PRACTICE EXAM 11 SIMULATION

1. A pilot is issued "climb via SID" on departure. What does this clearance authorize?

A. An immediate climb to the filed cruise altitude ignoring all restrictions

B. A climb only to the first altitude shown, then level off and await ATC

C. A climb following all published lateral and vertical SID restrictions

D. A direct climb to the final SID altitude bypassing intermediate fixes

2. What is the primary purpose of a standard terminal arrival route (STAR)?

A. To transition the aircraft from the enroute structure to the approach environment

B. To provide obstacle clearance during the initial climb after departure

C. To establish a holding pattern for aircraft awaiting departure release

D. To define the missed approach track after a discontinued approach attempt

3. A pilot operating IFR on an assigned route loses all two-way radio communication while in IMC. ATC's last instruction was "maintain 7,000." No higher altitude was expected or assigned, and 7,000 is above the minimum enroute altitude for every segment ahead. What altitude should the pilot fly for the remainder of the route?

A. Climb to the maximum authorized altitude published for the route segment

B. Descend to the minimum enroute altitude applicable to each segment flown

C. Select any altitude that provides adequate terrain and obstacle clearance

D. Maintain 7,000 feet, since it is the highest of the applicable altitudes

4. What does the "T" symbol on an instrument approach chart in the notes section indicate?

A. The approach is authorized only during daytime operations

B. A turn is required immediately after crossing the final approach fix

C. The airport has a control tower operating on a part-time basis

D. Nonstandard takeoff minimums apply and should be reviewed

5. A single-pilot IFR flight encounters increasing workload during an approach. Which resource management principle best applies?

A. Hand-fly the entire approach to maintain maximum manual proficiency

B. Use available automation to reduce workload and preserve situational awareness

C. Decline any ATC amendments to avoid additional task saturation

D. Delay all checklists until after landing to focus solely on flying

6. What does the "5 P" check in aeronautical decision-making prompt a pilot to evaluate?

A. Power, performance, pitch, position, and procedures during flight

B. Preflight, planning, preparation, persistence, and post-flight review

C. Plan, plane, pilot, passengers, and programming of avionics

D. Pressure, priorities, payload, payment, and personal limits

7. A pilot must determine whether Class A airspace rules apply. Where does Class A airspace generally begin?

A. At 10,000 feet MSL over the contiguous United States

B. At 18,000 feet MSL up to and including flight level 600

C. At the surface within a 5 NM radius of major airports

D. At 14,500 feet MSL across all controlled airspace areas

8. During an IFR flight, the pilot receives a clearance amendment with a new routing. What is the correct first action?

A. Comply immediately by turning to the new heading without acknowledgment

B. Disregard the amendment if it conflicts with the original flight plan

C. Request the previous routing be reinstated before any course change

D. Read back the amended clearance to confirm correct understanding

9. What is the purpose of "PT" being absent and a depicted teardrop on a course reversal segment?

A. The procedure turn is optional at the pilot's discretion on this approach

B. A specific course reversal is charted and the standard procedure turn is not authorized

C. The approach requires a holding pattern entry before the final segment

D. The teardrop indicates the missed approach holding pattern direction only

10. A flight is operating in Class E airspace under IFR. What separation service does ATC provide?

A. Separation from all other IFR aircraft within the controlled airspace

B. Separation from both IFR and all VFR traffic at all times

C. Traffic advisories only, with no positive separation provided

D. No services since Class E does not require ATC participation

11. What does the term "VDP" identify on a nonprecision approach?

A. The point where the missed approach climb gradient must be established

B. The maximum distance the aircraft may proceed past the final approach fix

C. A visual descent point where a normal descent to the runway can begin

D. The vertical guidance path computed by the area navigation system

12. A pilot is cleared for a contact approach. What condition must the pilot meet to accept it?

A. The destination weather must be reported as clear with unlimited visibility

B. The approach must be conducted entirely under instrument flight rules guidance

C. A precision approach must be available and operational at the airport

D. The pilot must remain clear of clouds with at least one mile flight visibility

13. What primarily distinguishes a visual approach from a contact approach?

A. A visual approach is ATC-initiated or requested with the airport or traffic in sight

B. A contact approach provides full radar vectors to the runway threshold

C. A visual approach requires the published instrument minimums to be met

D. A contact approach can only be flown during daylight hours with a tower

14. During an instrument flight, the pilot identifies a hazardous attitude of "invulnerability." What is the appropriate antidote?

