

# PRACTICE EXAM 14 SIMULATION

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1. Instrument approach procedures, departure procedures, and arrivals are published in the:
  - A. Aeronautical Information Manual
  - B. Sectional chart
  - C. IFR enroute low altitude chart
  - D. Terminal Procedures Publication (TPP)
  
2. The five standard sections of an instrument approach chart, read top to bottom, begin with the:
  - A. Minimums section
  - B. Briefing strip
  - C. Airport diagram
  - D. Profile view
  
3. The briefing strip at the top of an approach plate consolidates the most-needed setup data, including the:
  - A. Aircraft weight and balance
  - B. Primary approach frequency, final approach course, and missed approach summary
  - C. Enroute winds aloft
  - D. NOTAMs for the route
  
4. The plan view of an approach chart provides a:
  - A. Top-down depiction of the approach course, fixes, and feeder routes
  - B. Side view of the vertical path
  - C. Table of minimums by category

D. Runway layout only

5. The profile view of an approach chart depicts the:

A. Top-down lateral path

B. Airport runway diagram

C. Briefing strip data

D. Side view of the vertical path, including step-down fixes and the DA or MDA

6. The minimums section of an approach chart provides the:

A. Final approach course only

B. Missed approach holding fix

C. DA/DH or MDA and required visibility for each line and category

D. Feeder routes

7. The Initial Approach Fix (IAF) is the point where the:

A. Missed approach begins

B. Final descent begins

C. Approach begins from the enroute structure

D. Aircraft crosses the threshold

8. The Final Approach Fix (FAF) on a non-precision approach is depicted on the profile by a:

A. Maltese cross

B. Lightning bolt

C. Solid triangle

D. Holding racetrack

9. The Missed Approach Point (MAP) is where the missed approach must be initiated if the:

A. Runway environment is not in sight

B. Glide slope fails

C. Aircraft passes the IAF

D. Localizer is lost

10. On a charted procedure, an altitude shown with a line drawn underneath it indicates an altitude that is:

A. A maximum, at or below

B. A minimum, at or above

C. A mandatory altitude

D. An advisory altitude

11. A charted altitude shown with a line drawn over it indicates an altitude that is:

A. A maximum, at or below

B. A minimum, at or above

C. A mandatory altitude

D. A block altitude

12. A charted altitude shown with lines both above and below it indicates a(n):

A. Minimum altitude

B. Maximum altitude

C. Mandatory altitude to cross at that value

D. Advisory altitude

13. Two altitude values stacked on a chart indicate a:

- A. Minimum altitude only
- B. Maximum altitude only
- C. Block (between) altitude
- D. Mandatory crossing altitude

14. IFR Enroute Low Altitude Charts depict the airway structure up to but not including:

- A. 14,500 feet MSL
- B. 18,000 feet MSL
- C. 24,000 feet MSL
- D. FL230

15. IFR Enroute High Altitude Charts depict routes at and above:

- A. 18,000 feet MSL
- B. 14,500 feet MSL
- C. 24,000 feet MSL
- D. FL450

16. The airport diagram, found at the bottom of an approach chart, depicts the:

- A. Vertical descent path
- B. Minimums by category
- C. Runway layout, lighting, and notes

D. Feeder routes

17. The Intermediate Fix (IF) on an approach lies between the:

- A. MAP and the runway
- B. FAF and the MAP
- C. Threshold and the touchdown zone
- D. Initial and final approach segments

18. The pilot briefing area exists on the approach chart so that the pilot can:

- A. File the flight plan
- B. Compute weight and balance
- C. Read the enroute winds
- D. Brief the approach efficiently before the busy final segment

19. On a non-precision approach profile, the Maltese cross identifies the:

- A. Final approach fix
- B. Missed approach point
- C. Initial approach fix
- D. Visual descent point

20. A charted Minimum Crossing Altitude (MCA) at a fix requires the pilot to:

- A. Cross at or below that altitude
- B. Cross at any altitude
- C. Begin a climb before the fix to meet a higher MEA ahead

D. Descend to that altitude after the fix

21. The threshold crossing height (TCH), shown in the briefing strip, is the height above the:

A. Touchdown zone elevation

B. Runway threshold at which the glidepath crosses

C. Airport elevation

D. Decision altitude

22. On an enroute chart, a compulsory reporting point is depicted as a:

A. Open (unfilled) triangle

B. Solid (filled) triangle

C. Open circle

D. Solid square

23. On an enroute chart, an on-request reporting point is depicted as a:

A. Open (unfilled) triangle

B. Solid (filled) triangle

C. Solid circle

D. Solid square

24. A Victor airway on an IFR enroute low altitude chart is depicted in which color?

A. Blue

B. Magenta

C. Green

D. Red

25. The MEA depicted on an enroute chart guarantees:

- A. Obstacle clearance only
- B. Obstacle clearance and navigation signal for the whole segment
- C. Radar coverage
- D. Freedom from turbulence

