PRACTICE EXAM 15 SIMULATION

1. Under the regulations, how often must the VOR equipment used for IFR operations be checked for accuracy?

A. Within the preceding 24 calendar months of the IFR flight

B. Within the preceding 12 calendar months of the IFR flight

C. Within the preceding 30 days of the IFR flight conducted

D. Within the preceding 6 calendar months of the IFR flight

2. What is the maximum permissible bearing error for a VOR ground checkpoint check used to satisfy the IFR accuracy requirement?

A. Plus or minus 4 degrees of the published radial value

B. Plus or minus 6 degrees of the published radial value

C. Plus or minus 8 degrees of the published radial value

D. Plus or minus 10 degrees of the published radial value

3. A dual VOR check (comparing one against the other) permits a maximum bearing difference between the two of what value?

A. A maximum difference of 2 degrees between the receivers

B. A maximum difference of 4 degrees between the receivers

C. A maximum difference of 6 degrees between the receivers

D. A maximum difference of 8 degrees between the receivers

4. When must an IFR-certified aircraft's static pressure system and altimeter be tested and inspected?

A. Within the preceding 12 calendar months for IFR operations

B. Within the preceding 24 calendar months for IFR operations

C. Within the preceding 6 calendar months for IFR operations

D. Within the preceding 36 calendar months for IFR operations

5. Under the regulations, what transponder inspection interval applies for the equipment to be used under IFR?

A. The transponder must be tested every 6 calendar months

B. The transponder must be tested every 12 calendar months

C. The transponder must be tested every 36 calendar months

D. The transponder must be tested every 24 calendar months

6. A pilot logs an instrument approach for currency. For the approach to count, it must be flown to what point?

A. To the initial approach fix in actual or simulated conditions

B. To the published minimums in actual or simulated conditions

C. To a full-stop landing on the runway after the approach

D. To the final approach fix with the autopilot fully engaged

7. If a pilot's instrument currency lapses beyond six months but within the following six months, what may the pilot do to regain currency?

A. Reestablish currency by performing the required tasks within the grace period

B. Take a complete instrument proficiency check before any IFR flight at all

C. Fly only in visual conditions until a new rating check is completed fully

D. Log twelve approaches under the supervision of any certificated pilot present

8. After six months of lapsed instrument currency plus the six-month grace period without regaining currency, what is required?

A. The pilot may simply log six approaches in actual conditions alone

B. The pilot must pass an instrument proficiency check with an authorized person

C. The pilot regains currency automatically after one VFR cross-country flight

D. The pilot needs only a flight review to restore instrument privileges fully

9. Under Part 91, what minimum flight visibility and cloud clearance must be maintained when operating IFR?

A. IFR flight requires three miles visibility and standard cloud clearances

B. IFR flight requires the pilot to remain clear of clouds at all times

C. IFR flight requires one mile visibility and 500 feet below clouds

D. IFR has no VFR-style visibility or cloud clearance minimums for the pilot

10. A pilot files an IFR flight plan. How far in advance should the flight plan be filed before the proposed departure time?

A. At least 30 minutes before the proposed departure time is recommended

B. At least 2 hours before the proposed departure time is required by rule

C. At least 24 hours before the proposed departure time is mandatory

D. At least 10 minutes before the proposed departure time suffices always

11. Under the regulations, when is an alternate airport NOT required to be filed on an IFR flight plan?

A. When the destination forecast meets the 1-2-3 rule weather minimums

B. When the destination has only a non-precision approach available

C. When the flight is conducted entirely above 18,000 feet MSL

D. When the pilot holds an airline transport pilot certificate level

12. For an airport to be used as an IFR alternate with only a non-precision approach available, what are the standard alternate minimums?