A. Following the rules and procedures because they are usually right

B. Recognizing that accidents can happen to any pilot including oneself

C. Taking action quickly because any decision is better than none

D. Accepting that the outcome of the flight is not within personal control

15. A pilot must comply with takeoff minimums under Part 91 for a commercial operation. What chart symbol alerts the pilot to review them?

A. A circled "A" indicating an alternate minimums note for the airport

B. A bold "M" denoting mandatory missed approach instructions present

C. A triangle with "N" showing the procedure is not available at night

D. A triangle containing a "T" indicating nonstandard takeoff minimums

16. What is the primary benefit of conducting a thorough approach briefing before commencing the approach?

A. It satisfies a regulatory requirement to record the briefing in the logbook

B. It establishes shared expectations and reduces workload during the approach

C. It allows the autopilot to be programmed for an automatic landing

D. It eliminates the need to monitor instruments during the final segment

17. A pilot encounters a clearance "cross ABCDE at or above 5,000." What does this restriction permit?

A. Crossing the fix at exactly 5,000 feet with no deviation allowed

B. Crossing at any altitude up to but not exceeding 5,000 feet

C. Crossing the fix at 5,000 feet or any higher altitude

D. Descending below 5,000 immediately after passing the fix

18. What does "radar contact" from ATC establish for the IFR pilot?

A. The controller has identified the aircraft and will provide radar services

B. The pilot may cancel IFR and proceed under visual flight rules

C. The aircraft must immediately squawk standby on the transponder

D. The aircraft is cleared to descend to the minimum vectoring altitude

19. A pilot must determine the appropriate use of the "hazardous attitude" antidotes. Which scenario reflects "anti-authority"?

A. A pilot rushes a checklist believing speed is essential to safety

B. A pilot ignores a regulation, viewing the rules as unnecessary restrictions

C. A pilot feels nothing bad could happen during the planned flight

D. A pilot believes the flight's outcome depends entirely on luck

20. What is the function of a "departure procedure" (DP) in the instrument system?

A. To assign a specific transponder code for the departure phase

B. To provide enroute holding instructions immediately after takeoff

C. To provide a transition from the airport to the enroute structure safely

D. To define the visual approach path back to the departure runway

21. A pilot reviewing weather sees a SIGMET issued for severe icing. What does a SIGMET signify?

A. Routine surface observations updated hourly at reporting stations

B. Significant meteorological conditions hazardous to all aircraft types

C. A forecast valid only for light single-engine training aircraft

D. A pilot report of conditions encountered earlier in the day

22. What does the phrase "resume own navigation" from ATC instruct the pilot to do?

A. Cancel the IFR flight plan and navigate visually to the destination

B. Continue navigating along the cleared route after radar vectoring ends

C. Climb to the highest minimum enroute altitude on the route immediately

D. Hold at the present position until further routing is issued by ATC

23. A pilot must decide whether to accept an approach in deteriorating weather. Which decision-making model emphasizes continuous reassessment?

