

PRACTICE EXAM 13 SIMULATION

1. Under 14 CFR 91.175, to descend below the DA or MDA, how many conditions must all be met?
 - A. Two
 - B. Three
 - C. One
 - D. Four

2. One of the three conditions for descending below DA/MDA is that the aircraft must be continuously in a position from which:
 - A. The autopilot can be engaged
 - B. ATC can observe it on radar
 - C. A circling maneuver can be initiated
 - D. A normal descent to landing can be made at a normal rate

3. A second condition for descending below DA/MDA is that the:
 - A. Reported ceiling exceeds 1,000 feet
 - B. Aircraft is below the glide slope
 - C. Autopilot remains coupled
 - D. Flight visibility is at or above that published for the approach

4. The third condition for descending below DA/MDA requires that at least one of the:
 - A. Specified runway visual references is distinctly visible and identifiable
 - B. Marker beacons is received

- C. Step-down fixes is crossed
- D. Holding patterns is completed

5. Which is a §91.175 visual reference that permits continued descent below DA/MDA?

- A. The aircraft's GPS distance readout
- B. A reported visibility value
- C. The runway threshold
- D. The outer marker tone

6. Using the approach light system alone, a pilot may not descend below how many feet above the touchdown zone elevation unless the red terminating or side row bars are visible?

- A. 50 feet
- B. 100 feet
- C. 200 feet
- D. 300 feet

7. The controlling visibility for descending below DA/MDA is the:

- A. Flight visibility
- B. Reported visibility from ATIS
- C. Tower-reported prevailing visibility
- D. Forecast visibility in the TAF

8. At a Decision Altitude on a precision approach, the pilot makes the decision to land or go missed:

- A. After leveling off
- B. At the DA

- C. Only at the MAP
- D. After circling

9. At a Minimum Descent Altitude on a non-precision approach, the pilot may:

- A. Descend below the MDA to look for the runway
- B. Make the decision before the MAP only
- C. Begin the missed approach before the FAF
- D. Level at the MDA and continue to the MAP

10. A slight momentary descent below the DA during a go-around on a precision approach is:

- A. Expected and accounted for in the procedure
- B. A violation requiring a report
- C. Prohibited under all circumstances
- D. Cause for an immediate landing

11. The missed approach procedure for an approach is published on the chart and depicted in the:

- A. Briefing strip and profile view
- B. Airport diagram only
- C. Plan view only
- D. Minimums section only

12. The first actions in executing a missed approach are to:

- A. Reduce power and descend
- B. Maintain altitude and call ATC

- C. Add power, establish a climb attitude, and clean up the configuration
- D. Begin a circling maneuver

13. On a non-precision approach, the missed approach must be initiated:

- A. After passing the MAP
- B. Before the FAF
- C. No later than the MAP
- D. At the initial approach fix

14. The missed approach must be briefed:

- A. After reaching the MAP
- B. Only if the approach fails
- C. After the runway is in sight
- D. Before beginning the approach

15. A circling approach is used when the final approach course:

- A. Is aligned with the runway within limits
- B. Is not aligned with the landing runway within prescribed limits
- C. Has a glide slope
- D. Is an LPV approach

16. During a circling approach, the pilot descends to the:

- A. Decision altitude
- B. Glide slope intercept altitude

- C. Circling MDA, which is higher than a straight-in MDA
- D. Lowest published step-down

17. Throughout a circling maneuver, the pilot must:

- A. Descend below the circling MDA
- B. Maintain a constant heading
- C. Keep the runway environment in sight
- D. Disregard the protected area

18. If visual contact with the runway environment is lost during circling, the pilot must:

- A. Continue circling at the MDA
- B. Execute the missed approach
- C. Descend to regain contact
- D. Land on the nearest taxiway

19. The initial action when going missed from a circling maneuver is to:

- A. Descend straight ahead
- B. Turn away from the runway
- C. Maintain the circling altitude
- D. Make a climbing turn toward the landing runway

20. The circling approach protected area is based on the aircraft's:

- A. Gross weight
- B. Service ceiling

- C. Approach category
- D. Wingspan

21. The circling protected radius generally:

- A. Grows larger with a faster approach category
- B. Is the same for all categories
- C. Shrinks with a faster approach category
- D. Applies only to Category A

