

PRACTICE EXAM 12 SIMULATION

1. A pilot receives a METAR reporting "OVC004 1/2SM FG." Approaching the destination with only a non-precision approach available, what is the most appropriate decision?
 - A. Begin the approach since fog typically lifts during the descent
 - B. Continue and descend below MDA to locate the runway environment
 - C. Request a contact approach to bypass the published minimums
 - D. Divert to the alternate, as conditions are likely below minimums

2. A TAF includes the group "TEMPO 1419 2SM RA BR." What does this group convey to the pilot?
 - A. Temporary conditions of 2 SM in rain and mist between 1400 and 1900Z
 - B. A permanent change to 2 SM beginning at 1419Z for the period
 - C. The probability of 2 SM visibility is 19 percent during the period
 - D. Visibility will improve to 2 SM after 1900Z for the remainder

3. A single-pilot in IMC becomes task-saturated during an approach. Which resource management technique best addresses this?
 - A. Increase the rate of the instrument scan to gather more data
 - B. Disconnect all automation and hand-fly to regain situational control
 - C. Continue the approach while attempting to resolve all issues at once
 - D. Prioritize tasks, use automation appropriately, and request ATC help

4. A PIREP reports "moderate rime icing, tops 8,000." What does "rime" indicate about the ice formation?

- A. Clear, glossy ice forming from large supercooled droplets slowly
- B. Rough, milky, opaque ice from rapid freezing of small droplets
- C. Ice that forms only on the propeller and induction system
- D. A mix of clear and opaque ice typical of warm frontal zones

5. A pilot encounters embedded thunderstorms along the route in IMC. What is the recommended avoidance distance from a severe or intense cell?

- A. Remain at least 5 nautical miles from any identified cell
- B. Avoid by at least 20 nautical miles from severe or intense cells
- C. Fly directly beneath the cell at the lowest safe altitude
- D. Maintain 1,000 feet vertical clearance above the cell tops

6. When ATC issues "expect vectors to the ILS final approach course," what should the pilot anticipate and prepare?

- A. Heading assignments guiding the aircraft to intercept the final
- B. An immediate clearance to descend on the published glideslope
- C. A hold at the initial approach fix until traffic clears the runway
- D. A clearance to conduct the approach using own navigation only

7. A pilot flying in IMC notices the ammeter showing a discharge and the low-voltage light illuminated. What is the most appropriate immediate action?

- A. Reduce electrical load by shedding nonessential equipment first
- B. Continue normally since the battery will sustain all systems
- C. Turn off the master switch entirely to preserve the battery
- D. Increase engine RPM to raise alternator output immediately

8. A SIGMET is issued for severe turbulence. How does this differ from an AIRMET in terms of severity and scope?

- A. A SIGMET covers only icing while an AIRMET covers turbulence
- B. A SIGMET is advisory only and an AIRMET is mandatory to heed
- C. An AIRMET always precedes a SIGMET by exactly six hours
- D. A SIGMET warns of more severe conditions affecting all aircraft

9. During an approach, ATC states "radar contact lost, resume normal position reporting." What does this require of the IFR pilot?

- A. Immediately squawk 7600 to indicate a communication failure
- B. Climb to the minimum safe altitude and hold at the present position
- C. Cancel the IFR clearance and continue under visual flight rules
- D. Report position over compulsory reporting points along the route

10. A pilot interpreting a Convective SIGMET understands it implies which associated hazards even if not explicitly stated?

- A. Severe turbulence, icing, and low-level wind shear are implied
- B. Only hail of one inch diameter or greater is implied by the bulletin
- C. The hazards apply solely to aircraft above 18,000 feet MSL
- D. Reduced visibility from precipitation is the only implied hazard

11. A pilot must decide whether to accept a "slam dunk" descent clearance from ATC that compresses the descent profile. What is the best practice?