A. The DECIDE model, which loops through detect, estimate, choose, and evaluate

B. The IMSAFE checklist focused solely on pilot physical fitness to fly

C. The PAVE model used only during the preflight planning phase

D. The 3P model applied exclusively after the flight has been completed

24. What is the significance of "minimum crossing altitude" (MCA) at a fix?

A. The lowest altitude at which the fix can be reliably identified by navaid

B. The maximum altitude permitted when crossing the fix outbound

C. The lowest altitude to cross a fix when proceeding toward higher terrain

D. The altitude at which the missed approach climb must commence

25. A pilot is given "expect vectors to the final approach course." What should the pilot anticipate?

A. Flying the entire published approach procedure without any ATC input

B. Holding at the initial approach fix until the approach is clear

C. Self-navigating directly to the final approach fix from the present position

D. ATC headings that will position the aircraft to intercept the final course

26. What does the "PAVE" checklist help a pilot assess before flight?

A. Pilot, aircraft, environment, and external pressures as risk categories

B. Power, altitude, velocity, and engine readings during the cruise

C. Planning, analysis, validation, and execution of the flight route

D. Position, attitude, vector, and elevation throughout the approach

27. A pilot is cleared "direct ABCDE then as filed." What does this clearance specify?

A. Proceed directly to the named fix, then follow the originally filed route

B. Fly direct to the destination ignoring all previously filed waypoints

C. Hold at the named fix until the filed route is reactivated by ATC

D. Cancel the filed route and request an entirely new clearance routing

28. What is the primary purpose of an instrument approach procedure's "initial approach fix"?

A. To mark the point where the missed approach segment officially begins

B. To define where the transition from enroute to the approach begins

C. To indicate the location of the visual descent point on final

D. To establish the decision altitude for the precision approach segment

29. A pilot experiences "get-there-itis" pressure to complete a flight in marginal weather. This is best described as what kind of hazard?

A. A mechanical limitation of the aircraft's instrument systems

B. A regulatory restriction imposed by the controlling agency

C. An environmental factor related solely to terrain and obstacles

D. An external pressure influencing aeronautical decision-making

30. What does the term "lost communications squawk code" refer to?

A. The code 1200 used universally for visual flight rules operations

B. The code 7500 indicating unlawful interference aboard the aircraft

C. The code 7600 used to alert ATC of a two-way radio failure

D. The code 7700 reserved for declaring a general in-flight emergency

31. A pilot must brief the missed approach before the approach begins. Why is this timing important?

A. It is the only time the autopilot can be configured for the procedure

B. Briefing afterward would violate a specific regulatory requirement

C. High workload during a go-around leaves little time to read the procedure

D. The controller requires the briefing to be completed before issuing clearance

32. What does "cleared for the visual approach" require the pilot to maintain?

A. The published instrument minimums for the associated procedure

B. Radar contact with the controller throughout the entire approach

C. A specific descent rate matching the glideslope angle exactly

D. Visual separation and obstacle clearance to the landing runway

33. A pilot operating IFR must understand transponder requirements. In which airspace is an operable Mode C transponder generally required?