A. A ceiling of 600 feet and visibility of 2 statute miles forecast

B. A ceiling of 1,000 feet and visibility of 3 statute miles forecast

C. A ceiling of 800 feet and visibility of 2 statute miles forecast

D. A ceiling of 400 feet and visibility of 1 statute mile forecast

13. What does the regulation require regarding fuel for an IFR flight to the destination?

A. Enough fuel to reach the destination plus 30 minutes of reserve

B. Enough to reach destination, then the alternate, plus 45 minutes

C. Enough to reach destination plus a 60-minute reserve at cruise

D. Enough to reach the alternate airport only with no further reserve

14. When two-way radio communication fails in IMC, what altitude should the pilot fly for each route segment?

A. The last assigned altitude for the entire remaining route always

B. The minimum enroute altitude regardless of other clearances received

C. The highest of assigned, minimum enroute, or expected altitude

D. The expected altitude as stated in the clearance for all segments

15. Under lost communications in IMC, when should the pilot begin descent for the approach at the destination?

A. At the clearance limit, beginning descent at the expect-further-clearance time

B. Immediately upon reaching the destination airport boundary at any time

C. After holding for exactly one hour past the original estimated arrival

D. Only after squawking 7700 and receiving a light gun signal from the tower

16. What transponder code indicates a two-way radio communications failure?

A. The transponder code 7500 indicates a communications failure

B. The transponder code 7600 indicates a communications failure

C. The transponder code 7700 indicates a communications failure

D. The transponder code 7000 indicates a communications failure

17. Under the regulations, when may a pilot deviate from an ATC clearance?

A. Whenever the pilot judges the clearance to be inconvenient to follow

B. In an emergency requiring immediate action for safety of flight

C. Only after obtaining written authorization from the regional office

D. Whenever weather conditions are forecast to deteriorate later

18. What is the definition of the "clearance limit" in an IFR clearance?

A. The maximum altitude the aircraft is permitted to climb to enroute

B. The speed restriction that applies throughout the cleared route

C. The fix, point, or location to which the aircraft is cleared to proceed

D. The time by which the aircraft must depart or the clearance is void

19. Under Part 91, an instrument rating is required to act as pilot in command under what condition?

A. During any flight conducted at night regardless of weather conditions

B. Whenever the aircraft is equipped with an instrument flight package

C. When operating under IFR or in weather below VFR minimums

D. For all flights above 10,000 feet MSL in controlled airspace areas

20. A pilot must report to ATC without a specific request which of the following events while IFR?

A. Reaching the cruising altitude assigned after a routine climb

B. Leaving a holding fix or point after holding clearance expires

C. Each VOR station passage along the planned route of flight

D. A routine change in groundspeed of less than ten knots noted

21. What does the regulation require regarding the minimum altitudes for IFR operations over non-mountainous terrain?

A. At least 500 feet above the highest obstacle within 4 nautical miles

B. At least 2,000 feet above the highest obstacle within 4 nautical miles

C. At least 1,500 feet above the highest obstacle within 5 nautical miles

D. At least 1,000 feet above the highest obstacle within 4 nautical miles

22. Over designated mountainous terrain, the minimum IFR altitude must provide what clearance above the highest obstacle?

A. At least 1,000 feet above the highest obstacle within the area

B. At least 2,000 feet above the highest obstacle within the area

C. At least 500 feet above the highest obstacle within the area

D. At least 1,500 feet above the highest obstacle within the area

23. When is a pilot required to hold an instrument rating to file and fly an IFR flight plan?

A. Only when the aircraft exceeds 12,500 pounds gross weight limit

B. Only when operating in Class A airspace above 18,000 feet MSL

C. Whenever the flight is conducted under instrument flight rules

D. Only when the destination weather is below 1,000 and 3 minimums

24. Under the regulations, what oxygen requirement applies to the flight crew above 14,000 feet MSL cabin pressure altitude?

A. Oxygen must be available for the crew but use is optional below 15,000

B. Oxygen is required for passengers but not the required flight crew members

C. The required flight crew must use supplemental oxygen continuously

D. Oxygen is required only for flights lasting longer than thirty minutes

25. Between 12,500 and 14,000 feet MSL cabin pressure altitude, when must the required flight crew use supplemental oxygen?

A. After 30 minutes of flight at those cabin pressure altitudes

B. Continuously from the moment that altitude band is entered

C. Only when the flight is conducted under instrument flight rules

D. Only if passengers request the supplemental oxygen be provided

26. Under the regulations, what is required for a pilot to log instrument flight time?

A. The pilot must be in actual instrument meteorological conditions only

B. The pilot must hold a current instrument proficiency check endorsement

C. The aircraft is operated solely by reference to instruments, actual or simulated

D. The flight must be conducted with an instrument flight instructor aboard

27. What does the regulation specify about a pilot accepting an IFR clearance that includes a void time?

A. The void time may be extended by the pilot up to one additional hour

B. If not departed by the void time, the pilot must notify ATC of intentions

C. The clearance remains valid indefinitely once the readback is complete

D. The void time applies only to the destination, not the departure airport

28. Under the regulations, who is directly responsible for determining whether an aircraft is in condition for safe IFR flight?

