PRACTICE EXAM 15 (60 QUESTIONS)

1. During an IFR departure, ATC issues "climb via SID." What does this clearance require the pilot to do?

A. Climb to the filed cruise altitude ignoring any charted restrictions

B. Maintain runway heading until receiving a further climb clearance

C. Comply with all published altitude and speed restrictions on the SID

D. Climb at the maximum rate to the SID's highest depicted altitude

2. A pilot using the IMSAFE checklist is primarily assessing what?

A. The airworthiness and equipment status of the aircraft systems

B. The pilot's own fitness for flight across several risk factors

C. The weather conditions along the planned route and destination

D. The adequacy of fuel reserves for the planned IFR flight

3. What is the correct read-back priority when receiving a complex IFR clearance?

A. Read back altitudes, headings, and the assigned transponder code

B. Read back only the destination airport and the cruising altitude

C. Acknowledge with the call sign and no further read-back is needed

D. Read back the controller's name and the time the clearance was issued

4. When ATC says "expect vectors to the final approach course," what should the pilot anticipate?

A. Flying the full published approach including the procedure turn

B. Receiving heading assignments to intercept the final approach course

C. An immediate clearance to descend to the published circling minimum

D. Proceeding directly to the missed approach holding fix without vectors

5. What is the purpose of an Obstacle Departure Procedure (ODP)?

A. To sequence arriving traffic onto the final approach course safely

B. To provide obstacle clearance for aircraft departing the runway

C. To establish the holding pattern used during a missed approach

D. To define the circling area protected around the destination field

6. A pilot experiences a partial power loss in IMC. What is the most appropriate first priority?

A. Maintain aircraft control and fly the aircraft before troubleshooting

B. Immediately broadcast a distress call on the emergency frequency

C. Begin a rapid descent toward the nearest available airport at once

D. Shut down the affected engine system before assessing the situation

7. What does the "5 P" risk-management model prompt a pilot to evaluate?

A. Power, performance, position, planning, and the published procedures

B. Pitch, power, pressure, position, and the prevailing precipitation

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

D. Pressure, pulse, position, planning, and the passenger briefing

8. When cleared "direct" to a fix by ATC, what is the pilot expected to do?

A. Fly the published airway route to the fix at the filed altitude

B. Request radar vectors from the controller to reach the named fix

C. Maintain the last assigned heading until the fix is overflown

D. Navigate straight to the named fix using onboard navigation

9. What is the recommended response to an inadvertent encounter with severe turbulence in cruise IMC?

A. Increase airspeed to exit the turbulent area as quickly as possible

B. Engage the autopilot to maintain precise altitude through the area

C. Make large control inputs to keep the wings exactly level throughout

D. Reduce to maneuvering speed and maintain a level attitude

10. What does the phraseology "hold short of runway 27" require of a pilot?

A. Cross runway 27 and hold on the far side awaiting clearance

B. Stop before the runway 27 hold line and not enter the runway

C. Taxi onto runway 27 and hold in position for takeoff clearance

D. Exit the movement area and contact ground control immediately

11. A pilot recognizes "get-there-itis" affecting their decision-making. What hazardous attitude does this represent?

A. The antiauthority attitude of disregarding established rules

B. The macho attitude of taking unnecessary risks to impress others

C. The invulnerability attitude of believing accidents only happen to others

D. The impulsivity or pressure to complete the flight despite the risks

12. When should a pilot request an amended clearance from ATC?

A. Only after landing and clearing the active runway surface

B. Whenever the autopilot is engaged during the cruise phase

C. When unable to comply safely with the current clearance

D. Only when specifically prompted to do so by the controller

13. What is the primary benefit of a thorough preflight self-briefing for an IFR flight?

A. It identifies weather, NOTAMs, and hazards before committing to fly

B. It eliminates the need to monitor weather changes during the flight

C. It guarantees the flight can be completed exactly as planned

D. It removes the requirement to file an alternate on the flight plan

14. During a lost-communications event in IMC, what altitude should the pilot fly?

A. The minimum IFR altitude regardless of any assigned altitude

B. The lowest altitude that keeps the aircraft clear of all clouds

C. The altitude that provides the most direct route to the destination

D. The highest of the assigned, minimum, or expected altitudes for each segment

15. What does the term "PAVE" checklist help a pilot assess during flight planning?

A. Pilot, aircraft, environment, and external pressures on the flight

B. Power, altitude, velocity, and the engine's exhaust temperature

C. Precipitation, altitude, visibility, and the expected ceiling height

D. Performance, approach, vectors, and the estimated time en route

16. When ATC issues "maintain 4,000 until established, cleared ILS runway 9 approach," what does "until established" mean?