A. Only within Class D airspace surrounding a towered airport

B. Exclusively above flight level 600 in the upper airspace

C. Only when specifically requested by the controlling facility

D. In Class A, B, and C airspace and above 10,000 feet MSL

34. What is the purpose of reviewing the "IMSAFE" checklist?

A. To verify the aircraft's instruments are functioning before departure

B. To confirm the filed route avoids all forecast hazardous weather

C. To assess the pilot's personal fitness and readiness to fly safely

D. To establish the minimum fuel reserves required for the flight

35. A pilot is told to "hold for release" before an IFR departure. What does this mean?

A. The aircraft must hold short of the runway for landing traffic only

B. The departure clearance has been cancelled and must be refiled

C. The aircraft must wait on the ground until ATC issues a departure release

D. The pilot should hold at the first fix after a normal departure

36. What does "tower en route control" (TEC) provide for IFR flights?

A. IFR routing between airports without entering the high-altitude structure

B. Visual flight rules advisories during transit through busy airspace

C. A direct clearance to climb above flight level 180 without coordination

D. Automated weather broadcasts along the entire planned route of flight

37. A pilot encounters convective activity ahead while IFR. What is the most appropriate action?

A. Continue on course and descend below the cloud bases to maintain sight

B. Increase speed to penetrate the activity as quickly as possible

C. Request a block altitude to maneuver freely within the weather

D. Request a deviation from ATC to avoid the convective weather

38. What is the primary reason an IFR pilot files an alternate airport?

A. To provide a planned destination if landing at the primary becomes impossible

B. To reduce the total fuel required compared to a no-alternate flight

C. To satisfy a request from the destination airport's tower controller

D. To establish a holding fix in case of an extended traffic delay

39. A pilot reads "RNAV (GPS) RWY 09" on a chart. What does this title indicate?

A. The approach requires a ground-based localizer for lateral guidance

B. The approach uses area navigation with GPS to runway 09

C. The approach is a precision ILS approach to runway 09 only

D. The approach provides circling minimums to all runways at the field

40. What does the controller instruction "maintain maximum forward speed" typically support?

A. Reducing the aircraft's fuel consumption during the descent phase

B. Allowing the pilot to bypass the published speed restrictions entirely

C. Ensuring the aircraft remains within protected holding airspace limits

D. Sequencing the aircraft efficiently with surrounding traffic flow

41. A pilot must understand "DA" versus "MDA." What distinguishes them operationally?

A. DA applies to circling approaches while MDA applies to straight-in only

B. DA and MDA are identical terms used interchangeably on all charts

C. DA permits momentary descent during a go-around; MDA must not be flown below

D. MDA is always lower than DA on the same approach procedure chart

42. What is the purpose of "ADS-B Out" equipment in modern instrument operations?

A. To receive weather and traffic information directly into the cockpit display

B. To replace the requirement for any two-way radio communication

C. To provide vertical guidance during a non-precision approach segment

D. To broadcast the aircraft's position and velocity to ATC and other traffic

43. A pilot reviewing a clearance hears "climb and maintain 8,000." What does this authorize?

A. A climb to and level-off at 8,000 feet, maintaining that altitude

B. A climb to 8,000 with a further climb expected without instruction

C. A descent to 8,000 if currently above that assigned altitude

D. A climb to any altitude up to 8,000 at the pilot's discretion

44. What does the term "feeder facility" or feeder route accomplish on an approach?

A. It provides the final descent path aligned with the runway centerline

B. It establishes the missed approach holding pattern after a go-around

C. It routes the aircraft from the enroute structure to an initial approach fix

D. It defines the visual segment between the runway and the threshold lights

45. A pilot must determine when to begin a descent to make a crossing restriction. What is the most efficient method?

A. Begin descending immediately upon receiving the crossing clearance

B. Descend only after passing directly over the crossing restriction fix

C. Wait until the autopilot automatically initiates the descent profile

D. Compute the descent point using altitude to lose and groundspeed

46. What does the "sterile cockpit" concept promote during critical phases of flight?

A. Restricting non-essential conversation and activities to reduce distraction

B. Cleaning and sanitizing all cockpit surfaces before each departure

C. Disabling all automation to ensure full manual control authority

D. Limiting the number of radio frequencies monitored during cruise

47. A pilot is given "report established on the localizer." When should this report be made?

A. When the aircraft first begins the initial turn toward the approach

B. When the localizer needle centers and the aircraft is tracking the course

C. When the aircraft crosses the final approach fix on the inbound segment

D. When the aircraft has descended to the published decision altitude

48. What is the purpose of an "expect further clearance" time during a hold?

A. To establish the maximum airspeed for the holding pattern legs

B. To define the length of each outbound leg flown in the pattern

C. To indicate when a position report to the controller is required

D. To provide a time for onward clearance, useful during a radio failure

49. A pilot must understand "minimum fuel" advisory phraseology. What does declaring minimum fuel indicate to ATC?

A. The aircraft has already entered a fuel emergency requiring priority

B. The pilot is requesting the most direct routing to conserve fuel