- A. Accept it unconditionally since ATC clearances must be followed
- B. Descend at maximum rate regardless of aircraft limitations
- C. Ignore the clearance and continue the planned descent profile

D. Advise ATC if unable and request a modified descent if needed

12. The autopilot disconnects unexpectedly during a coupled approach in turbulence. The pilot's first priority is what?

- A. Diagnose the autopilot fault before touching the controls
- B. Re-engage the autopilot immediately without assessing aircraft state
- C. Maintain aircraft control by hand-flying with reference to instruments
- D. Notify ATC of the autopilot failure before any other action

13. A METAR reports "FEW250." For IFR planning, how is this cloud layer most relevant?

- A. It is a high cirrus layer unlikely to affect the approach minimums
- B. It indicates an overcast ceiling requiring an alternate airport
- C. It signals immediate icing conditions at the approach altitude
- D. It establishes the controlling ceiling for the destination forecast

14. When a pilot encounters severe icing not forecast, what is the most appropriate action under the regulations?

- A. Exit the icing conditions and advise ATC of the encounter
- B. Continue the flight while monitoring ice accumulation closely
- C. Descend immediately to the minimum enroute altitude only
- D. Maintain altitude and increase airspeed to shed accumulated ice

15. A pilot reviewing winds aloft forecasts sees "9900" for a given altitude. What does this code indicate?

- A. Winds from 099 degrees at zero knots for that altitude block

- B. Winds exceeding 199 knots requiring a special encoding format
- C. A temperature of minus 99 degrees Celsius at that altitude
- D. Light and variable winds, less than 5 knots, at that altitude

16. During a missed approach in IMC with a partial panel, the pilot should prioritize which instrument for maintaining a wings-level climb?

- A. The attitude indicator, which remains the primary climb reference
- B. The turn coordinator combined with the airspeed and altimeter trends
- C. The magnetic compass for heading during the climbing turn
- D. The vertical speed indicator alone to confirm the climb rate

17. A pilot accepts a clearance "cross BRAVO at or above 5,000, cross CHARLIE at or below 7,000." What does this require?

- A. Level flight at 5,000 over BRAVO and 7,000 over CHARLIE exactly
- B. A continuous climb from BRAVO to CHARLIE at a fixed rate
- C. Crossing BRAVO below 5,000 and CHARLIE above 7,000 only
- D. At least 5,000 at BRAVO and no more than 7,000 at CHARLIE

18. A pilot interpreting a station model on a surface analysis chart sees the station circle completely filled in. This indicates what sky condition?

- A. Overcast skies with the sky completely obscured or covered
- B. Clear skies with no cloud cover reported at the station
- C. Scattered clouds covering three to four eighths of the sky
- D. Broken clouds covering five to seven eighths of the sky

19. When operating single-pilot IFR, briefing the approach before the descent primarily serves what purpose?

- A. To satisfy a regulatory requirement for verbal approach briefings
- B. To inform ATC of the pilot's intended approach procedure choice
- C. To allow the autopilot to load the approach into its memory
- D. To reduce workload during the high-task descent and approach phase

20. A pilot notes "BECMG 0608 BKN015" in a TAF. How should this group be interpreted?

- A. A temporary fluctuation to broken clouds at 1,500 feet briefly
- B. A 60 percent probability of broken clouds at 1,500 feet
- C. Broken clouds at 1,500 feet that will dissipate after 0800Z
- D. A gradual change to broken clouds at 1,500 feet between 0600 and 0800Z

21. A pilot experiences vertigo during a night IMC departure shortly after takeoff. What is the most reliable countermeasure?

- A. Look outside to find the natural horizon for orientation
- B. Make small coordinated turns to reset the inner ear balance
- C. Transition to instruments and trust the indicated attitude
- D. Close the eyes briefly to allow the sensation to subside

22. An ATC instruction to "maintain 250 knots or greater" on an arrival is most likely issued for what reason?

- A. To maintain spacing and flow with faster traffic in the sequence
- B. To comply with the published speed restriction for that arrival
- C. To reduce the time the aircraft spends in icing conditions aloft
- D. To prevent the aircraft from entering a stall during the descent