22. A Decision Altitude differs from a Minimum Descent Altitude in that the DA:

- A. May never be descended below
- B. Applies to non-precision approaches
- C. Anticipates a slight descent during the go-around
- D. Is determined by step-down fixes

23. A pilot reaching the DA on a precision approach with the runway in sight and meeting the §91.175 conditions may:

- A. Only execute a missed approach
- B. Circle indefinitely
- C. Continue and land
- D. Descend below DA without any conditions

24. Which is NOT one of the §91.175 visual references for descending below DA/MDA?

- A. The forecast ceiling in the TAF
- B. The runway threshold lights

- C. The visual approach slope indicator (VASI)
- D. The touchdown zone markings

25. A pilot levels at the MDA on a non-precision approach and reaches the MAP without the runway in sight. The pilot must:

- A. Execute the published missed approach
- B. Continue descending below the MDA
- C. Circle at the MDA until the runway appears
- D. Land straight ahead

26. The runway end identifier lights (REIL) qualify as a §91.175 visual reference because they:

- A. Provide a glidepath
- B. Indicate the missed approach point
- C. Replace flight visibility requirements
- D. Are a specified visual cue identifying the runway

27. A pilot must not descend below the MDA on a non-precision approach until:

- A. The MAP is reached
- B. The autopilot is engaged
- C. ATC issues a clearance
- D. The runway environment is in sight and a normal descent can be made

28. During a missed approach, after the initial climb the pilot:

- A. Returns to the FAF
- B. Descends to the MDA again

- C. Flies the published missed approach track
- D. Lands on a parallel runway

29. A pilot conducting a circling approach at night in marginal conditions should recognize that circling is:

- A. The safest available maneuver
- B. Among the highest-risk instrument maneuvers
- C. Prohibited for all operations
- D. Equivalent to a straight-in approach

30. The reason the missed approach is briefed before the approach is so it can be:

- A. Filed with ATC
- B. Executed immediately and from memory if needed
- C. Disregarded once on final
- D. Replaced by a circling maneuver

31. A pilot transitioning to a visual landing from an instrument approach should maintain a:

- A. Steep, rapid descent
- B. Level segment to the threshold
- C. Stabilized approach on path and speed
- D. Constant bank angle

32. A stabilized approach is characterized by being:

- A. At maximum airspeed with idle power
- B. On the correct path and speed, in the landing configuration, with a steady descent

- C. In a continuous turn to the runway
- D. Below the published glidepath

33. If an approach becomes unstable on short final, the pilot should:

- A. Force the landing
- B. Descend below minimums to salvage it
- C. Increase the descent rate
- D. Go around

34. When transitioning to a visual landing, the pilot should verify the glidepath using the:

- A. GPS distance only
- B. Reported ceiling
- C. Marker beacons
- D. VASI/PAPI and the published glidepath

35. The §91.175 condition regarding flight visibility means the controlling value is:

- A. The visibility the pilot actually observes in flight
- B. The reported visibility on ATIS
- C. The forecast visibility
- D. The visibility at the alternate

36. A pilot executing a missed approach should advise ATC and:

- A. Comply with any published climb gradient and altitude
- B. Descend to the circling MDA

- C. Return to the FAF and re-attempt without coordination
- D. Squawk 1200

37. Circling minimums are published as an MDA along with a:

- A. Decision altitude
- B. Circling radius based on approach category
- C. Glide slope angle
- D. Marker beacon location

38. A pilot circling who loses the runway environment and begins the missed approach makes a climbing turn toward the landing runway to:

- A. Remain within the circling protected area
- B. Descend below the MDA
- C. Avoid the missed approach holding fix
- D. Align with the final approach course

39. The visual references in §91.175 include the approach light system, but descent below 100 feet above touchdown using the lights alone requires:

- A. The red terminating bars or red side row bars to be visible
- B. The middle marker tone
- C. A reported ceiling above 200 feet
- D. ATC approval

40. A pilot reaching the MAP on a non-precision approach must begin the missed approach there, not later, because continuing past the MAP risks:

- A. Excessive fuel burn
- B. Loss of radar contact
- C. A transponder fault
- D. Descending below obstacle protection

41. A pilot flying a precision approach descends on the glidepath to the DA. If the runway is not in sight at the DA, the pilot:

- A. Levels off and continues to the MAP
- B. Descends 100 more feet
- C. Circles at the DA
- D. Executes the missed approach

42. A circling approach requires the pilot to remain within the:

- A. Final approach course only
- B. Glide slope beam
- C. Circling approach protected area
- D. Localizer course width

43. The runway, runway markings, and runway lights are all examples of:

- A. §91.175 visual references
- B. Marker beacons
- C. Step-down fixes
- D. Holding fixes

44. A pilot must not descend below the DA on a precision approach unless the three §91.175 conditions are met. These include flight visibility, a position for a normal landing, and:

- A. A reported ceiling above 1,000 feet
- B. An engaged autopilot
- C. ATC approval
- D. At least one specified visual reference in sight

45. The missed approach point on a non-precision approach is the point where, if the runway is not in sight, the pilot must:

- A. Continue descending
- B. Circle at the MDA
- C. Land straight ahead
- D. Initiate the missed approach

46. A circling MDA is higher than a straight-in MDA because the circling maneuver:

- A. Uses a glide slope
- B. Requires maneuvering at low altitude near the airport with greater obstacle protection
- C. Is flown faster
- D. Has no protected area

47. When the pilot reaches DA on an ILS and the conditions of §91.175 are not met, the appropriate action is to:

- A. Level off and continue
- B. Execute the missed approach immediately
- C. Descend below the DA to look
- D. Circle to the runway

48. A pilot transitioning to visual conditions on approach must be alert to the visual illusions that can distort the perceived approach angle, such as:

- A. Runway slope and width, black-hole, and haze effects
- B. DME slant-range error
- C. Reverse sensing
- D. RAIM outages

49. The reason a go-around from short final is preferable to forcing an unstable landing is that an unstable approach is:

- A. More fuel efficient
- B. Required by ATC
- C. A documented cause of approach-and-landing accidents
- D. Faster to complete

50. At the DA, a momentary descent below it during the go-around is acceptable because the DA:

- A. Is the same as the MDA
- B. Accounts for the expected slight altitude loss during the missed approach
- C. Has no minimum value
- D. Is advisory only

51. A pilot must keep the runway environment in sight throughout a circling approach because loss of visual contact requires:

- A. Descending below the MDA
- B. Executing the missed approach
- C. Continuing the circle

D. Landing immediately

52. The touchdown zone, touchdown zone markings, and touchdown zone lights are §91.175 visual references that identify the:

- A. Missed approach point
- B. Initial approach fix
- C. Runway environment for landing
- D. Circling radius

53. A pilot must brief and commit the missed approach to memory before the approach so that, at the DA or MAP, the pilot can:

- A. File a report
- B. Circle to the runway
- C. Continue past the MAP
- D. Fly it instantly without hesitation

54. A circling approach's missed approach begins with a climbing turn toward the landing runway, then the pilot:

- A. Descends to the circling MDA
- B. Intercepts and flies the published missed approach
- C. Returns to the FAF
- D. Lands on the nearest runway

55. The single controlling visibility value for the legality of descending below minimums is the:

- A. Flight visibility observed by the pilot

- B. Reported visibility from the tower
- C. Forecast visibility
- D. Visibility at the departure airport

56. A pilot flying a stabilized approach is, at a defined point, on path, on speed, in configuration, and with a constant descent. If not stabilized by that point, the pilot should:

- A. Force the landing
- B. Descend faster
- C. Continue regardless
- D. Go around

57. The missed approach climb on a non-precision approach is initiated at the MAP with the actions:

- A. Power up, pitch up, clean up
- B. Power down, pitch down, configure for landing
- C. Maintain altitude and circle
- D. Descend to the MDA and continue

58. A pilot reaching the circling MDA must maneuver to the landing runway while remaining within the protected area and:

- A. Descending below the MDA
- B. Disregarding the runway environment
- C. Keeping the runway environment in sight
- D. Flying at maximum airspeed

59. A pilot who descends below the MDA without the required visual references and conditions is:

- A. Operating legally if the autopilot is engaged
- B. Acting within the circling protected area
- C. Violating §91.175
- D. Following the advisory glidepath correctly

60. The fundamental purpose of the §91.175 three-part test is to ensure that descent below minimums occurs only when a:

- A. Glide slope is available
- B. Safe, visually referenced landing can actually be made
- C. Reported ceiling is high
- D. Circling maneuver is required