A. The pilot in command bears the responsibility for the safe flight condition

B. The dispatcher or flight service station that briefed the flight plan

C. The air traffic controller who issued the IFR clearance for the route

D. The maintenance facility that performed the most recent inspection work

29. A pilot wishes to cancel an IFR flight plan in flight. Under what condition may this be done?

A. When in VFR conditions and outside Class A airspace, by advising ATC

B. Only after landing and contacting flight service by telephone directly

C. At any time during the flight regardless of weather or airspace type

D. Only with the written concurrence of the controlling ATC facility first

30. Under the regulations, what is the maximum indicated airspeed below 10,000 feet MSL in most airspace?

A. The maximum indicated airspeed below 10,000 feet is 200 knots

B. The maximum indicated airspeed below 10,000 feet is 230 knots

C. The maximum indicated airspeed below 10,000 feet is 300 knots

D. The maximum indicated airspeed below 10,000 feet is 250 knots

31. What does a "cruise" clearance authorize a pilot to do under IFR?

A. Use any altitude within the block up to the assigned level and begin an approach

B. Maintain exactly the single assigned altitude for the entire route segment

C. Proceed at maximum cruise speed with no altitude or routing restrictions

D. Cancel the IFR clearance automatically upon crossing the destination boundary

32. Under the regulations, when is a pilot in command required to have completed a flight review to act as PIC?

A. Within the preceding 12 calendar months before acting as PIC at all

B. Within the preceding 6 calendar months before any instrument flight

C. Within the preceding 24 calendar months before acting as PIC of an aircraft

D. Within the preceding 36 calendar months before any cross-country flight

33. What information must a pilot provide when filing an IFR flight plan regarding the equipment suffix?

A. The total number of radios installed in the aircraft panel currently

B. The maximum certified service ceiling of the aircraft being flown

C. The manufacturer and model year of the installed avionics package

D. The navigation and transponder equipment capability of the aircraft

34. Under the regulations, what defines the minimum crew rest or recency requirement before flying passengers IFR at night?

A. Twelve hours of rest are required before any night IFR passenger flight

B. A second-in-command must always be carried for night IFR passenger flights

C. The pilot must have flown in actual IMC within the preceding seven days

D. Three takeoffs and landings to a full stop at night within ninety days

35. A pilot must understand that "MEA" guarantees obstacle clearance and what additional assurance along an airway?

A. Acceptable navigation signal coverage along the airway segment flown

B. Continuous radar coverage from the controlling ATC facility at all times

C. Freedom from any icing conditions along the entire airway segment

D. Two-way radio communication coverage with the nearest ATC facility

36. Under the regulations, when must a pilot operating IFR report a malfunction of navigation equipment to ATC?

A. Only after landing and completing a written maintenance discrepancy report

B. Only if the malfunction prevents the aircraft from reaching the destination

C. At the next scheduled position report regardless of the malfunction type

D. Immediately, reporting the malfunction and the extent of any impairment

37. What is the definition of "decision altitude (DA)" under the regulations and procedures?

A. The lowest altitude on a non-precision approach descent that is authorized

B. The altitude at which a procedure turn must be completed inbound

C. The altitude at which the holding pattern entry must be commenced

D. The altitude on a precision approach at which a missed approach decision is made

38. Under lost communications, if the clearance limit is the destination airport's approach fix, when should the pilot commence descent and approach?

A. At the expect-further-clearance time, or upon arrival if none was given, near ETA

B. Immediately upon arriving overhead the airport regardless of the time

C. After holding for two hours past the estimated time of arrival filed

D. Only after the tower issues a green light gun signal to land at once

39. What is required of a pilot before conducting an instrument approach when the weather is reported below minimums under Part 91?

A. The pilot must obtain specific authorization from the ATC facility first

B. The pilot must hold an airline transport certificate to attempt the approach

C. The pilot is prohibited from beginning the approach under all circumstances

D. The pilot may begin the approach but may not descend below minimums without references

40. Under the regulations, what is the holding speed limit for a civil aircraft holding at 10,000 feet MSL?

A. The maximum holding speed at 10,000 feet is 175 knots indicated

B. The maximum holding speed at 10,000 feet is 200 knots indicated

C. The maximum holding speed at 10,000 feet is 230 knots indicated

D. The maximum holding speed at 10,000 feet is 265 knots indicated

41. Under the regulations, what must a pilot do upon entering a hold at a clearance limit when no EFC time has been received?