23. A pilot reads a NOTAM stating an ILS glideslope is "U/S." What does this abbreviation mean for the approach?

- A. The glideslope is undergoing a scheduled flight inspection check
- B. The glideslope provides upgraded service with lower minimums
- C. The glideslope is unserviceable and the approach is localizer-only
- D. The glideslope operates only under specified weather conditions

24. When ATC says "say altitude leaving," what is the controller asking the pilot to report?

- A. The altitude the pilot intends to climb or descend to next
- B. The final assigned altitude for the remainder of the flight
- C. The altitude the aircraft is currently passing through right now
- D. The minimum safe altitude for the present route segment flown

25. A pilot encounters unexpected moderate turbulence in cruise. The recommended airspeed adjustment is to do what?

- A. Increase to maximum cruise speed to exit the turbulence quickly
- B. Reduce to the design maneuvering speed to reduce structural loads
- C. Maintain the current cruise speed and tighten the seatbelt only
- D. Reduce to the flaps-extended speed and configure for landing

26. A pilot interpreting an AIRMET Zulu understands it pertains to which hazard?

- A. Moderate turbulence and sustained surface winds over 30 knots
- B. Moderate icing and freezing levels affecting the route of flight
- C. IFR conditions and extensive mountain obscuration along the route
- D. Convective activity with embedded thunderstorms and hail aloft

27. During a coupled approach, the pilot must monitor automation for what primary reason?

- A. To memorize the autopilot's internal logic for future reference
- B. To reduce the need for any instrument scan during the approach
- C. To detect mode reversions or failures and intervene if necessary
- D. To allow the autopilot to fly below the published minimums safely

28. A pilot receives "amend altitude, maintain 8,000" while climbing through 6,500. What must the pilot do?

- A. Continue the climb and level off at 8,000 feet as now assigned
- B. Descend back to 6,000 because the clearance was amended downward
- C. Maintain 6,500 until receiving a separate climb clearance again
- D. Report the present altitude before accepting the amended clearance

29. A pilot notices the directional gyro has precessed 15 degrees over 20 minutes of flight. What is the appropriate response?

- A. Replace the instrument in flight by switching to a backup unit
- B. Ignore the error since gyros are not used for primary heading
- C. Periodically realign the heading indicator with the magnetic compass
- D. Reduce airspeed to slow the rate of gyroscopic precession error

30. A Convective SIGMET is valid for what maximum time period from issuance?

- A. A Convective SIGMET is valid for 6 hours from the time issued
- B. A Convective SIGMET is valid for 4 hours from the time issued
- C. A Convective SIGMET is valid for 1 hour from the time issued
- D. A Convective SIGMET is valid for 2 hours from the time issued

31. When ATC issues "hold for release" prior to an IFR departure, what does this mean for the pilot?

- A. The pilot may depart VFR and pick up the IFR clearance airborne
- B. The clearance is void and the pilot must refile a new flight plan
- C. The pilot must not depart until receiving a release from ATC
- D. The pilot should taxi back and shut down to await further notice

32. A pilot interpreting a freezing level chart for icing planning is most concerned with which altitude band?

- A. The altitudes well above the freezing level where air is coldest
- B. The band near and above the freezing level within visible moisture
- C. The altitudes far below the freezing level in warm air only
- D. The surface layer where ground fog forms during the night

33. A pilot must decide whether continuing into deteriorating weather is wise. The "PAVE" checklist addresses this by prompting consideration of what?

- A. Only the performance limits of the aircraft at current weight
- B. Solely the pilot's currency and recent instrument experience
- C. The weather forecast and reported conditions exclusively
- D. Pilot, aircraft, environment, and external pressures together

34. When ATC clears an aircraft "direct destination" mid-route, what navigation capability does this typically presume?

- A. The aircraft can navigate via VOR airways to the destination only
- B. The aircraft has RNAV/GPS capability to proceed direct to the field
- C. The aircraft must request radar vectors for the entire route