26. The MOCA on an enroute chart, marked with an asterisk, guarantees navigation signal only within:

- A. 4 NM of the course
- B. 40 NM of the VOR
- C. 100 NM of the VOR
- D. 22 NM of the VOR

27. The feeder routes depicted in the plan view of an approach chart connect the:

- A. Runway to the taxiway
- B. Enroute structure to the initial approach fix
- C. FAF to the MAP
- D. Missed approach fix to the holding pattern

28. A pilot reads an approach chart top to bottom in the order:

- A. Profile, plan view, briefing strip, minimums, airport diagram
- B. Briefing strip, plan view, profile, minimums, airport diagram
- C. Minimums, briefing strip, plan view, profile, airport diagram

D. Airport diagram, minimums, profile, plan view, briefing strip

29. The missed approach instructions are summarized in icons within the:

- A. Airport diagram
- B. Minimums table
- C. Plan view only
- D. Briefing strip

30. A DA/DH on an approach chart applies to a:

- A. Non-precision approach
- B. Circling approach
- C. VOR approach
- D. Precision or vertically guided approach

31. An MDA on an approach chart applies to a:

- A. Precision approach
- B. Non-precision approach
- C. Coupled ILS
- D. CAT III approach

32. The minimums section lists values broken out by:

- A. Aircraft approach category
- B. Time of day
- C. Runway length

D. Aircraft registration

33. A pilot interpreting the plan view identifies the missed approach holding fix, which is depicted as a:

A. Holding pattern racetrack

B. Maltese cross

C. Solid triangle

D. Lightning bolt only

34. The profile view's depiction of a missed approach is shown by a:

A. Holding racetrack at the FAF

B. Climbing track (often a dashed line and arrow)

C. Solid descent line

D. Maltese cross

35. Terminal procedure charts are amended periodically, and the amendment date appears in the:

A. Margin/heading information

B. Minimums table only

C. Airport diagram only

D. Profile view only

36. The glidepath angle on a precision approach is depicted in the:

A. Airport diagram

B. Plan view

C. Minimums table

D. Profile view

37. A charted "at or above" altitude restriction is shown with a line:

- A. Over the number
- B. Under the number
- C. Both above and below
- D. As two stacked numbers

38. A pilot reads "5000" with a line over it on a procedure. This means the aircraft must be:

- A. At or above 5,000 feet
- B. Exactly at 5,000 feet
- C. At or below 5,000 feet
- D. Between two altitudes

39. The touchdown zone elevation (TDZE) shown in the briefing strip is the:

- A. Airport's highest point
- B. Decision altitude
- C. Highest elevation in the first 3,000 feet of the landing runway
- D. Threshold crossing height

40. A pilot identifies the IAF, IF, FAF, and MAP primarily from the:

- A. Airport diagram
- B. Minimums table
- C. Briefing strip only

D. Plan view and profile view

41. The Terminal Procedures Publication is organized by:

A. Aircraft type

B. Pilot certificate level

C. Time of issuance

D. Geographic region/volume

42. A pilot reviewing the minimums for a circling approach finds a higher MDA and a:

A. Decision altitude

B. Circling radius based on approach category

C. Glide slope angle

D. Marker beacon location

43. The plan view depicts terrain and obstacles to help the pilot:

A. Compute fuel

B. Read the minimums

C. Brief weight and balance

D. Maintain awareness of high terrain near the approach

44. A charted altitude shown as "3000" with a line under it requires the aircraft to be:

A. At or below 3,000 feet

B. Exactly at 3,000 feet

C. At or above 3,000 feet

D. Between 3,000 and another altitude

45. A step-down fix on an approach profile allows the aircraft to:

- A. Descend below the MDA
- B. Descend progressively as obstacles are cleared
- C. Skip the FAF
- D. Begin the missed approach

46. The briefing strip's depiction of the primary approach frequency would, for an ILS, show the:

- A. Ground control frequency
- B. ATIS frequency only
- C. Tower frequency only
- D. Localizer frequency

47. A pilot reads an enroute chart and sees a changeover point symbol. This indicates where to:

- A. Begin a descent
- B. Report position
- C. Reverse course
- D. Switch navigation from the station behind to the station ahead

48. The profile view shows the final approach fix on a non-precision approach as the point where:

- A. The missed approach begins
- B. The aircraft crosses the threshold
- C. The final descent begins

D. The circling maneuver starts

49. A pilot interpreting an approach chart finds the airport elevation and touchdown zone elevation in the:

- A. Briefing strip
- B. Minimums table only
- C. Airport diagram only
- D. Plan view only

50. A charted mandatory altitude, shown with lines above and below the value, requires the aircraft to:

- A. Be at or above the value
- B. Be at or below the value
- C. Choose any altitude
- D. Cross at exactly that value