Answer Key

1. B — Under 91.175, three conditions must all be met to descend below the DA or MDA. All three are required simultaneously, not just one or two.
2. D — One condition is that the aircraft be continuously in a position from which a normal descent to landing can be made at a normal rate using normal maneuvers. This ensures the aircraft is properly positioned to land.
3. D — A second condition is that the flight visibility be at or above that published for the approach. Flight visibility, not reported visibility, is the controlling value.
4. A — The third condition requires at least one of the specified runway visual references to be distinctly visible and identifiable. The list of acceptable references is defined in 91.175.
5. C — The runway threshold is one of the 91.175 visual references permitting continued descent. A GPS readout or reported visibility value is not a visual reference for this purpose.

6. B — Using the approach light system alone, the pilot may not descend below 100 feet above touchdown zone elevation unless the red terminating or side row bars are visible. This limits how far the approach lights alone authorize descent.
7. A — The controlling visibility for descending below DA/MDA is the flight visibility, observed by the pilot. Reported and forecast visibility do not control the legal descent.
8. B — At a DA on a precision approach, the decision to land or go missed is made at the DA. There is no level-off and continuation as on a non-precision approach.
9. D — At an MDA on a non-precision approach, the pilot may level at the MDA and continue to the MAP. The decision to go missed is made at the MAP if the runway is not in sight.
10. A — A slight momentary descent below the DA during a go-around is expected and accounted for in the procedure. Unlike the MDA, the DA anticipates this brief altitude loss.
11. A — The missed approach procedure is published in the briefing strip and depicted in the profile view. The pilot briefs it from these sections before the approach.
12. C — The first missed-approach actions are to add power, establish a climb attitude, and clean up the configuration ("power up, pitch up, clean up"). Arresting the descent and climbing is the priority.
13. C — On a non-precision approach, the missed approach must be initiated no later than the MAP. Continuing past the MAP risks descending below obstacle protection.
14. D — The missed approach is briefed before beginning the approach so it can be flown immediately if needed. Briefing in advance ensures a prompt, correct go-around.
15. B — A circling approach is used when the final approach course is not aligned with the landing runway within prescribed limits. It allows maneuvering to the landing runway.

16. C — During a circling approach, the pilot descends to the circling MDA, which is higher than a straight-in MDA. The higher altitude reflects the maneuvering obstacle protection.

17. C — Throughout a circling maneuver, the pilot must keep the runway environment in sight. Loss of visual contact requires executing the missed approach.

18. B — If visual contact with the runway environment is lost during circling, the pilot must execute the missed approach. Continuing to circle or descending would be unsafe.

19. D — The initial action when going missed from a circling maneuver is a climbing turn toward the landing runway. This keeps the aircraft within the circling protected area.

20. C — The circling approach protected area is based on the aircraft's approach category. Faster categories have a larger protected radius.

21. A — The circling protected radius generally grows larger with a faster approach category. Higher-speed aircraft need more maneuvering room.

22. C — A DA differs from an MDA in that the DA anticipates a slight descent during the go-around. The MDA, by contrast, may never be descended below until the runway is in sight.

23. C — Reaching the DA with the runway in sight and meeting the 91.175 conditions, the pilot may continue and land. If the conditions are not met, the missed approach is flown.

24. A — The forecast ceiling in the TAF is not a 91.175 visual reference; the references are physical cues like threshold lights, VASI, and touchdown zone markings. Forecast values do not authorize descent.

25. A — Reaching the MAP at the MDA without the runway in sight requires executing the published missed approach. Continuing to descend or circling would be unsafe.

26. D — The runway end identifier lights (REIL) qualify because they are a specified visual cue identifying the runway. The 91.175 list includes specific runway and approach lighting cues.

27. D — The pilot must not descend below the MDA until the runway environment is in sight and a normal descent can be made. Reaching the MAP alone does not authorize descent below the MDA.

28. C — After the initial climb, the pilot flies the published missed approach track, often to a holding fix. The missed approach is flown as charted.

29. B — Circling at night in marginal conditions is among the highest-risk instrument maneuvers. Many operators restrict or prohibit it for this reason.

30. B — The missed approach is briefed before the approach so it can be executed immediately and from memory if needed. This ensures a prompt, correct go-around at the DA or MAP.