D. The pilot will use dead reckoning to reach the destination airport

35. A pilot interpreting "VV002" in a METAR understands this to mean what?

- A. Visibility variable down to 200 feet in the vicinity of the field
- B. A visual approach is available with a 200-foot ceiling reported
- C. An indefinite ceiling with vertical visibility into obscuration at 200 feet
- D. Variable winds of 2 knots from an unspecified direction reported

36. During an emergency descent in IMC due to a pressurization or fire concern, the pilot should prioritize what?

- A. Maintaining the published airway altitude until reaching a fix
- B. Slowing to maneuvering speed before initiating any descent
- C. Requesting a routing change before beginning the descent at all
- D. Establishing a rapid controlled descent while advising ATC

37. A pilot reviewing the approach chart notes "RVR 2400" as the visibility minimum. How is RVR best understood?

- A. The reported prevailing visibility measured by a human observer
- B. The slant-range visibility from the cockpit to the runway end
- C. The forecast visibility expected during the approach time window
- D. The runway visual range measured electronically along the runway

38. A pilot facing get-there-it-is pressure to complete a flight in marginal weather should apply which mitigation?

- A. Set personal minimums in advance and adhere to them firmly

- B. Rely on the autopilot to compensate for the deteriorating weather
- C. Continue the flight while monitoring conditions for improvement
- D. Reduce cruise altitude to stay below the weather and press on

39. When ATC issues "climb and maintain 10,000, expedite through 7,000," what is the pilot being asked to do?

- A. Climb at a normal rate to 10,000 with no special urgency required
- B. Climb at the best rate possible through 7,000, then normal to 10,000
- C. Level off at 7,000 before continuing the climb to 10,000 feet
- D. Expedite the entire climb to 10,000 at maximum performance throughout

40. A pilot interpreting a low-level significant weather prognostic chart sees a line of hatched green shading. This depicts what?

- A. An area of forecast moderate to severe turbulence at altitude
- B. An area of forecast instrument flight rules conditions or precipitation
- C. A region of high pressure with clear and stable conditions
- D. The location of a stationary front separating two air masses

41. A pilot encounters a partial vacuum failure with a slowly failing attitude indicator. The danger lies in what?

- A. The instrument may fail gradually and give subtly misleading data
- B. The instrument will fail instantly and unmistakably to the pilot
- C. The failure affects only the heading indicator, not the attitude
- D. The failure causes the electrical system to overload immediately

42. When ATC assigns "fly heading 270, vectors for spacing," the pilot should understand what about navigation responsibility?

- A. ATC assumes navigation responsibility while the pilot flies the heading
- B. The pilot must navigate to the next fix while flying the heading
- C. The heading is a suggestion the pilot may modify as needed
- D. The pilot must report reaching each VOR radial while on the vector

43. A pilot interpreting "PROB30 0204 TSRA" in a TAF understands what?

- A. A definite occurrence of thunderstorms and rain from 0200 to 0400Z
- B. A 30 percent probability of thunderstorms with rain between 0200 and 0400Z
- C. A 30-knot wind associated with thunderstorms during the period
- D. Thunderstorms expected for 30 minutes within the forecast window

44. A pilot should treat a clearance "cleared to the XYZ airport via..." with a void time as requiring what?

- A. Immediate departure with no time limit on the clearance validity
- B. Departure only after confirming the weather at the destination
- C. Departure before the specified void time or the clearance lapses
- D. A complete refile of the flight plan if departure is delayed at all

45. During an IMC approach, the pilot identifies a mode reversion where the autopilot drops from approach mode to heading mode. What is the appropriate response?

