PRACTICE EXAM 12 SIMULATION

1. A non-precision approach is distinguished by providing:

A. Both lateral and vertical precision guidance

B. A precision glidepath to a decision altitude

C. Distance information only

D. Lateral guidance only, with no precision vertical glidepath

2. On a non-precision approach, the pilot descends in steps to a:

A. Decision Altitude (DA)

B. Decision Height (DH)

C. Glide slope intercept altitude

D. Minimum Descent Altitude (MDA)

3. A VOR approach uses which source for the final approach course?

A. A glide slope

B. A VOR radial

C. An ILS localizer

D. A marker beacon

4. A localizer (LOC) approach uses the ILS localizer for guidance that is:

A. Vertical to the touchdown zone

B. Lateral only, flown to an MDA

C. Distance to the threshold

D. A precision glidepath

5. A localizer back course approach is subject to which characteristic without automatic correction?

A. A steeper glide slope

B. Loss of DME

C. Reverse sensing on the CDI

D. A wider course than a VOR

6. A Localizer-type Directional Aid (LDA) differs from a standard localizer in that the LDA course is:

A. Not aligned with the runway centerline

B. Steeper than a glide slope

C. Reverse-sensing by design

D. Ten times wider than an ILS

7. A Simplified Directional Facility (SDF) provides a final approach course that is:

A. Wider and less precise than a localizer

B. A precision glidepath

C. Identical to a standard localizer

D. A DME arc

8. On an RNAV (GPS) approach flown to the LNAV line of minimums, the approach is:

A. A precision approach

B. An APV approach

C. Flown to a decision altitude

D. Non-precision, flown to an MDA

9. The LNAV+V line on an RNAV (GPS) approach adds vertical guidance that is:

A. A precision glidepath equal to an ILS

B. Sufficient to descend below the MDA

C. Advisory only and does not lower the minimums

D. A decision altitude

10. On a non-precision approach, the final descent begins at the:

A. Initial approach fix

B. Final approach fix (FAF)

C. Missed approach point

D. Circling fix

11. The final approach fix on a non-precision approach profile is depicted by which symbol?

A. A lightning bolt

B. A Maltese cross

C. A holding racetrack

D. A solid triangle

12. On a non-precision approach, the pilot may descend to but never below the:

A. Glide slope intercept altitude

B. Initial approach altitude

C. Circling radius

D. Minimum Descent Altitude (MDA)

13. Step-down fixes on a non-precision approach must be crossed:

A. Below the charted altitude

B. At the exact charted altitude only

C. At or above their charted altitudes

D. At any altitude

14. The Missed Approach Point (MAP) on a non-precision approach may be determined by:

A. The glide slope flag

B. The outer marker only

C. The aircraft's airspeed

D. Time, DME, a fix, or GPS distance

15. At the MAP on a non-precision approach, if the runway environment is not in sight, the pilot must:

A. Execute the missed approach

B. Continue descending to find the runway

C. Circle indefinitely at the MDA

D. Descend below the MDA briefly

16. The traditional non-precision technique that descends stepwise to the MDA early, then flies level to the MAP, is called:

A. A constant-descent final approach

B. A stabilized approach

C. A circling approach

D. "Dive and drive"

17. The recommended modern non-precision technique that computes a steady descent rate to arrive at the MDA near the MAP is the:

A. Dive and drive

B. Circling descent

C. Step-down approach

D. Stabilized constant-descent final approach (CDFA)

18. A pilot flying LNAV+V who treats the advisory glidepath as a precision path risks:

A. Capturing a false localizer

B. Descending below the MDA

C. Reverse sensing

D. Losing satellite lock

19. A VOR approach may use step-down fixes defined by:

A. Marker beacons only

B. The glide slope

C. Radials, DME, or crossing radials

D. The localizer

20. On a non-precision approach, the pilot tracks the final approach course inbound to provide:

A. Vertical guidance

B. Distance to the runway

C. Lateral guidance

D. A precision glidepath

21. A pilot flying a CDFA on a non-precision approach must still respect the:

A. MDA as a hard floor and the published step-down altitudes

B. Glide slope flag

C. Decision altitude only

D. Localizer back course sensing

22. The LNAV line of minimums on an RNAV (GPS) approach provides:

A. A precision glidepath

B. Lateral guidance only

C. A decision altitude with vertical guidance

D. Advisory vertical guidance that lowers minimums

23. A pilot on a localizer back course approach without corrective equipment should:

A. Fly away from the CDI needle deflection

B. Fly toward the needle as normal

C. Use the glide slope for guidance

D. Disregard the CDI entirely

24. A non-precision approach lacks which feature compared with a precision approach?

A. A glidepath meeting precision/APV standards

B. A final approach course

C. A missed approach point

D. An initial approach fix

25. A pilot descending to the MDA on a non-precision approach levels off and continues toward the:

A. Initial approach fix

B. Glide slope intercept

C. Missed approach point (MAP)

D. Outer marker

26. At the MDA, the pilot may continue past the MAP and descend below the MDA only if:

A. The runway environment is in sight and a normal descent to landing can be made

B. The MAP has not yet been reached

C. The visibility is below minimums

D. ATC issues a special clearance

27. A localizer (LOC) approach has higher minimums than an ILS because it provides:

A. A steeper glidepath

B. Lateral guidance without the glide slope

C. Distance information only

D. Reverse sensing

28. The LNAV+V vertical guidance is described as "advisory" because it:

A. Equals an ILS glide slope

B. Does not lower the minimums or authorize descent below the MDA

C. Replaces the lateral guidance

D. Requires a decision altitude

29. A pilot flying an RNAV (GPS) approach to the LNAV line determines the missed approach point by:

A. A glide slope flag

B. A marker beacon

C. GPS distance or a waypoint

D. The outer marker

30. On a VOR approach with the VOR located off the airport, step-down fixes are commonly defined using:

A. The glide slope angle

B. Marker beacons only

C. The localizer

D. DME or crossing radials

31. A pilot flying a non-precision approach should begin the descent from the FAF:

A. Only after passing the MAP

B. Before reaching the FAF

C. At the initial approach fix

D. At the FAF, descending through step-downs at or above their altitudes

32. A non-precision approach flown to an MDA differs from a precision approach in that the MDA is:

A. A floor that may not be descended below until the runway is in sight

B. A point at which a momentary descent is expected

C. The same as a decision altitude

D. Determined by the glide slope

33. A pilot loses the glide slope on an ILS and reverts to the localizer-only approach. This approach is now:

A. A precision approach

B. An APV approach

C. A non-precision approach to an MDA

D. A circling approach only

34. A pilot flying a constant-descent final approach (CDFA) computes the descent rate so that the aircraft:

A. Levels off at the MDA early and flies level to the MAP

B. Arrives at the MDA near the MAP on a stable, continuous descent

C. Descends below the MDA continuously

D. Dives to each step-down then levels

35. The principal safety advantage of the CDFA technique over dive-and-drive is that it:

A. Eliminates the need for an MDA

B. Allows descent below the MDA

C. Removes the step-down fixes

D. Provides a more stable, continuous descent

36. A pilot flying an RNAV (GPS) LNAV approach must not descend below the MDA unless:

A. The advisory glidepath indicates so

B. The GPS shows the runway nearby

C. The aircraft is past the FAF

D. The runway environment is in sight and a normal landing can be made

37. A VOR approach is best described as:

A. A precision approach with vertical guidance

B. A non-precision approach using a VOR radial for lateral guidance

C. An approach requiring WAAS

D. A circling-only procedure

38. A pilot flying a localizer back course should be aware that the localizer is more sensitive than a VOR, so corrections should be:

A. Large and abrupt

B. Applied only with rudder

C. Small and smooth

D. Withheld until full deflection

39. On a non-precision approach, the visibility minimum is expressed in statute miles or, where applicable:

A. RVR in feet

B. Knots

C. Degrees

D. Nautical miles only

40. A pilot reaches the MAP on a VOR approach with the runway not in sight. The pilot must:

A. Continue descending below the MDA

B. Circle at the MDA

C. Land on the nearest taxiway

D. Execute the published missed approach

41. The LNAV+V approach provides lateral guidance equivalent to which line, plus an advisory glidepath?

A. The LPV line

B. The LNAV line

C. The LNAV/VNAV line

D. The ILS

42. A pilot flying a non-precision approach should brief the missed approach:

A. Before beginning the approach

B. Only after reaching the MAP

C. After the runway is in sight

D. Only if the glide slope fails

43. A localizer-type directional aid (LDA) with a course offset from the runway is classified as a:

A. Non-precision approach

B. Precision approach

C. APV approach

D. Circling-only approach

44. A pilot descending on a non-precision approach should not descend below a step-down fix's altitude until:

A. Reaching the MAP

B. Passing that fix

C. The runway is in sight

D. ATC approves

45. The Maltese cross on a non-precision approach profile marks the point where:

A. The missed approach begins

B. The initial approach begins

C. The final approach segment and final descent begin

D. The circling maneuver begins

46. A pilot flying an RNAV (GPS) approach should recognize that the LNAV minimums are:

A. Lower than LPV minimums

B. Higher than the LPV and LNAV/VNAV minimums

C. Equal to a CAT I ILS

D. The lowest available

47. A pilot must determine the MAP timing on a VOR approach without DME by using:

A. A timing table based on groundspeed from the FAF

B. The glide slope flag

C. The outer marker only

D. The aircraft's altitude

48. A pilot flying a non-precision approach with an advisory glidepath (LNAV+V) must remember that the controlling minimum is the:

A. Decision altitude

B. Glide slope intercept altitude

C. MDA, not the advisory glidepath

D. Circling radius

49. A localizer (LOC) approach and a VOR approach are similar in that both are:

A. Precision approaches

B. APV approaches with vertical guidance

C. Approaches requiring WAAS

D. Non-precision approaches flown to an MDA

50. A pilot flying a non-precision approach observes the runway environment at the MDA before the MAP. The pilot may:

A. Descend from the MDA to land if a normal descent can be made

B. Descend below the MDA immediately regardless of position

C. Continue at the MDA past the MAP

D. Execute the missed approach anyway

51. A pilot flying a CDFA arrives at the MDA. If the runway is not in sight, the pilot should:

A. Level off and continue to the MAP

B. Descend below the MDA

C. Begin the missed approach at or before the MAP without descending below the MDA

D. Circle at the MDA

52. A Simplified Directional Facility (SDF) course may be offset from the runway and is:

A. A precision approach

B. An APV approach

C. A non-precision approach

D. A circling-only approach

53. The dive-and-drive technique is generally considered less safe than CDFA because it:

A. Eliminates the MDA

B. Involves a level segment at low altitude near the MAP, reducing stability

C. Requires a glide slope

D. Lowers the minimums

54. A pilot flying an RNAV (GPS) approach finds the LNAV/VNAV line available. Compared with LNAV, LNAV/VNAV provides:

A. Lateral guidance only

B. Advisory vertical guidance only

C. A vertical path to a decision altitude

D. No vertical guidance

55. A pilot must never descend below the MDA on a non-precision approach unless the three conditions of 14 CFR 91.175 are met, which include:

A. The autopilot remaining engaged

B. A reported ceiling above 1,000 feet

C. At least one specified runway visual reference in sight

D. ATC issuing a special clearance

56. A pilot flying a localizer back course approach to an MDA is flying a:

A. Non-precision approach

B. Precision approach

C. APV approach

D. Circling-only approach

57. On a non-precision approach, the step-down fixes allow the aircraft to:

A. Descend progressively as obstacles are cleared along the segment

B. Descend below the MDA early

C. Skip the final approach fix

D. Bypass the missed approach

58. A pilot flying a VOR approach tracks the VOR final approach course and must identify the VOR by its:

A. CDI deflection

B. TO/FROM flag

C. DME readout

D. Morse code identifier

59. A non-precision approach with advisory LNAV+V vertical guidance is still flown, for minimums purposes, as an approach to the:

A. Decision altitude

B. MDA

C. Glide slope intercept altitude

D. Circling radius

60. The fundamental difference between a non-precision and a precision approach is that the non-precision approach lacks:

A. A final approach course

B. A missed approach procedure

C. An initial approach fix

D. A vertical glidepath meeting precision/APV standards

Answer Key

1. D — A non-precision approach provides lateral guidance only, with no precision vertical glidepath. A precision approach, by contrast, adds vertical guidance to a decision altitude.