A. Maintain 4,000 feet until the aircraft has landed on the runway

B. Maintain 4,000 feet until reaching the missed approach holding fix

C. Maintain 4,000 feet until intercepting the approach course

D. Maintain 4,000 feet until receiving a separate descent clearance

17. What is the safest pilot response when uncertain about an ATC instruction?

A. Comply with the best interpretation and continue without comment

B. Disregard the instruction and continue on the previous clearance

C. Request clarification from the controller before taking action

D. Switch to the emergency frequency and declare a communications failure

18. What does the hazardous attitude antidote "I am not helpless" counter?

A. The impulsivity attitude of acting without thinking it through

B. The macho attitude of proving one's superior piloting skill

C. The antiauthority attitude of rejecting established procedures

D. The resignation attitude of feeling unable to affect the outcome

19. When departing IFR from a non-towered airport, when does the IFR clearance typically begin?

A. As soon as the aircraft lifts off from the departure runway

B. Once the aircraft reaches the first en route fix on the route

C. At the void time or upon contacting ATC after departure as instructed

D. Only after the aircraft has climbed above the transition altitude

20. What is the recommended action when experiencing spatial disorientation in IMC?

A. Trust and rely on the flight instruments rather than bodily sensations

B. Close the eyes briefly to allow the inner ear to stabilize itself

C. Make immediate large control inputs to regain the correct attitude

D. Increase engine power and climb until the sensations subside fully

21. What does a "void time" on an IFR clearance from a non-towered airport specify?

A. The time by which the aircraft must depart or the clearance is canceled

B. The time the aircraft must reach its first en route reporting fix

C. The time at which the assigned transponder code will expire fully

D. The latest time the pilot may file an amended IFR flight plan

22. What is the value of a sterile cockpit discipline during critical phases of flight?

A. It ensures the autopilot remains engaged throughout the approach

B. It reduces distractions during high-workload phases of flight

C. It eliminates all radio communication during the approach phase

D. It allows the pilot to delegate all monitoring to the autopilot

23. When ATC assigns a heading and says "vector for traffic," what is the pilot's responsibility?

A. Maintain the previous course and ignore the assigned heading

B. Climb immediately to avoid the conflicting traffic in the area

C. Descend to the minimum vectoring altitude without delay

D. Fly the assigned heading and watch for the traffic if able

24. What is a key consideration when accepting a "short approach" or "slam dunk" descent from ATC?

A. Whether the aircraft can descend and configure for a stabilized approach

B. Whether the autopilot has enough memory to store the approach

C. Whether the transponder is reporting altitude during the descent

D. Whether the destination has a published standard arrival route

25. What does the phrase "unable" communicate to ATC?

A. The pilot requests an immediate clearance to the destination

B. The pilot has the traffic in sight and will maintain separation

C. The pilot is ready to copy a complex clearance amendment

D. The pilot cannot comply with the instruction as it was issued

26. During an emergency in IMC, what does declaring "mayday" provide the pilot?

A. An automatic clearance to descend below the minimum IFR altitude

B. Priority handling and access to whatever assistance ATC can provide

C. Permission to cancel the IFR flight plan and proceed under VFR

D. Authorization to ignore all subsequent ATC clearances and instructions

27. What is the purpose of a departure clearance "clearance void if not off by" a stated time?

A. It guarantees the aircraft a specific takeoff slot at a busy airport

B. It establishes the holding pattern entry time for the departure

C. It sets the time the aircraft must reach its assigned cruise altitude

D. It protects airspace for a limited window at a non-towered airport

28. What hazardous attitude does the antidote "Follow the rules; they are usually right" counter?

A. The resignation attitude of giving up control of the situation

B. The macho attitude of demonstrating superior flying ability

C. The impulsivity attitude of acting on the first idea available

D. The antiauthority attitude of disregarding rules and procedures

29. When should a pilot consider diverting to an alternate during an IFR flight?

A. Only after attempting the approach to the destination twice

B. Only when the fuel supply has reached the final reserve level

C. When conditions or aircraft status make the destination unsafe

D. Only when ATC specifically directs the pilot to divert immediately

30. What does the readback of a "hold for release" instruction confirm to ATC?

A. The pilot understands departure is not authorized until released