- A. Continue the approach assuming the autopilot will recapture the path
- B. Increase the descent rate to compensate for the lost guidance signal
- C. Recognize the reversion, intervene, and reestablish the proper mode
- D. Disconnect all instruments and revert to the magnetic compass only

46. A pilot interpreting an METAR remark "PRESFR" understands it to mean what?

- A. The atmospheric pressure is falling rapidly at the station
- B. A pressure jump indicating a passing frontal boundary occurred
- C. The pressure is steady with no significant change reported
- D. A pressure altimeter setting failure at the reporting station

47. When a pilot is "number three for the approach" in a sequence, what does this position imply?

- A. The aircraft must execute a missed approach after the first attempt
- B. The pilot should expect priority handling ahead of all other traffic
- C. Two aircraft are ahead in the approach sequence to the runway
- D. The aircraft is third in line for departure, not arrival sequencing

48. A pilot reviewing the regulations for IFR currency must log what to remain current for instrument approaches?

- A. Approaches conducted only in actual instrument meteorological conditions
- B. Six approaches, holding, and course intercepting within six months
- C. Three approaches and one holding pattern within ninety calendar days
- D. Twelve approaches with an instructor present in the aircraft cabin

49. During an unusual attitude recovery from a nose-low, high-air-speed condition in IMC, the correct sequence is what?

- A. Increase power, raise the nose, then level the wings smoothly
- B. Reduce power, level the wings, then smoothly raise the nose
- C. Maintain power, raise the nose sharply, then roll wings level
- D. Reduce power, raise the nose first, then bank to level the wings

50. A pilot is briefing a non-precision approach with an MDA of 800 feet AGL and a required visibility of 1 statute mile. The destination METAR reports "OVC009 1 1/4SM." How should the pilot assess these conditions?

- A. Conditions are above minimums but with little margin, warranting careful planning
- B. Conditions are below the required visibility, so the approach is not authorized
- C. The ceiling is below the MDA, making the approach impossible to complete
- D. Conditions exceed minimums by a wide margin, so no special caution is needed

51. A pilot encountering a "lost communications" scenario in IMC under IFR should set the transponder to what code?

- A. The transponder should be set to code 7500 for the situation
- B. The transponder should be set to code 7700 for the situation
- C. The transponder should be set to code 7600 for the situation
- D. The transponder should remain on the previously assigned code

52. When ATC issues "traffic alert, advise you turn left immediately heading 180," the pilot should do what?

- A. Comply immediately with the safety alert, then query if needed
- B. Request confirmation of the traffic position before turning at all
- C. Continue the present heading and acknowledge the alert verbally
- D. Climb instead of turning to avoid the conflicting traffic safely

53. A pilot interpreting "+SN" in a METAR understands the symbol and intensity to mean what?

- A. Light snow with a plus sign indicating improving visibility ahead
- B. Heavy snow, with the plus sign denoting high intensity precipitation
- C. Snow showers in the vicinity of the station within five miles

D. Snow mixed with rain producing a wintry precipitation type

54. A pilot should recognize that the most hazardous icing typically occurs in which temperature range?

A. Temperatures below minus 40 degrees Celsius where moisture is scarce

B. Temperatures well above freezing in convective rain showers

C. Temperatures from 0 to minus 20 degrees Celsius in visible moisture

D. Temperatures exactly at the standard lapse rate at all altitudes

55. When a pilot accepts "cleared for the option" at a towered airport during training, what does this authorize?

A. A clearance to land only, with no other maneuver permitted

B. A choice of touch-and-go, stop-and-go, low approach, or full stop

C. A clearance to depart the pattern immediately after the approach

D. A mandatory full-stop landing followed by a taxi back procedure

56. A pilot interpreting wind shear on approach from an airspeed fluctuation should respond how to a sudden airspeed loss?

A. Reduce power to prevent the airspeed from increasing further

B. Maintain the current configuration and continue the descent

C. Lower the nose immediately to regain the lost airspeed quickly

D. Add power and adjust pitch to arrest descent and recover airspeed

57. A pilot must understand that the "see and avoid" concept under IFR in IMC is replaced by what?

A. The pilot's continuous visual scanning outside the cockpit windows

B. The TCAS or onboard traffic display as the sole separation method

- C. ATC-provided separation between IFR aircraft in controlled airspace
- D. The requirement to maintain VFR cloud clearance at all times

58. A pilot reading "TURBC 100-180" on a weather product understands the numbers to represent what?

- A. The turbulence intensity expressed on a scale of 100 to 180 units
- B. The wind speeds associated with the turbulent layer in knots
- C. The altitude band of the turbulence in hundreds of feet, 10,000 to 18,000
- D. The frequency band on which turbulence reports are broadcast