51. The lightning bolt symbol on an approach chart profile depicts the:

- A. Final approach fix
- B. Missed approach track
- C. Initial approach fix
- D. Step-down fix

52. A pilot reviewing the plan view sees an IAF labeled at the start of a feeder route. The IAF marks where the:

- A. Missed approach begins
- B. Final descent begins

- C. Approach begins from the enroute structure
- D. Aircraft lands

53. The minimums section breaks out the DA/MDA and visibility for lines such as S-ILS, S-LOC, and:

- A. Circling
- B. Enroute
- C. Departure
- D. Holding

54. A pilot reads the approach chart's profile view to determine the:

- A. Vertical path, step-down altitudes, and DA or MDA
- B. Runway lighting
- C. Frequency for departure
- D. Enroute winds

55. A pilot identifies a Maximum Authorized Altitude (MAA) on an enroute chart. This is the:

- A. Lowest usable altitude
- B. Minimum crossing altitude
- C. Off-route obstruction altitude
- D. Highest altitude usable due to signal-overlap limits

56. The approach chart's airport diagram is used by the pilot to:

- A. Determine the DA
- B. Read the missed approach

- C. Identify runways, taxiways, and lighting for the landing
- D. Compute the glidepath angle

57. A pilot interpreting altitude restrictions on a SID or STAR applies the same convention as on an approach chart, where a line under a value means:

- A. Maximum
- B. Mandatory
- C. At or above (minimum)
- D. Block

58. The TCH, TDZE, and airport elevation are setup values found in the:

- A. Briefing strip
- B. Minimums table
- C. Plan view
- D. Missed approach icons

59. A pilot reviewing the plan view of an approach chart finds the missed approach holding pattern depicted as a:

- A. Maltese cross
- B. Lightning bolt
- C. Racetrack pattern
- D. Solid triangle

60. The fundamental reason instrument approach charts are standardized into five sections is to allow the pilot to:

- A. Avoid filing a flight plan
- B. Eliminate the missed approach
- C. Locate any required value quickly under workload
- D. Replace the enroute charts

## Answer Key

1. D — Instrument approach, departure, and arrival procedures are published in the Terminal Procedures Publication (TPP). The AIM is a guidance document, not the source of the charts themselves.
2. B — The five sections of an approach chart, top to bottom, begin with the briefing strip. The airport diagram appears last, at the bottom.
3. B — The briefing strip consolidates the primary approach frequency, final approach course, and missed approach summary. It groups the most-needed setup data in one place.
4. A — The plan view provides a top-down depiction of the approach course, fixes, and feeder routes. The profile view, by contrast, shows the vertical path.
5. D — The profile view depicts the side view of the vertical path, including step-down fixes and the DA or MDA. It complements the top-down plan view.
6. C — The minimums section provides the DA/DH or MDA and required visibility for each line and category. These values are broken out by approach type and aircraft category.
7. C — The IAF is the point where the approach begins from the enroute structure. Feeder routes connect the enroute structure to the IAF.
8. A — On a non-precision approach profile, the FAF is depicted by a Maltese cross. The lightning bolt depicts the missed approach track.
9. A — The MAP is where the missed approach must be initiated if the runway environment is not in sight. It is the last point to go missed with obstacle protection.

10. B — An altitude with a line underneath is a minimum, at or above. The line under the number means "at or above."

11. A — An altitude with a line over it is a maximum, at or below. The line over the number means "at or below."

12. C — An altitude with lines both above and below is a mandatory altitude to cross at that value. The aircraft must be exactly at that altitude.

13. C — Two stacked altitude values indicate a block (between) altitude. The aircraft must remain between the two values.

14. B — IFR Enroute Low Altitude Charts depict the airway structure up to but not including 18,000 feet MSL. The high altitude charts cover 18,000 feet and above.

15. A — IFR Enroute High Altitude Charts depict routes at and above 18,000 feet MSL, the floor of Class A airspace. This is where Jet routes and Q-routes appear.

16. C — The airport diagram at the bottom of the chart depicts the runway layout, lighting, and notes. It supports the landing rollout and taxi.

17. D — The Intermediate Fix (IF) lies between the initial and final approach segments. It marks the transition from the initial to the intermediate segment.

18. D — The pilot briefing area exists so the pilot can brief the approach efficiently before the busy final segment. Consolidating the data reduces workload on final.

19. A — On a non-precision profile, the Maltese cross identifies the final approach fix. The lightning bolt marks the missed approach.

20. C — A charted MCA requires the pilot to begin a climb before the fix to meet a higher MEA ahead. It ensures terrain clearance on the next segment.

21. B — The TCH is the height above the runway threshold at which the glidepath crosses. It defines where the glidepath meets the threshold.