B. The pilot is ready for an immediate takeoff clearance from the runway

C. The pilot will hold at the first en route fix until further notice

D. The pilot has canceled the IFR flight plan and will depart VFR

31. What is the primary risk of "continuation bias" during an instrument approach?

A. The pilot configures the aircraft too early for the landing

B. The pilot requests an unnecessary amended clearance from ATC

C. The pilot persists with a plan despite cues to abandon the approach

D. The pilot diverts to an alternate before reaching the decision altitude

32. When ATC clears an aircraft "to the XYZ airport via radar vectors," what does the pilot do?

A. Navigate directly to the airport using onboard GPS guidance alone

B. Fly the headings assigned by ATC to reach the destination area

C. Climb to the filed altitude and proceed on the filed airway route

D. Enter holding at the initial approach fix until cleared further inbound

33. What is the recommended technique for managing high workload during a busy approach?

A. Disengage the autopilot to remain manually engaged at all times

B. Prioritize tasks using aviate, navigate, communicate in that order

C. Delay all radio communications until after the aircraft has landed

D. Complete every checklist item simultaneously to save valuable time

34. What does the term "cleared for the approach" authorize a pilot to do?

A. Land on the runway regardless of the visibility conditions present

B. Descend immediately to the published decision altitude on final

C. Cancel the IFR flight plan automatically upon reaching the airport

D. Execute the published instrument approach procedure at the destination

35. What is the value of a written or briefed personal minimums checklist?

A. It replaces the regulatory weather minimums published for approaches

B. It guarantees that the flight will encounter no adverse weather

C. It sets conservative limits to support sound go/no-go decisions

D. It eliminates the need to check current weather before departure

36. When experiencing a vacuum failure in IMC, what should the pilot communicate to ATC?

A. A request to cancel the IFR clearance and proceed under VFR rules

B. Declare the situation and request assistance such as no-gyro vectors

C. A demand to be cleared below the minimum IFR altitude immediately

D. An immediate intention to divert without specifying the malfunction

37. What does the hazardous attitude of "impulsivity" lead a pilot to do?

A. Believe that established regulations do not apply to the situation

B. Feel powerless to change the outcome of a developing situation

C. Act on the first thought without considering better alternatives

D. Take unnecessary chances to demonstrate superior piloting skill

38. When ATC issues "resume own navigation" after vectors, what is the pilot expected to do?

A. Continue flying the last assigned radar heading until landing

B. Enter holding at the nearest fix until further clearance is received

C. Climb to the filed cruise altitude and contact the next sector

D. Navigate using the cleared route or procedure from the present position

39. What is the primary purpose of a thorough approach briefing before commencing an approach?

A. To satisfy a regulatory requirement that must be logged after landing

B. To allow the autopilot to be programmed for the entire procedure

C. To request the controller's approval for the chosen approach type

D. To establish a shared plan covering minimums, missed approach, and frequencies

40. What should a pilot do upon receiving a clearance that conflicts with a known terrain hazard?

A. Comply with the clearance because ATC has terrain responsibility

B. Climb immediately without informing the controller of the conflict

C. Advise ATC of the conflict and request an amended clearance

D. Descend to the minimum vectoring altitude to clear the terrain

41. What is the benefit of using standard ATC phraseology during IFR communications?

A. It allows the pilot to transmit on multiple frequencies at once

B. It permits longer transmissions without acknowledgment from ATC

C. It reduces misunderstanding and promotes clear, efficient exchanges

D. It eliminates the need to read back any clearance items to ATC

42. When should a pilot brief and prepare for a possible missed approach?

A. Only after the missed approach point has already been reached

B. Before beginning the approach as part of the approach briefing

C. After the aircraft has descended below the decision altitude

D. Only if the destination weather is reported below the minimums

43. What is the recommended action when a pilot becomes task-saturated during an approach?

A. Continue the approach quickly to reduce the overall workload sooner

B. Disregard non-essential communications until reaching the runway

C. Increase the descent rate to expedite arrival at the decision altitude

D. Consider going missed or requesting delay to reduce the workload safely

44. What does the phraseology "say altitude" from ATC request of the pilot?

A. The pilot's current altitude as indicated on the altimeter