59. When ATC issues "resume own navigation, cleared direct DENNY," the pilot must do what?

- A. Continue the present radar heading until further advised by ATC
- B. Request vectors to DENNY because direct routing requires approval
- C. Fly to the nearest VOR before proceeding toward the DENNY fix
- D. Navigate directly to the DENNY fix using available navigation equipment

60. A pilot facing a decision to declare an emergency in IMC should understand that declaring an emergency does what?

- A. Automatically results in an enforcement action and certificate review
- B. Grants the pilot priority handling and authority to deviate as needed
- C. Requires the pilot to land at the nearest airport without exception
- D. Prevents ATC from providing any further assistance to the flight

Answer Key

1. D. Divert to alternate — OVC004 with ½ SM fog is below typical non-precision minimums; diversion is the sound decision.

2. A. Temporary 2 SM in rain/mist — TEMPO 1419 means temporary conditions of 2 SM in rain and mist between 1400Z and 1900Z.
3. D. Prioritize, automate, ask ATC — Task saturation is managed by prioritizing tasks, using automation appropriately, and requesting ATC assistance.
4. B. Rough, milky, opaque — Rime ice forms from rapid freezing of small supercooled droplets, producing rough opaque ice.
5. B. 20 nautical miles — Severe or intense cells should be avoided by at least 20 NM.
6. A. Heading assignments to intercept — "Expect vectors" means anticipate headings guiding the aircraft to intercept the final.
7. A. Shed nonessential load — A discharge with low-voltage light indicates alternator failure; shed nonessential electrical load to conserve battery.
8. D. More severe, all aircraft — A SIGMET warns of more severe conditions hazardous to all aircraft; AIRMETs cover less severe phenomena.
9. D. Report over compulsory points — Loss of radar requires resuming position reports over compulsory reporting points.
10. A. Turbulence, icing, wind shear — A Convective SIGMET implies severe turbulence, icing, and low-level wind shear even when unstated.
11. D. Advise if unable — Best practice is to advise ATC if unable to accept a compressed descent and request a modified profile.
12. C. Maintain aircraft control — On autopilot disconnect, the first priority is always to fly the aircraft by reference to instruments.

13. A. High cirrus, minimal effect — FEW250 is a high (25,000-ft) thin layer unlikely to affect approach minimums.
14. A. Exit and advise ATC — Unforecast severe icing calls for exiting the conditions and advising ATC.
15. D. Light and variable — "9900" in winds aloft means light and variable winds (less than 5 knots).
16. B. Turn coordinator + trends — Partial-panel climb uses the turn coordinator with airspeed and altimeter trends for wings-level control.
17. D. $\geq 5,000$ / $\leq 7,000$ — "At or above 5,000" and "at or below 7,000" mean at least 5,000 at BRAVO and no more than 7,000 at CHARLIE.
18. A. Overcast/obscured — A completely filled station circle indicates overcast (or obscured) sky.
19. D. Reduce workload — Briefing the approach before descent reduces workload during the high-task approach phase.
20. D. Gradual change 0600–0800Z — BECMG indicates a gradual change to the stated conditions between the listed times.
21. C. Trust instruments — Vertigo in night IMC is countered by transitioning to and trusting the instruments.
22. A. Spacing/flow — A "maintain 250 knots or greater" instruction maintains spacing with faster sequenced traffic.
23. C. Unserviceable, LOC-only — "U/S" means unserviceable; the glideslope is out, leaving a localizer-only approach.