2. D — On a non-precision approach, the pilot descends in steps to a Minimum Descent Altitude. The DA/DH applies to precision and APV approaches.

3. B — A VOR approach uses a VOR radial for the final approach course. It provides lateral guidance only.

4. B — A localizer (LOC) approach uses the localizer for lateral guidance only, flown to an MDA. Without the glide slope it is a non-precision approach.

5. C — A localizer back course without automatic correction is subject to reverse sensing on the CDI. The needle moves opposite the expected direction.

6. A — An LDA course is not aligned with the runway centerline, unlike a standard localizer. It is a localizer-family non-precision approach with an offset course.

7. A — An SDF provides a final approach course that is wider and less precise than a localizer. It is a simplified, less accurate course aid.

8. D — Flown to the LNAV line, an RNAV (GPS) approach is non-precision, descending to an MDA. Vertical guidance requires LNAV/VNAV or LPV.

9. C — LNAV+V vertical guidance is advisory only and does not lower the minimums. The approach is still flown to the MDA as non-precision.

10. B — On a non-precision approach, the final descent begins at the final approach fix (FAF). The FAF marks the start of the final approach segment.

11. B — The FAF on a non-precision approach profile is depicted by a Maltese cross. The lightning bolt depicts the missed approach track.

12. D — On a non-precision approach, the pilot may descend to but never below the Minimum Descent Altitude. The MDA is a hard floor until the runway is in sight.

13. C — Step-down fixes must be crossed at or above their charted altitudes. They allow progressive descent as obstacles are cleared.

14. D — The MAP on a non-precision approach may be determined by time, DME, a fix, or GPS distance. Different approaches use different MAP determinations.

15. A — At the MAP without the runway environment in sight, the pilot must execute the missed approach. Continuing to descend or circling at the MDA would be unsafe.

16. D — The traditional stepwise technique that descends to the MDA early then flies level to the MAP is "dive and drive." CDFA, by contrast, is a continuous descent.

17. D — The recommended modern technique is the stabilized constant-descent final approach (CDFA), arriving at the MDA near the MAP. It is more stable than dive-and-drive.

18. B — Treating the LNAV+V advisory glidepath as a precision path risks descending below the MDA. The advisory guidance does not lower the minimums.

19. C — A VOR approach may use step-down fixes defined by radials, DME, or crossing radials. These define progressive descent points along the final.

20. C — On a non-precision approach, tracking the final approach course inbound provides lateral guidance. There is no precision vertical glidepath.

21. A — A pilot flying a CDFA must still respect the MDA as a hard floor and the published step-down altitudes. The continuous descent does not override these limits.

22. B — The LNAV line provides lateral guidance only, flown as a non-precision approach. Vertical guidance requires LNAV/VNAV or LPV.

23. A — On a localizer back course without corrective equipment, the pilot flies away from the CDI needle deflection because of reverse sensing. Normal "fly toward the needle" sensing is reversed.

24. A — A non-precision approach lacks a glidepath meeting precision/APV standards. It retains a final approach course, MAP, and IAF.

25. C — Descending to the MDA, the pilot levels off and continues toward the missed approach point (MAP). The MAP is where the missed approach is initiated if the runway is not in sight.

26. A — The pilot may continue past the MAP and descend below the MDA only if the runway environment is in sight and a normal descent to landing can be made. Both conditions (and adequate visibility) are required.

27. B — A LOC approach has higher minimums than an ILS because it provides lateral guidance without the glide slope. The loss of vertical guidance raises the minimums.

28. B — LNAV+V vertical guidance is "advisory" because it does not lower the minimums or authorize descent below the MDA. It aids situational awareness only.

29. C — On an RNAV (GPS) LNAV approach, the MAP is determined by GPS distance or a waypoint. The receiver sequences to the MAP automatically.

30. D — On a VOR approach with an off-airport VOR, step-down fixes are commonly defined using DME or crossing radials. These mark progressive descent points.

31. D — The descent begins at the FAF, descending through step-down fixes at or above their altitudes. Descending before the FAF or after the MAP would be incorrect.