22. B — A compulsory reporting point is depicted as a solid (filled) triangle on an enroute chart. An on-request point, by contrast, is an open triangle.

23. A — An on-request reporting point is depicted as an open (unfilled) triangle. The solid triangle, by contrast, denotes a compulsory reporting point.

24. A — A Victor airway on an IFR enroute low altitude chart is depicted in blue. The blue airway lines are a standard charting convention.

25. B — The MEA guarantees obstacle clearance and navigation signal for the whole segment. This dual guarantee distinguishes it from the MOCA.

26. D — The MOCA, marked with an asterisk, guarantees navigation signal only within 22 NM of the VOR. Beyond 22 NM the signal is not assured at the MOCA.

27. B — Feeder routes connect the enroute structure to the initial approach fix. They guide the aircraft from the airway onto the approach.

28. B — The chart is read top to bottom as briefing strip, plan view, profile, minimums, airport diagram. This standardized order speeds the briefing.

29. D — The missed approach instructions are summarized in icons within the briefing strip. The icons give a quick visual summary of the go-around.

30. D — A DA/DH applies to a precision or vertically guided approach. The MDA, by contrast, applies to non-precision approaches.

31. B — An MDA applies to a non-precision approach. Precision and APV approaches use a DA/DH.

32. A — The minimums section lists values broken out by aircraft approach category. The categories are defined by reference landing speed.

33. A — The missed approach holding fix is depicted in the plan view as a holding pattern racetrack. The racetrack shows where to hold after the missed approach.

34. B — The profile view depicts the missed approach by a climbing track, often a dashed line and arrow. It shows the go-around path leaving the MAP.

35. A — The amendment date appears in the margin/heading information of the chart. Pilots check it to confirm the chart is current.

36. D — The glidepath angle on a precision approach is depicted in the profile view. The profile shows the vertical path and its angle.

37. A — An "at or above" altitude restriction is shown with a line over the number. The line over means the minimum altitude.

38. A — "5000" with a line over it means the aircraft must be at or above 5,000 feet. The overbar denotes a minimum altitude.

39. C — The TDZE is the highest elevation in the first 3,000 feet of the landing runway. It is the reference for the touchdown zone.

40. D — The pilot identifies the IAF, IF, FAF, and MAP primarily from the plan view and profile view. These two views depict the lateral and vertical positions of the fixes.

41. D — The Terminal Procedures Publication is organized by geographic region/volume. Pilots select the volume covering their area.

42. B — Circling minimums show a higher MDA and a circling radius based on approach category. The radius defines the protected maneuvering area.

43. D — The plan view depicts terrain and obstacles to help the pilot maintain awareness of high terrain near the approach. This supports safe maneuvering.

44. C — "3000" with a line under it requires the aircraft to be at or above 3,000 feet. The underline denotes a minimum altitude.

45. B — A step-down fix allows the aircraft to descend progressively as obstacles are cleared. It is not for descending below the MDA.

46. D — For an ILS, the briefing strip's primary approach frequency shows the localizer frequency. The localizer frequency tunes the ILS, pairing the glide slope.

47. D — A changeover point indicates where to switch navigation from the station behind to the station ahead. It accounts for signal coverage along the segment.

48. C — The FAF on a non-precision approach is the point where the final descent begins. The Maltese cross marks it on the profile.

49. A — The airport elevation and touchdown zone elevation are found in the briefing strip. They are setup values for the approach.

50. D — A mandatory altitude, with lines above and below the value, requires the aircraft to cross at exactly that value. It is neither a floor nor a ceiling but a fixed altitude.

51. B — The lightning bolt symbol on the profile depicts the missed approach track. The Maltese cross, by contrast, marks the FAF.

52. C — An IAF at the start of a feeder route marks where the approach begins from the enroute structure. Feeder routes connect the airways to the IAF.

53. A — The minimums section breaks out lines such as S-ILS, S-LOC, and Circling. Circling minimums appear alongside the straight-in lines.

54. A — The profile view is read to determine the vertical path, step-down altitudes, and DA or MDA. It shows the side view of the descent.

55. D — The MAA is the highest altitude usable due to signal-overlap limits. Above it, navigation signals may interfere.

56. C — The airport diagram is used to identify runways, taxiways, and lighting for the landing. It supports the rollout and taxi.

57. C — On a SID or STAR, a line under a value means at or above (minimum), the same convention as on an approach chart. The charting symbology is consistent across procedure types.

58. A — The TCH, TDZE, and airport elevation are setup values found in the briefing strip. They are grouped for quick reference during the briefing.

59. C — The missed approach holding pattern is depicted in the plan view as a racetrack pattern. The racetrack shows the holding geometry after the missed approach.

60. C — Approach charts are standardized into five sections so the pilot can locate any required value quickly under workload. The consistent layout supports efficient briefing and execution.