B. The pilot's intended cruising altitude for the remainder of the flight

C. The altitude at which the pilot wishes to begin the approach

D. The minimum safe altitude for the current segment being flown

45. What is a key element of effective single-pilot resource management in IMC?

A. Performing all tasks manually to maintain proficiency at all times

B. Managing workload by using available resources and automation wisely

C. Avoiding the use of the autopilot to remain fully hands-on throughout

D. Delaying all decisions until reaching the final approach fix inbound

46. When ATC states "traffic, twelve o'clock, two miles, opposite direction," what is the pilot's role?

A. Immediately turn ninety degrees to avoid the conflicting traffic

B. Acknowledge and look for the traffic, advising if it is in sight

C. Descend at once to pass beneath the conflicting traffic safely

D. Maintain heading and ignore the call since ATC ensures separation

47. What is the primary danger of a rushed, unstabilized approach?

A. It causes the autopilot to disconnect at the final approach fix

B. It requires the controller to issue an amended approach clearance

C. It increases fuel consumption during the final approach segment

D. It raises the risk of an approach-and-landing accident significantly

48. What does declaring "minimum fuel" to ATC indicate?

A. The aircraft has already exhausted its required fuel reserves

B. The pilot is requesting priority handling above all other traffic

C. The pilot can accept little or no delay without an emergency arising

D. The pilot intends to divert immediately to the nearest airport

49. What is the purpose of cross-checking instruments during IFR flight?

A. To reduce the workload by focusing on a single primary instrument

B. To allow the pilot to disregard instruments that seem unreliable

C. To detect instrument errors or failures by comparing related readings

D. To eliminate the need for a backup attitude reference in the panel

50. When should a pilot request a "PIREP" relay or submit one to ATC?

A. Only when the weather is clear and no hazards exist en route

B. When encountering conditions useful for other pilots and controllers

C. Only after landing and parking the aircraft at the destination

D. Whenever the autopilot is engaged during the cruise portion of flight

51. What is the most important first action after recognizing an unusual attitude in IMC?

A. Interpret the instruments and apply smooth, coordinated recovery inputs

B. Disconnect all electrical systems to prevent further instrument errors

C. Make an immediate large control input opposite to the sensed motion

D. Close the throttle completely and allow the aircraft to stabilize itself

52. When ATC issues "expedite climb through 6,000," what does the pilot do?

A. Maintain the current climb rate and report reaching 6,000 feet

B. Level off at 6,000 feet and await a further climb clearance

C. Climb at an increased rate to pass through 6,000 feet promptly

D. Reduce the climb rate to ensure a smooth transition through 6,000

53. What is the benefit of briefing passengers before an IFR flight in IMC?

A. It prepares them for normal and abnormal events, reducing distractions

B. It satisfies a logging requirement that must be completed after landing

C. It transfers some flight responsibilities to qualified passengers aboard

D. It eliminates the need for the pilot to monitor the cabin during flight

54. What hazardous attitude does the antidote "Taking chances is foolish" address?

A. The macho attitude of taking risks to prove one's ability

B. The resignation attitude of feeling unable to change events

C. The antiauthority attitude of disregarding rules and guidance

D. The impulsivity attitude of acting before fully thinking it through

55. When a pilot is "number two for the approach" behind traffic, what is expected?

A. Pass the preceding traffic to take the first approach slot

B. Maintain spacing behind the preceding aircraft as sequenced by ATC

C. Hold at the initial approach fix until all traffic has landed

D. Cancel IFR and proceed visually ahead of the preceding aircraft

56. What is the recommended response if a pilot suspects carbon monoxide contamination in the cabin?

A. Continue the flight while monitoring the symptoms over time

B. Increase fresh air ventilation and land as soon as practical

C. Climb to a higher altitude to dilute the carbon monoxide present

D. Reduce engine power to lower the exhaust gas being produced

57. What does effective time management contribute to single-pilot IFR operations?

A. It allows tasks to be sequenced so workload stays manageable

B. It permits the pilot to skip checklist items during busy phases

C. It eliminates the requirement to brief the approach in advance

D. It transfers navigation duties entirely to the autopilot system

58. When ATC asks the pilot to "ident," what action is required?

A. Change the transponder to the standby position momentarily

B. Read back the full clearance to confirm correct receipt