24. C. Current altitude passing — "Say altitude leaving" asks the altitude the aircraft is currently passing through.
25. B. Maneuvering speed — In turbulence, reduce to design maneuvering speed (V_a) to limit structural loads.
26. B. Icing/freezing levels — AIRMET Zulu pertains to icing and freezing levels.
27. C. Detect reversions/failures — Monitoring automation lets the pilot detect mode reversions or failures and intervene.
28. A. Climb to 8,000 — "Amend altitude, maintain 8,000" while climbing through 6,500 means continue climbing and level at 8,000.
29. C. Realign with compass — A precessing directional gyro should be periodically realigned with the magnetic compass.
30. D. 2 hours — A Convective SIGMET is valid for up to 2 hours from issuance.
31. C. Do not depart until released — "Hold for release" means the pilot must not depart until ATC issues a release.
32. B. Near/above freezing level — Icing concern is the band near and above the freezing level within visible moisture.
33. D. Pilot, Aircraft, eNVironment, External — PAVE covers Pilot, Aircraft, enVironment, and External pressures.
34. B. RNAV/GPS capability — "Direct destination" presumes RNAV/GPS capability to proceed direct.

35. C. Indefinite ceiling, VV 200 — "VV002" denotes an indefinite ceiling with vertical visibility of 200 ft into obscuration.

36. D. Rapid controlled descent, advise ATC — An emergency descent prioritizes a rapid, controlled descent while advising ATC.

37. D. Runway visual range — RVR is the electronically measured runway visual range along the runway.

38. A. Set personal minimums — Get-there-itis is mitigated by setting and adhering to personal minimums.

39. B. Best rate through 7,000 — "Expedite through 7,000" means climb at best rate through 7,000, then normal rate to 10,000.

40. B. IFR/precipitation — Hatched green shading on a low-level prog chart depicts forecast IFR conditions or precipitation.

41. A. Gradual misleading failure — A slowly failing vacuum/attitude indicator is dangerous because it can mislead subtly before obvious failure.

42. A. ATC takes nav responsibility — On a "fly heading...vectors" instruction, ATC assumes navigation responsibility while the pilot flies the heading.

43. B. 30% probability TSRA — "PROB30 0204 TSRA" is a 30% probability of thunderstorms with rain between 0200Z and 0400Z.

44. C. Depart before void time — A clearance void time requires departure before that time or the clearance lapses.

45. C. Recognize and reestablish — A mode reversion requires recognizing it, intervening, and reestablishing the proper mode.

46. A. Pressure falling rapidly — "PRESFR" means pressure falling rapidly.
47. C. Two aircraft ahead — "Number three for the approach" means two aircraft are ahead in the approach sequence.
48. B. Six approaches, holding, intercepting — IFR currency requires six approaches plus holding and course intercepting/tracking within six months.
49. B. Power back, level, raise nose — Nose-low high-speed recovery: reduce power, level the wings, then smoothly raise the nose.
50. A. Above minimums, slim margin — The 900-ft ceiling clears the 800-ft MDA and the 1¼ SM visibility exceeds the 1 SM requirement, so the approach is legal — but both values sit close enough to minimums that the pilot should plan carefully and be prepared to go missed.
51. C. Code 7600 — Lost communications is squawk 7600 (7500 hijack, 7700 emergency).
52. A. Comply immediately — A traffic/safety alert with a turn instruction should be complied with immediately, then queried if needed.
53. B. Heavy snow — "+SN" is heavy snow; the plus sign denotes heavy intensity.
54. C. 0 to -20°C — The most hazardous icing typically occurs from 0 to -20°C in visible moisture.
55. B. Touch-and-go/stop-and-go/low approach/full stop — "Cleared for the option" authorizes the pilot's choice among these maneuvers.
56. D. Add power, adjust pitch — A sudden airspeed loss in wind shear calls for adding power and adjusting pitch to arrest descent and recover.
57. C. ATC separation — In IMC, see-and-avoid is replaced by ATC-provided separation between IFR aircraft in controlled airspace.

58. C. Altitude band 10,000–18,000 — "TURBC 100-180" denotes a turbulence layer in hundreds of feet, i.e., 10,000 to 18,000 ft.

59. D. Navigate direct — "Cleared direct DENNY, resume own navigation" requires navigating directly to DENNY using available equipment.

60. B. Priority and deviation authority — Declaring an emergency grants priority handling and authority to deviate as needed.