32. A — The MDA is a floor that may not be descended below until the runway is in sight, unlike a DA where a momentary descent is expected. This is the key MDA-versus-DA distinction.

33. C — Losing the glide slope and reverting to localizer-only makes the approach a non-precision approach to an MDA. The loss of vertical guidance changes the procedure type.

34. B — A CDFA computes the descent rate so the aircraft arrives at the MDA near the MAP on a stable, continuous descent. Dive-and-drive, by contrast, levels off early.

35. D — The CDFA's principal advantage is a more stable, continuous descent than dive-and-drive. It still requires respecting the MDA and step-downs.

36. D — On an RNAV (GPS) LNAV approach, the pilot must not descend below the MDA unless the runway environment is in sight and a normal landing can be made. The advisory glidepath or GPS proximity does not authorize it.

37. B — A VOR approach is a non-precision approach using a VOR radial for lateral guidance. It provides no vertical glidepath and requires no WAAS.

38. C — The localizer (including the back course) is more sensitive than a VOR, so corrections should be small and smooth. Large, abrupt inputs cause overshooting on the sensitive course.

39. A — Non-precision visibility minimums are expressed in statute miles or, where applicable, RVR in feet. RVR is used at runways with the appropriate equipment.

40. D — Reaching the MAP on a VOR approach with the runway not in sight requires executing the published missed approach. Continuing to descend or circling would be unsafe.

41. B — LNAV+V provides lateral guidance equivalent to the LNAV line plus an advisory glidepath. The advisory vertical guidance does not change the LNAV minimums.

42. A — The missed approach is briefed before beginning the approach so it can be flown immediately at the MAP if needed. Briefing in advance ensures a prompt, correct go-around.

43. A — An LDA with a course offset from the runway is a non-precision approach. It provides lateral guidance only.

44. B — The pilot must not descend below a step-down fix's altitude until passing that fix. The step-downs allow progressive descent as each fix is crossed.

45. C — The Maltese cross marks the point where the final approach segment and final descent begin (the FAF). The lightning bolt marks the missed approach.

46. B — The LNAV minimums are higher than the LPV and LNAV/VNAV minimums, since LNAV is lateral-only. LPV provides the lowest minimums.

47. A — Without DME, the MAP on a VOR approach is determined by a timing table based on groundspeed from the FAF. The pilot times the final segment to identify the MAP.

48. C — With an advisory glidepath (LNAV+V), the controlling minimum is the MDA, not the advisory glidepath. The advisory guidance does not lower the minimums.

49. D — A LOC approach and a VOR approach are both non-precision approaches flown to an MDA. Neither provides a precision glidepath.

50. A — Observing the runway environment at the MDA before the MAP, the pilot may descend from the MDA to land if a normal descent can be made. Descent below the MDA is permitted only when the conditions are met.

51. C — A pilot flying a CDFA who reaches the MDA without the runway in sight should begin the missed approach at or before the MAP without descending below the MDA. The continuous descent does not authorize going below the MDA.

52. C — An SDF, which may be offset from the runway, is a non-precision approach. It provides a wider, less precise course than a localizer.

53. B — Dive-and-drive is less safe than CDFA because it involves a level segment at low altitude near the MAP, reducing stability. The CDFA's continuous descent is more stable.

54. C — LNAV/VNAV provides a vertical path to a decision altitude, unlike the lateral-only LNAV line. It offers vertical guidance.

55. C — Under 91.175, descent below the MDA requires (among the three conditions) at least one specified runway visual reference in sight. Flight visibility and a position for a normal landing are the other two.

56. A — A localizer back course approach flown to an MDA is a non-precision approach. It provides lateral guidance only.

57. A — Step-down fixes allow the aircraft to descend progressively as obstacles are cleared along the segment. They are not for descending below the MDA early.

58. D — A VOR must be identified by its Morse code identifier before use on the approach. A centered needle or TO/FROM flag does not confirm reliability.

59. B — A non-precision approach with advisory LNAV+V vertical guidance is still flown, for minimums, to the MDA. The advisory glidepath does not create a decision altitude.

60. D — The fundamental difference is that the non-precision approach lacks a vertical glidepath meeting precision/APV standards. It retains a final approach course, MAP, and IAF.