C. Squawk the emergency code to highlight the aircraft return

D. Press the transponder IDENT button to highlight the radar return

59. What is the primary value of recognizing personal limitations as an instrument pilot?

A. It supports conservative decisions that keep the flight within safe limits

B. It guarantees the pilot will never encounter an in-flight emergency

C. It removes the need to maintain instrument currency requirements

D. It allows the pilot to accept any clearance ATC chooses to issue

60. What should a pilot do when given a clearance they did not fully understand?

A. Request that ATC repeat or clarify the clearance before complying

B. Comply immediately and seek clarification only if a problem develops

C. Read back a best guess and proceed on that interpretation

D. Switch frequencies and ask a different controller for the clearance

+ Answer Key

1. C — "Climb via SID" requires the pilot to comply with all published altitude and speed restrictions depicted on the SID. The clearance authorizes the lateral path and the charted vertical profile together. The pilot flies the restrictions without needing separate altitude clearances unless amended.

2. B — IMSAFE (Illness, Medication, Stress, Alcohol, Fatigue, Emotion/Eating) assesses the pilot's own fitness for flight. It is a personal self-evaluation of human-factors risk. Identifying impairment before flight prevents a degraded pilot from launching.

3. A — The priority read-back items are altitudes, headings, and the assigned transponder code, along with any clearance limits. These are the elements most critical to safety and separation. Accurate read-back lets the controller catch any misheard instruction.

4. B — "Expect vectors to the final approach course" means the pilot should anticipate heading assignments to intercept the final approach course. ATC will position the aircraft rather than have it fly the full procedure. The pilot prepares to be turned onto final.

5. B — An Obstacle Departure Procedure provides obstacle clearance for aircraft departing the runway. It defines a path or climb gradient that keeps the aircraft clear of terrain and obstructions. It is used when the standard climb may not guarantee clearance.

6. A — The first priority in any emergency is to maintain aircraft control — aviate before navigate or communicate. Flying the aircraft prevents loss of control while the problem is assessed. Troubleshooting follows once positive control is assured.

7. C — The 5 P model prompts evaluation of the Plan, Plane, Pilot, Passengers, and Programming (of avionics). It is a periodic in-flight risk check. Reviewing each "P" at key decision points keeps situational awareness current.

8. D — When cleared "direct" to a fix, the pilot navigates straight to the named fix using onboard navigation such as GPS. No airway routing is required for that segment. The pilot proceeds on a direct track to the fix.

9. D — In severe turbulence the pilot should reduce to maneuvering speed and maintain a level attitude rather than chasing altitude. This protects the airframe from excessive loads. Holding attitude, not exact altitude, is the recommended technique.

10. B — "Hold short of runway 27" requires the pilot to stop before the runway 27 hold line and not enter the runway. It prevents a runway incursion until crossing or entry is authorized. The aircraft waits at the marking for further clearance.

11. D — "Get-there-itis" reflects the pressure or impulsivity to complete the flight despite mounting risks. It biases the pilot toward continuing rather than diverting. Recognizing it is key to making a safe go/no-go or divert decision.

12. C — A pilot should request an amended clearance whenever unable to comply safely with the current clearance. Asking for an amendment is appropriate and expected. It keeps the aircraft within safe and legal parameters.

13. A — A thorough self-briefing identifies weather, NOTAMs, TFRs, and other hazards before committing to the flight. It informs the go/no-go decision with current information. Good preflight intelligence is the foundation of risk management.

14. D — During lost communications in IMC, the pilot flies the highest of the assigned, minimum (MEA), or expected altitude for each route segment (the "MEA" memory aid for altitude). This ensures both terrain clearance and predictability. The altitude is evaluated segment by segment.

15. A — PAVE evaluates the Pilot, Aircraft, enVironment, and External pressures. It is a preflight risk-assessment framework covering the major hazard categories. Working through it highlights risks before departure.

16. C — "Maintain 4,000 until established" means hold 4,000 feet until intercepting the approach course, after which the published descent applies. "Established" refers to being on the charted approach segment. Premature descent before intercept is not authorized.

17. C — When uncertain about an instruction, the safest action is to request clarification before acting. Guessing risks a dangerous deviation. Controllers expect and welcome a request to confirm an unclear clearance.