C. The flight will divert to the alternate airport immediately upon arrival

D. Little fuel remains and any undue delay could create an emergency

50. What is the primary advantage of using a flight management system for IFR navigation?

A. It removes the requirement to monitor the primary flight instruments

B. It guarantees clearance from all terrain regardless of altitude flown

C. It integrates navigation, performance, and routing for reduced workload

D. It eliminates the need to communicate with air traffic control facilities

51. A pilot receives "cleared to the ABCDE airport via radar vectors." What does this indicate about the route?

A. The pilot must navigate using only published airways to the destination

B. The aircraft will hold at each fix until cleared to the next one

C. ATC will provide headings to guide the aircraft toward the destination

D. The clearance authorizes direct GPS navigation bypassing all fixes

52. What does the term "profile descent" or optimized descent achieve?

A. A series of level step-downs at each fix to manage traffic spacing

B. A continuous descent reducing fuel burn and controller workload

C. A maximum-rate emergency descent to escape a pressurization failure

D. A descent flown entirely by manual control without any automation

53. A pilot must interpret a "VOR/DME" approach. What guidance does it combine?

A. Vertical glidepath guidance with lateral localizer course information

B. Two separate localizer signals providing redundant lateral guidance

C. Satellite-based positioning with a ground-based marker beacon system

D. VOR radial course guidance combined with distance-measuring information

54. What is the purpose of the "approach gate" concept used by controllers?

A. A point on the final approach course where aircraft are positioned to intercept

B. A physical barrier on the runway preventing unauthorized entry

C. The location where the missed approach holding pattern is established

D. The decision altitude at which a landing or go-around is chosen

55. A pilot encounters wake turbulence guidance behind a heavy aircraft. What is the recommended action on approach?

A. Increase speed to pass quickly beneath the larger aircraft's flight path

B. Stay at or above the larger aircraft's path and land beyond its touchdown point

C. Descend below the larger aircraft's approach path to avoid the vortices

D. Maintain the exact same glidepath and touchdown point as the heavy aircraft

56. What does the "DECIDE" model's first step, "detect," require of the pilot?

A. Recognizing that a change requiring action has occurred during flight

B. Estimating the significance of the change to the safety of flight

C. Choosing the most desirable outcome from the available options

D. Evaluating the effect of the action taken after a decision is made

57. A pilot is operating in Class B airspace under IFR. What clearance is required to enter?

A. A simple radio call announcing the aircraft's position and intentions

B. No clearance is needed if the aircraft is squawking the assigned code

C. A specific ATC clearance to enter the Class B airspace area

D. Only a Mode C transponder with no verbal clearance necessary

58. What does "two-way radio communications failure" procedure require regarding squawk code?

A. Set the transponder to 7600 to indicate the communication failure

B. Set the transponder to 7700 to declare a full in-flight emergency

C. Set the transponder to 1200 and revert to visual flight rules

D. Set the transponder to 7500 to indicate interference with the flight

59. A pilot must understand "holding airspeed" compliance. Why is exceeding the maximum holding speed hazardous?

A. It causes the navigation receiver to lose the holding fix signal

B. The aircraft may depart the protected holding airspace boundaries

C. The transponder ceases reporting altitude above maximum speeds

D. The autopilot disconnects automatically at excessive holding speeds

60. What is the primary function of "ATIS" at an airport during instrument operations?

A. To provide radar vectors and sequencing for arriving instrument traffic

B. To broadcast recorded current airport and weather information continuously

C. To issue individual IFR clearances to each departing aircraft

D. To transmit the active approach procedure minimums for each runway

Answer Key

1. C. Climb via SID — Authorizes a climb following all published lateral routing and vertical (altitude/speed) restrictions on the departure.

2. A. STAR purpose — Transitions the aircraft from the enroute structure into the terminal/approach environment.

3. D. Lost communications altitude — Under FAR 91.185(c)(2), the pilot flies the highest of the last assigned altitude, the minimum enroute altitude, or any expected altitude for each segment. Here the last assigned altitude (7,000) is above every segment's MEA and no higher altitude was expected, so 7,000 is the highest applicable value and must be maintained.

4. D. Trouble-T — A triangle/"T" symbol denotes nonstandard takeoff minimums (and/or departure procedures) to review.

5. B. Single-pilot resource management — Appropriate use of automation reduces workload and preserves situational awareness.

6. C. 5 P check — Plan, Plane, Pilot, Passengers, and Programming.

7. B. Class A airspace — From 18,000 ft MSL up to and including FL600.

8. D. Clearance amendment — Always read back an amended clearance to confirm correct understanding.

9. B. Charted course reversal — A depicted teardrop/specific reversal means that procedure is required and the standard procedure turn is not authorized.

10. A. Class E IFR separation — ATC provides separation between IFR aircraft in controlled airspace (not from VFR traffic).

11. C. VDP — Visual descent point on a nonprecision approach where a normal descent to the runway may begin once visual.

12. D. Contact approach — The pilot must remain clear of clouds with at least 1 SM flight visibility (and request it).

13. A. Visual vs. contact — A visual approach is ATC-initiated or pilot-requested with the airport or preceding traffic in sight.