A. Depart the holding fix immediately and proceed to the destination direct

B. Cancel the IFR clearance and continue under visual flight rules at once

C. Hold indefinitely until fuel exhaustion requires an emergency declaration

D. Request an expect-further-clearance time and holding instructions from ATC

42. What does the regulation require regarding the currency of charts and approach plates used for IFR flight?

A. Charts may be of any age provided the pilot is familiar with the area

B. Pilots must use current charts and approach procedures for the flight

C. Charts must be replaced every 28 days regardless of any revisions issued

D. Only the enroute charts must be current; approach plates may be older

43. Under the regulations, when is a Mode C transponder with altitude reporting required?

A. Only when operating within Class D airspace surface areas at any time

B. Only above 18,000 feet MSL in positive controlled Class A airspace

C. Only when specifically requested by the controlling ATC facility enroute

D. In Class A, B, and C airspace and above 10,000 feet MSL with exceptions

44. A pilot must understand that the "minimum vectoring altitude (MVA)" is used by whom?

A. The pilot, as a published altitude found on the approach chart profile

B. The flight service station, for issuing weather briefings to the pilot

C. The pilot, as a self-calculated altitude based on terrain along the route

D. The air traffic controller, for assigning altitudes during radar vectoring

45. Under the regulations, what is the requirement for an aircraft's airworthiness certificate during IFR flight?

A. It must be displayed and the aircraft maintained in airworthy condition

B. It must be filed with the regional flight standards district office first

C. It must be renewed annually by an authorized inspection authority holder

D. It is not required to be aboard for flights conducted under instrument rules

46. What does the regulation specify about reporting unforecast weather or hazardous conditions encountered in flight?

A. Pilots are encouraged but not required to report any weather conditions

B. Pilots should report hazardous conditions to ATC as a pilot weather report

C. Pilots must file a written report within 24 hours of landing the aircraft

D. Only commercial operators are required to report hazardous weather aloft

47. Under the regulations, what is the significance of the "T" in a black triangle on an approach chart?

A. The approach is approved for terminal radar service area operations only

B. Takeoff minimums for the airport are non-standard and must be reviewed

C. A teardrop entry to the holding pattern is mandatory at the fix shown

D. The approach is restricted to turbine-powered aircraft operations only

48. A pilot must understand that "RNAV" capability for IFR requires what regarding the navigation database?

A. The database may be of any version as long as the unit powers on properly

B. The database is optional for terminal operations but required enroute only

C. The pilot may manually enter all waypoints, bypassing the database entirely

D. The database must be current and appropriate for the intended operation

49. Under the regulations, what action is required if a pilot operating IFR experiences a complete loss of navigation capability in IMC?

A. Continue on the last heading until reaching visual conditions naturally

B. Squawk 7500 and await interception by an escort aircraft for guidance

C. Declare an emergency and request assistance such as radar vectors from ATC

D. Cancel the IFR clearance and attempt to navigate visually below the clouds

50. What is the definition of "MDA" (minimum descent altitude) under the procedures?

A. The altitude at which a precision approach decision to land is made

B. The altitude at which the procedure turn must be completed inbound

C. The altitude at which the missed approach climb gradient must begin

D. The lowest altitude to which descent is authorized on a non-precision approach

51. Under the regulations, what is the maximum airspeed in Class C airspace at or below 2,500 feet AGL within 4 NM of the primary airport?

A. The maximum airspeed in that area is 200 knots indicated airspeed

B. The maximum airspeed in that area is 250 knots indicated airspeed

C. The maximum airspeed in that area is 230 knots indicated airspeed

D. The maximum airspeed in that area is 180 knots indicated airspeed

52. A pilot must report to ATC immediately when unable to maintain what minimum rate during a climb or descent?

A. A rate of less than 1,000 feet per minute during the maneuver

B. A rate of less than 300 feet per minute during the maneuver

C. A rate of less than 500 feet per minute during the maneuver

D. A rate of less than 700 feet per minute during the maneuver

53. Under the regulations, when must a pilot in command of an IFR flight ensure the aircraft has appropriate navigation equipment?

A. Only when the flight will operate above 18,000 feet MSL in Class A airspace

B. Only when the destination requires a precision instrument approach procedure

C. Suitable for the ground facilities or RNAV to be used for the route flown

D. Only when the flight is conducted beyond 50 nautical miles from departure

54. What does the regulation require regarding a pilot's response to an ATC clearance readback?

A. The pilot should read back clearances containing altitude or heading assignments

B. The pilot need never read back any clearance issued by air traffic control

C. The pilot must read back only clearances issued in Class A airspace areas

D. The pilot reads back clearances only when the controller specifically requests it

55. Under the regulations, what is the lowest altitude for IFR operations if no minimum altitude is prescribed for a route segment?