18. D — "I am not helpless" is the antidote to the resignation attitude, the feeling of being unable to affect the outcome. It restores the pilot's sense of agency. Recognizing the antidote prompts active problem-solving.

19. C — Departing IFR from a non-towered field, the clearance typically takes effect at the void time or upon contacting ATC after departure as instructed. The pilot complies with any release and void-time conditions. The clearance specifies how and when it becomes active.

20. A — The recommended response to spatial disorientation is to trust and rely on the flight instruments rather than bodily sensations. The vestibular cues are unreliable in IMC. Disciplined instrument interpretation overcomes the false sensations.

21. A — A void time specifies the time by which the aircraft must depart, after which the clearance is canceled. It protects airspace for a limited window at a non-towered airport. If not airborne by then, the pilot must obtain a new clearance.

22. B — Sterile cockpit discipline reduces distractions during high-workload phases such as departure and approach. Limiting non-essential activity keeps attention on flying. It lowers the chance of errors at critical moments.

23. D — When assigned a heading "for traffic," the pilot flies the assigned heading and watches for the traffic if able. Compliance with the vector is the responsibility; visual acquisition is a bonus. The pilot advises ATC if traffic is in sight or cannot comply.

24. A — Before accepting a slam-dunk descent, the key consideration is whether the aircraft can descend and still configure for a stabilized approach. An unstabilized approach is hazardous. The pilot should decline or request relief if a stable approach is not achievable.

25. D — Saying "unable" tells ATC the pilot cannot comply with the instruction as issued. It prompts the controller to offer an alternative. It is a clear, standard way to refuse an unsafe or impractical clearance.

26. B — Declaring "mayday" provides priority handling and access to whatever assistance ATC can render. It signals a distress condition requiring immediate help. It mobilizes resources and clears the way for the emergency aircraft.

27. D — "Clearance void if not off by" a stated time protects airspace for a limited window at a non-towered airport. It ensures separation by bounding when the departure may occur. Missing the window requires a new clearance.

28. D — "Follow the rules; they are usually right" is the antidote to the antiauthority attitude of disregarding rules and procedures. It re-anchors the pilot to established guidance. Recognizing it counters the urge to bend regulations.

29. C — A pilot should consider diverting when conditions or aircraft status make reaching or landing at the destination unsafe. The decision is driven by safety, not by exhausting all attempts first. Timely diversion preserves options and reserves.

30. A — Reading back "hold for release" confirms the pilot understands that departure is not authorized until ATC issues a release. It prevents an unauthorized departure into controlled airspace. The aircraft waits at the runway until released.

31. C — Continuation bias is the tendency to persist with a plan despite cues indicating the approach should be abandoned. It can lead to continuing an unsafe or unstabilized approach. Awareness of it supports a timely go-around decision.

32. B — Cleared "via radar vectors," the pilot flies the headings assigned by ATC toward the destination area. Navigation is by controller-issued headings, not pilot's own routing, until told otherwise. The pilot complies with each vector as given.

33. B — High workload is managed by prioritizing tasks in the order aviate, navigate, communicate. Flying the aircraft comes first, then navigation, then communication. This hierarchy prevents loss of control during busy phases.

34. D — "Cleared for the approach" authorizes the pilot to execute the published instrument approach procedure at the destination. It does not by itself clear a landing or authorize descent below minimums. The pilot flies the charted procedure as published.

35. C — A personal minimums checklist sets conservative limits that support sound go/no-go decisions. It is stricter than regulatory minimums and tailored to the pilot's experience. It removes in-the-moment pressure by deciding limits in advance.

36. B — With a vacuum failure in IMC the pilot should declare the situation and request assistance such as no-gyro vectors. Informing ATC enables appropriate help and handling. No-gyro vectors aid navigation when the heading indicator is lost.

37. C — Impulsivity leads a pilot to act on the first thought without considering better alternatives. It produces hasty, poorly reasoned actions. The antidote is to think first, then act.

38. D — "Resume own navigation" means the pilot navigates using the cleared route or procedure from the present position. ATC vectors have ended and the pilot reverts to the assigned routing. The pilot proceeds on course without further headings.

39. D — An approach briefing establishes a shared plan covering minimums, the missed approach, frequencies, and key altitudes. It primes the pilot (and crew) for the procedure and contingencies. Pre-briefing reduces workload and error during the approach.