14. B. Invulnerability antidote — "It could happen to me."

15. D. Trouble-T takeoff minimums — A triangle containing "T" flags nonstandard takeoff minimums.

16. B. Approach briefing — Establishes shared expectations and reduces in-approach workload.

17. C. "At or above" — Permits crossing the fix at 5,000 or any higher altitude.

18. A. Radar contact — The controller has identified the aircraft and will provide radar services.

19. B. Anti-authority — Disregarding rules as unnecessary restrictions.

20. C. Departure procedure — Provides a safe transition from the airport to the enroute structure.

21. B. SIGMET — Significant meteorological information hazardous to all aircraft.

22. B. Resume own navigation — Continue navigating the cleared route after radar vectoring ends.

23. A. DECIDE model — Loops through Detect, Estimate, Choose, Identify, Do, Evaluate — emphasizing continuous reassessment.

24. C. MCA — Minimum crossing altitude: lowest altitude to cross a fix when proceeding toward higher terrain/higher MEA.

25. D. Expect vectors — Anticipate ATC headings positioning the aircraft to intercept the final approach course.

26. A. PAVE — Pilot, Aircraft, enVironment, External pressures.

27. A. Direct then as filed — Proceed direct to the named fix, then resume the originally filed route.

28. B. Initial approach fix — Defines where the transition from enroute into the approach begins.

29. D. Get-there-itis — An external pressure affecting aeronautical decision-making.

30. C. Lost comms squawk — Code 7600 indicates two-way radio failure.

31. C. Missed approach briefing timing — Go-around workload is high, leaving little time to read the procedure then.

32. D. Visual approach — The pilot maintains visual separation and obstacle/terrain clearance to the runway.

33. D. Mode C requirement — Required in Class A, B, and C airspace and generally above 10,000 ft MSL.

34. C. IMSAFE — Assesses pilot fitness: Illness, Medication, Stress, Alcohol, Fatigue, Emotion/Eating.

35. C. Hold for release — The aircraft waits on the ground until ATC issues a departure release.

36. A. Tower en route control — IFR routing between airports without entering the high-altitude (jet route) structure.

37. D. Convective avoidance — Request a deviation from ATC to avoid the weather; never penetrate convective activity.

38. A. Alternate airport — Provides a planned destination if landing at the primary becomes impossible.

39. B. RNAV (GPS) RWY 09 — An area-navigation approach using GPS to runway 09.

40. D. Maximum forward speed — Supports efficient sequencing with surrounding traffic.

41. C. DA vs. MDA — On a DA, momentary descent during the go-around is acceptable; an MDA must not be descended below until visual criteria are met.

42. D. ADS-B Out — Broadcasts the aircraft's position and velocity to ATC and equipped traffic.

43. A. Climb and maintain — Climb to and level off at 8,000, then maintain it.

44. C. Feeder route — Routes the aircraft from the enroute structure to an initial approach fix.

45. D. Descent planning — Compute the descent point from altitude to lose and groundspeed (e.g., 3:1 / 300 ft per NM).

46. A. Sterile cockpit — Restricts non-essential conversation/activity during critical phases to reduce distraction.

47. B. Report established — Made when the localizer needle centers and the aircraft is tracking the course inbound.

48. D. EFC time — Provides a time to expect onward clearance, critical if radios fail.

49. D. Minimum fuel advisory — Indicates little fuel remains and any undue delay could create an emergency (not yet an emergency declaration).

50. C. Flight management system — Integrates navigation, performance, and routing to reduce workload.

51. C. Cleared via radar vectors — ATC will provide headings to guide the aircraft toward the destination.

52. B. Profile/optimized descent — A continuous descent that reduces fuel burn and controller workload.

53. D. VOR/DME approach — Combines VOR radial course guidance with DME distance information.

54. A. Approach gate — A point on the final approach course where ATC positions aircraft to intercept.

55. B. Wake turbulence on approach — Stay at or above the heavy's flight path and land beyond its touchdown point.

56. A. DECIDE — "Detect": recognize that a change requiring action has occurred.

57. C. Class B entry — A specific ATC clearance to enter Class B airspace is required.

58. A. Comm failure squawk — Set 7600 to indicate a two-way radio communications failure.

59. B. Holding speed — Exceeding maximum holding speed risks departing protected holding airspace.

60. B. ATIS — Continuously broadcasts recorded current airport and weather information.