A. The minimum vectoring altitude assigned by the controller for that segment

B. The pilot may select any altitude that ensures adequate fuel reserves remain

C. An altitude providing the required obstacle clearance for the terrain flown

D. The standard 1,000 feet above ground level regardless of terrain features

56. A pilot must understand that "course" on an approach refers to what?

A. The aircraft's heading corrected for the wind drift encountered enroute

B. The magnetic direction the aircraft's nose is pointing during the approach

C. The intended track over the ground to be followed on the approach segment

D. The radial selected on the VOR receiver regardless of the actual track

57. Under the regulations, when may a pilot operating under IFR descend below the published DA or MDA?

A. When the required visual references are visible and the aircraft is positioned to land

B. Whenever the aircraft reaches the missed approach point on the approach

C. Whenever ATC issues a clearance to land on the assigned runway surface

D. Whenever the reported visibility increases above the published minimum value

58. What does the regulation specify regarding the use of an autopilot during an instrument approach?

A. The autopilot must always be engaged for all instrument approach procedures

B. The autopilot may be used if functioning properly and the pilot monitors it

C. The autopilot is prohibited below the final approach fix on any approach

D. The autopilot may only be used by pilots holding an airline transport rating

59. Under the regulations, what is required for a pilot to act as PIC carrying passengers under IFR?

A. The pilot must have flown an actual IMC approach within the past thirty days

B. The pilot must be instrument current and the aircraft must be IFR equipped

C. The pilot must hold a commercial certificate regardless of the flight type

D. The pilot must file a flight plan at least two hours before departure time

60. A pilot must understand that the published "missed approach point" (MAP) defines what?

A. The point at which the final approach fix is crossed inbound on the approach

B. The point at which the procedure turn outbound leg must be terminated

C. The point at which the holding pattern entry is initiated upon arrival

D. The point at which the missed approach procedure must be initiated if not landing

Answer Key

1. C. Within 30 days — VOR equipment used for IFR must be checked for accuracy within the preceding 30 days.

2. A. ±4 degrees — A VOR ground checkpoint check permits a maximum bearing error of ±4°.

3. B. 4 degrees — A dual VOR check permits a maximum difference of 4° between the two receivers.

4. B. 24 calendar months — The static system and altimeter must be tested/inspected within the preceding 24 calendar months.

5. D. 24 calendar months — The transponder must be tested within the preceding 24 calendar months.

6. B. To published minimums — A logged approach must be flown to the published minimums (actual or simulated) to count for currency.

7. A. Reestablish within grace period — Within the six-month grace period, the pilot may regain currency by performing the required tasks (six approaches, holding, intercepting/tracking).

8. B. IPC required — After the lapse plus grace period, an instrument proficiency check with an authorized person is required.

9. D. No VFR-style minimums — Under IFR, the pilot is not held to VFR visibility/cloud-clearance minimums; ATC provides separation.

10. A. 30 minutes recommended — Filing at least 30 minutes before proposed departure is recommended for IFR flight plans.

11. A. 1-2-3 rule met — No alternate is required when the destination forecast meets the 1-2-3 rule (ceiling ≥2,000 and visibility ≥3 SM from 1 hr before to 1 hr after ETA).

12. C. 800 and 2 — Standard alternate minimums for a non-precision approach are an 800-ft ceiling and 2 SM visibility.

13. B. Destination, alternate, +45 min — IFR fuel: to destination, then to the alternate, plus 45 minutes at normal cruise.

14. C. Highest of MEA, assigned, expected — Lost-comm altitude is the highest of the Minimum enroute altitude, Assigned, or Expected altitude (MEA) for each segment.

15. A. At EFC time at clearance limit — Begin descent for the approach at the clearance limit, at the expect-further-clearance time.

16. B. Code 7600 — 7600 indicates two-way radio communications failure.

17. B. In an emergency — A pilot may deviate from a clearance in an emergency requiring immediate action.

18. C. Fix/point cleared to — The clearance limit is the fix, point, or location to which the aircraft is cleared.

19. C. IFR or below VFR minimums — An instrument rating is required to act as PIC under IFR or in weather below VFR minimums.

20. B. Leaving a holding fix — Leaving a holding fix/point is a required report without ATC request.

21. D. 1,000 ft within 4 NM — Over non-mountainous terrain, the minimum IFR altitude is 1,000 ft above the highest obstacle within 4 NM.