31. C — Transitioning to a visual landing, the pilot maintains a stabilized approach on path and speed. A stable, constant descent to the touchdown zone is the goal.

32. B — A stabilized approach is on the correct path and speed, in the landing configuration, with a steady descent. This is the foundation of a safe landing.

33. D — If an approach becomes unstable on short final, the pilot should go around. Forcing an unstable landing is a documented accident cause.

34. D — When transitioning to visual, the pilot verifies the glidepath using the VASI/PAPI and the published glidepath. This guards against the visual illusions that deceive the eye.

35. A — The 91.175 flight-visibility condition means the controlling value is the visibility the pilot actually observes in flight. Reported and forecast visibility do not control.

36. A — Executing a missed approach, the pilot advises ATC and complies with any published climb gradient and altitude. The missed approach is flown as charted.

37. B — Circling minimums are published as an MDA along with a circling radius based on approach category. The radius defines the protected maneuvering area.

38. A — The climbing turn toward the landing runway during a circling missed approach keeps the aircraft within the circling protected area. Remaining in protected airspace is the purpose.

39. A — Descent below 100 feet above touchdown using the approach lights alone requires the red terminating bars or red side row bars to be visible. Otherwise the lights alone do not authorize that descent.

40. D — Continuing past the MAP on a non-precision approach risks descending below obstacle protection. The missed approach must begin no later than the MAP.

41. D — If the runway is not in sight at the DA on a precision approach, the pilot executes the missed approach. There is no level-off and continuation.

42. C — A circling approach requires the pilot to remain within the circling approach protected area. Straying outside it risks obstacle contact.

43. A — The runway, runway markings, and runway lights are all examples of 91.175 visual references. They are specified cues that identify the runway for landing.

44. D — The three 91.175 conditions for descending below DA include flight visibility, a position for a normal landing, and at least one specified visual reference in sight. All three must be met.

45. D — The MAP is the point where, if the runway is not in sight, the pilot must initiate the missed approach. It is the last point to begin the go-around with obstacle protection.

46. B — A circling MDA is higher than a straight-in MDA because circling requires maneuvering at low altitude near the airport with greater obstacle protection. The higher altitude protects the maneuver.

47. B — Reaching the DA on an ILS with the 91.175 conditions not met requires executing the missed approach immediately. Leveling off or descending to look would be unsafe.

48. A — Transitioning to visual, the pilot must be alert to runway slope and width, black-hole, and haze effects that distort the perceived approach angle. These illusions can tempt an unsafe approach.

49. C — A go-around from short final is preferable because an unstable approach is a documented cause of approach-and-landing accidents. Forcing the landing is the greater risk.

50. B — The DA accounts for the expected slight altitude loss during the missed approach, so a momentary descent below it is acceptable. This distinguishes the DA from the MDA.

51. B — Loss of visual contact during a circling approach requires executing the missed approach. The pilot must keep the runway environment in sight to continue circling.

52. C — The touchdown zone, its markings, and its lights are 91.175 visual references identifying the runway environment for landing. They are among the specified cues.

53. D — The missed approach is briefed and committed to memory before the approach so the pilot can fly it instantly without hesitation at the DA or MAP. Pre-briefing ensures an immediate response.

54. B — A circling missed approach begins with a climbing turn toward the landing runway, then the pilot intercepts and flies the published missed approach. The climbing turn keeps the aircraft in protected airspace.

55. A — The single controlling visibility for the legality of descending below minimums is the flight visibility observed by the pilot. Reported and forecast values do not control.

56. D — If the approach is not stabilized by the defined point, the pilot should go around. Continuing or forcing the landing risks an accident.

57. A — The missed approach climb at the MAP is initiated with power up, pitch up, clean up. This arrests the descent and establishes the climb.

58. C — Reaching the circling MDA, the pilot maneuvers to the landing runway while remaining within the protected area and keeping the runway environment in sight. Losing sight requires the missed approach.

59. C — Descending below the MDA without the required visual references and conditions is a violation of 91.175. The three conditions must be met for any descent below minimums.

60. B — The fundamental purpose of the 91.175 three-part test is to ensure descent below minimums occurs only when a safe, visually referenced landing can actually be made. It protects against descending into terrain without adequate visual cues.