports
   b. Government ownership is desirable, but private ownership would be much better
   c. Airports serve the public good, government ownership should be the norm

113. Management decisions tie into airport ownership theory
   a. By policy decisions about how airport managers handle airport revenue
   b. The balance of operational and maintenance asset allocations
   c. Both A and B are correct

114. Revenue collection at airports must be viewed from
   a. With little regard for how the airport produces or disburses the revenue
   b. A public relations perspective since every airport action has PR impact
   c. Both A and B are correct

115. Equitable revenue creation at airports includes considerations of
   a. Revenue generating potential and associated revenue costs to produce
   b. Space uses and costs to create space
   c. Both A and B are correct

116. General Aviation operations rate determination can include factors such as
   a. Management philosophy and economic strength of the airlines
   b. Building Lease and Land Rent breakeven costs,
   c. Both A and B are correct
117. The two most common methods of rate and charge determination are
   a. Lease to own and rent to compensate
   b. Residual and Compensatory
   c. Both A and B are correct

118. Aeronautical Charges are
   a. Charges associated with operating aircraft from the airfield
   b. Charges from aviation-related businesses
   c. Both A and B are correct

119. The benefits of residual agreements are
   a. Greater security of revenue bond financing, guaranteed annual cash flow
   b. Automatic subsidy of uneconomic facilities, financial transfer of risk to airlines
   c. Both A and B are correct

120. The benefit(s) of compensatory approach is (are)
   a. Airport assumes all risks for airport operation
   b. Airport retains all profits the airport earns
   c. Both A and B are correct

121. A Compensatory Approach requires that
   a. Airport operator operates the airport as a business rather than a government entity
   b. Incentives for efficient airport management exist
   c. Both A and B are correct

122. Negotiation objectives between airports and airlines are often a case of
   a. Balancing preference toward existing entities against the need to be fair to all entities
   b. Balancing costs to operate responsibly with keeping costs as low as possible
   c. Both A and B are correct

123. Under a security lease, a lending institution
   a. Has no to the title of the ground, but has an interest in term of the ground lease
   b. Interest rates for a security lease are normally lower
   c. Both A and B are correct

124. The primary focus of the 1996 DOT and FAA policy on Airport Rates was to
   a. Promote airport self-sufficiency and the aspects of reasonableness
   b. Promote additional government oversight of airport finances
   c. Both A and B are correct

125. In 1997, the US Court of Appeals ruled that the 1996 DOT and FAA policy on Rates
   a. Was typical of Congress’ illegal attempts to interfere in Administration authority
   b. Was arbitrary and capricious (for airport and non-airport rate setting)
   c. Was reasonable and within the authority of the DOT
126. 1996 DOT and FAA policy on Rates focused on fixing post-deregulation trends including
   a. Pushing airports to make more revenue that wasn't going to airport projects
   b. Shorter term airline-airport contracts which were causing market turmoil
   c. Both A and B are correct

127. One of the fundamental concepts of *reasonableness* under DOT policy is
   a. Airport Operators are de facto overseers of local aviation industries
   b. Airport Users should not have to pay for facilities they don't use
   c. Both A and B are correct

128. Two concepts, *reasonable* and *fair*, have no legal or regulatory definition
   a. True
   b. False
   c. Both A and B are correct

129. *Peak Pricing* is
   a. A term that reflects pricing based on periods of greatest traffic congestion
   b. Is the opposite of *off-peak pricing*
   c. Both A and B are correct

130. DOT/FAA policy requires that airport managers
   a. Operate airports in an economically responsible manner
   b. Consult with aeronautical users
   c. Both A and B are correct

131. DOT/FAA policy describes an Aeronautical User as
   a. Any activity that involves, makes possible or is directly related to aircraft operations
   b. Any activity that involves, makes possible or is required for safe operations
   c. Both A and B are correct

132. When airport managers and aeronautical users have financial disputes
   a. DOT can alter policies in the interest of improving airport sustenance
   b. DOT is available to resolve differences and settle disputes
   c. Both A and B are correct

133. Historic Costs refers to
   a. A basis for cost sharing verification and fee setting
   b. An accepted accounting convention
   c. Both A and B are correct

134. The DOT/FAA policy on Rates and Charges seeks to
   a. Establish reasonable fees that will make airport self-sustenance possible
   b. Establish reasonable fees that will ensure air carriers make a profit
   c. Both A and B are correct
135. Airline Bankruptcy is a problem for airports because
   a. Filing for Bankruptcy automatically prevents airports from recouping fees due
   b. The debtor can remain in possession of rental premises on the airport
   c. Both A and B are correct

136. Airports can protect against Airline Bankruptcy by
   a. Requiring Bankruptcy Escrow funds, having use-it-or-lose-it contract provisions
   b. Using short term leases, have provisions for reclaiming property immediately
   c. Both A and B are correct

137. The Airport and Airway Improvement Act required
   a. Airport fees are to be directly and substantially related to actual air transport
   b. Airport revenue be expended on capital or operating costs of the airport
   c. Both A and B are correct

138. The NPIAS is
   a. The National Plan of Integrated Airport Systems
   b. Prepared by the FAA and updated every two years
   c. Both A and B are correct

139. A Hub refers to
   a. Standard Metropolitan Service Area (SMSA) rather than to a specific airport
   b. A large, medium or small hub community
   c. Both A and B are correct

140. A General Aviation Airport is defined as an airport that
   a. Does not have schedule Air Carrier or Air Cargo operations
   b. Commuter operations, or less than 2500 enplanements
   c. Both A and B are correct

141. The primary purpose of NPIAS is to
   a. Identify airports important to national transportation
   b. Determine which airports should receive federal grants
   c. Both A and B are correct

142. An Airport Master Plan
   a. Reflects current and future uses
   b. Looks forward up to 20 years
   c. Both A and B are correct

143. ACIP and NPS refer to
   a. Airport Capital Improvement Plan, National Priority System
   b. Airport Capital Improvement Plan, Revised National Priority System
   c. Airport Capital Improvement Plan, Revised National Planning Standards
144. ACIP consists of
   a. Items that can be completed in a realistic time frame with available AIP funds
   b. A list of airport planning and development items
   c. Both A and B are correct

145. SASP
   a. Results from planning for statewide air transportation needs
   b. Refers to the State Airport Systems Plan
   c. Both A and B are correct

146. The master planning process
   a. Groups eight elements into five basic phases
   b. First phase is facility inventory
   c. Both A and B are correct

147. The second phase of Master Planning is
   a. Environmental impact planning
   b. Alternative site investigation
   c. Forecasting future demand

148. The fourth phase of Master Planning is
   a. Environmental impact planning
   b. Alternative site investigation
   c. Forecasting future demand

149. The financial schedule for an intermediate financial plan is a
   a. 5 year plan
   b. 10 year plan
   c. 15 year plan

150. Aviation Demand and Forecast Factors include
   a. Economic growth, Changes in Industrial Activity, Demographic patterns
   b. Forecast Flight operations, Military consolidations of some airports
   c. Geographic Attributes, Intergenerational flight patterns