40. C — If a clearance conflicts with a known terrain hazard, the pilot advises ATC of the conflict and requests an amended clearance. The pilot is ultimately responsible for terrain avoidance. Speaking up resolves the conflict safely.

41. C — Standard phraseology reduces misunderstanding and promotes clear, efficient exchanges. A shared vocabulary minimizes ambiguity between pilots and controllers. It improves safety, especially in busy or degraded conditions.

42. B — The missed approach should be briefed before beginning the approach, as part of the approach briefing. Pre-planning ensures immediate, correct action at a low-altitude, high-stress moment. Waiting until the missed approach point leaves no time to prepare.

43. D — When task-saturated on an approach, the pilot should consider going missed or requesting a delay to reduce workload safely. Creating space restores capacity to manage the flight. Pressing on while overloaded raises accident risk.

44. A — "Say altitude" requests the pilot's current altitude as indicated on the altimeter. It is a real-time query, often to verify mode C or resolve a discrepancy. The pilot reports the present indicated altitude.

45. B — Effective single-pilot resource management means managing workload by using available resources and automation wisely. Tools such as the autopilot, checklists, and ATC are leveraged appropriately. Smart resource use prevents overload in IMC.

46. B — On a traffic advisory the pilot acknowledges and looks for the traffic, advising ATC if it is in sight. The pilot uses the information for awareness and visual scanning. ATC retains separation responsibility under IFR but the pilot assists.

47. D — A rushed, unstabilized approach significantly raises the risk of an approach-and-landing accident. Stabilized-approach criteria exist precisely to mitigate this. The proper response to an unstable approach is a go-around.

48. C — Declaring "minimum fuel" indicates the pilot can accept little or no delay without an emergency developing. It is an advisory, not a declaration of emergency. It alerts ATC to avoid imposing additional delay.

49. C — Cross-checking compares related instrument readings to detect errors or failures, such as an attitude indicator disagreeing with the turn coordinator and altimeter. It builds an accurate picture and catches malfunctions early. It is fundamental to instrument scanning.

50. B — A PIREP should be submitted when the pilot encounters conditions useful to other pilots and controllers, such as icing, turbulence, or cloud tops. Timely reports improve everyone's situational awareness. They are valuable in both adverse and unexpectedly good conditions.

51. A — The first action on recognizing an unusual attitude in IMC is to interpret the instruments and apply smooth, coordinated recovery inputs. Reading the attitude correctly guides the proper recovery. Abrupt or uncoordinated inputs can worsen the situation.

52. C — "Expedite climb through 6,000" directs the pilot to climb at an increased rate to pass through that altitude promptly, usually for traffic separation. The pilot increases performance within safe limits. Reporting reaching the altitude follows as appropriate.

53. A — A passenger briefing prepares occupants for normal and abnormal events, reducing distractions to the pilot. Informed passengers are calmer and less likely to interfere. This supports a sterile, focused cockpit in IMC.

54. A — "Taking chances is foolish" is the antidote to the macho attitude of taking risks to prove one's ability. It reframes risk-taking as imprudent rather than impressive. Recognizing it curbs unnecessary hazard exposure.

55. B — Being "number two for the approach" means maintaining spacing behind the preceding aircraft as sequenced by ATC. The pilot follows the assigned sequence and any speed or vector adjustments. This preserves orderly, separated arrivals.

56. B — Suspected carbon monoxide contamination calls for increasing fresh air ventilation and landing as soon as practical. CO impairs judgment and vision and is potentially lethal. Removing the source and getting on the ground are the priorities.

57. A — Good time management sequences tasks so that workload stays manageable throughout single-pilot IFR operations. Anticipating and spacing out duties prevents bottlenecks. It keeps the pilot ahead of the aircraft.

58. D — When ATC says "ident," the pilot presses the transponder IDENT button to highlight the aircraft's return on radar. It aids positive identification. It is done only when requested by the controller.

59. A — Recognizing personal limitations supports conservative decisions that keep the flight within safe limits. Honest self-assessment shapes appropriate go/no-go and en route choices. It is central to sound aeronautical decision-making.

60. A — When a clearance is not fully understood, the pilot should request that ATC repeat or clarify it before complying. Acting on a misunderstood clearance is hazardous. Controllers expect pilots to confirm rather than guess.