22. B. 2,000 ft — Over designated mountainous terrain, the minimum is 2,000 ft above the highest obstacle within 4 NM.

23. C. Whenever IFR — An instrument rating is required whenever the flight is conducted under IFR.

24. C. Continuous crew use — Above 14,000 ft cabin pressure altitude, the required flight crew must use supplemental oxygen continuously.

25. A. After 30 minutes — Between 12,500 and 14,000 ft, the required crew must use oxygen after 30 minutes at those altitudes.

26. C. Solely by reference to instruments — Instrument time is logged when the aircraft is operated solely by reference to instruments, actual or simulated.

27. B. Notify ATC if not departed — If not departed by the void time, the pilot must notify ATC of intentions (generally within 30 minutes).

28. A. Pilot in command — The PIC is responsible for determining the aircraft is in condition for safe flight.

29. A. VFR, outside Class A — IFR may be canceled in flight when in VFR conditions and outside Class A airspace by advising ATC.

30. D. 250 knots — The maximum indicated airspeed below 10,000 ft MSL is 250 knots.

31. A. Block altitude plus approach — A cruise clearance lets the pilot fly at any altitude from the minimum IFR altitude up to and including the assigned level, climb and descend within that block at discretion, and execute an approach at the destination without further clearance.

32. C. 24 calendar months — A flight review must be completed within the preceding 24 calendar months to act as PIC.

33. D. Nav/transponder capability — The equipment suffix indicates the aircraft's navigation and transponder capability.

34. D. 3 takeoffs/landings at night — Night passenger recency requires three takeoffs and landings to a full stop at night within 90 days.

35. A. Navigation signal coverage — MEA assures obstacle clearance plus acceptable navigation signal coverage.

36. D. Immediately, with extent — Navigation equipment malfunctions must be reported to ATC immediately, including the extent of impairment.

37. D. Precision missed decision point — DA is the altitude on a precision approach at which the missed approach decision is made.

38. A. At EFC, or near ETA — Commence descent/approach at the EFC time, or upon arrival near the ETA if none was given.

39. D. May begin, no descent below mins — Under Part 91 the pilot may begin the approach but may not descend below minimums without the required visual references.

40. C. 230 knots — Maximum holding speed at 10,000 ft (6,001–14,000 band) is 230 KIAS.

41. D. Request EFC and instructions — With no EFC time received at the clearance limit, the pilot should request an EFC time and holding instructions.

42. B. Current charts required — Pilots must use current charts and approach procedures for IFR flight.

43. D. Class A/B/C and above 10,000 — Mode C is required in Class A, B, and C airspace and above 10,000 ft MSL (with exceptions).

44. D. Controller for vectoring — MVA is used by the air traffic controller for assigning altitudes during radar vectoring.

45. A. Displayed, airworthy — The airworthiness certificate must be displayed and the aircraft maintained airworthy.

46. B. Report as PIREP — Hazardous conditions should be reported to ATC as a pilot weather report.

47. B. Non-standard takeoff minimums — A "T" in a black triangle flags non-standard takeoff minimums.

48. D. Current and appropriate — The RNAV navigation database must be current and appropriate for the intended operation.

49. C. Declare emergency, request vectors — Complete loss of navigation in IMC warrants declaring an emergency and requesting assistance such as radar vectors.

50. D. Lowest authorized, non-precision — MDA is the lowest altitude to which descent is authorized on a non-precision approach.

51. A. 200 knots — Within 4 NM of a Class C primary airport at or below 2,500 ft AGL, the limit is 200 KIAS.

52. C. Less than 500 fpm — A pilot must report inability to maintain at least 500 fpm during a climb or descent.

53. C. Suitable for facilities/RNAV — IFR navigation equipment must be suitable for the ground facilities or RNAV to be used.

54. A. Read back altitude/heading — Pilots should read back clearances containing altitude or heading assignments.

55. C. Required obstacle clearance — Absent a prescribed minimum, fly an altitude providing the required obstacle clearance for the terrain.

56. C. Intended track over ground — "Course" is the intended track over the ground to be followed.

57. A. Visual references and positioned — Descent below DA/MDA requires the required visual references be visible and the aircraft positioned to land.

58. B. Used if working, monitored — The autopilot may be used during an approach if functioning properly and monitored by the pilot.

59. B. Current and IFR-equipped — Carrying passengers under IFR requires the pilot be instrument current and the aircraft IFR equipped.

60. D. Where missed begins — The MAP defines the point at which the missed approach must be initiated if not landing.