PRACTICE EXAM 15 SIMULATION

1. Class A airspace in the United States extends from 18,000 feet MSL up to and including:

A. FL450

B. FL600

C. FL350

D. 60,000 feet AGL

2. All operations within Class A airspace must be conducted under:

A. VFR only

B. Instrument flight rules

C. Special VFR

D. Either VFR or IFR

3. Within Class A airspace, all aircraft set their altimeters to:

A. The nearest local setting

B. Field elevation pressure

C. 29.92 inches of mercury

D. The forecast sea-level pressure

4. Class B airspace is established around the nation's:

A. Smallest rural airports

B. Busiest airports

C. Military bases only

D. Seaplane bases

5. To operate IFR within Class B airspace, a pilot must have:

A. An ATC clearance

B. Only a Mode C transponder

C. A special VFR clearance

D. No clearance if squawking 1200

6. Class C airspace generally surrounds airports with an operational control tower and:

A. Radar approach control service and a certain traffic level

B. No radar service

C. Only VFR traffic

D. A single runway

7. Class D airspace surrounds airports with an operational control tower but:

A. Without the traffic levels of Class B or C

B. With Class A overlying it

C. Without any tower

D. Only above 10,000 feet

8. Most IFR enroute and approach operations in the United States take place within which airspace?

A. Class A

B. Class B

C. Class G

D. Class E

9. Class E airspace is best described as:

A. Uncontrolled airspace

B. Airspace requiring a clearance to enter VFR

C. Controlled airspace that is not Class A, B, C, or D

D. Special use airspace

10. Class G airspace is:

A. The busiest controlled airspace

B. Always above 18,000 feet

C. Uncontrolled airspace

D. Found only over oceans

11. A pilot operating IFR in Class G (uncontrolled) airspace:

A. Is not separated from other traffic by ATC, though IFR rules still apply

B. Receives full ATC separation

C. May not fly IFR at all

D. Must squawk 1200

12. An IFR clearance is required to operate in controlled airspace, which includes Classes:

A. A, B, C, D, and E

B. G only

C. A and B only

D. E and G only

13. The floor of Class E airspace is commonly found at which altitude AGL in many areas, depicted by a magenta shaded boundary on a sectional?

A. 18,000 feet

B. 14,500 feet

C. 700 feet

D. 10,000 feet

14. Where Class E airspace begins at 1,200 feet AGL, the transition is depicted on a sectional by a:

A. Magenta shaded gradient

B. Solid blue line

C. Dashed magenta line

D. Blue shaded gradient

15. Federal airways (Victor airways) are which class of airspace?

A. Class A

B. Class E

C. Class G

D. Class B

16. Special use airspace in which flight is prohibited entirely is:

A. Prohibited area

B. Restricted area

C. Warning area

D. Alert area

17. A restricted area contains:

A. Unusual, often invisible hazards such as artillery firing or guided missiles

B. No hazards

C. Only weather phenomena

D. Permanent prohibition of all flight

18. A pilot may transit an active restricted area only with:

A. A Mode C transponder

B. A special VFR clearance

C. Authorization from the controlling agency

D. An instrument rating alone

19. A warning area extends from three nautical miles outward from the coast and contains activity that:

A. Is identical to a prohibited area

B. May be hazardous to nonparticipating aircraft

C. Never affects aircraft

D. Requires no caution

20. A Military Operations Area (MOA) is established to:

A. Prohibit all civilian flight permanently

B. Separate certain military training from IFR traffic

C. Mark weather hazards

D. Designate a no-fly zone

21. A pilot operating IFR may be cleared through an active MOA because:

A. MOAs do not affect IFR aircraft

B. IFR aircraft are exempt from all airspace

C. MOAs are uncontrolled

D. ATC provides separation from the military activity or reroutes the aircraft

22. An alert area is depicted to inform pilots of:

A. A permanent flight prohibition

B. A high volume of pilot training or unusual aerial activity

C. A weather hazard only

D. Restricted military firing

23. A Controlled Firing Area (CFA) is not charted because:

A. It does not exist

B. It is always inactive

C. Activities are suspended when aircraft approach

D. It is prohibited airspace

24. A Temporary Flight Restriction (TFR) is issued by:

A. NOTAM

B. The sectional chart

C. The Chart Supplement only

D. ATIS only

25. A pilot planning an IFR flight must check for TFRs because they may:

A. Lower the IFR minimums

B. Change the transponder code

C. Prohibit or restrict flight in a defined area temporarily

D. Increase the service ceiling

26. Class B airspace is typically depicted on a sectional chart by:

A. Magenta shaded gradients

B. Dashed magenta lines

C. Dashed blue lines

D. Solid blue lines

27. Class C airspace is typically depicted on a sectional chart by:

A. Solid blue lines

B. Dashed blue lines

C. Magenta shaded gradients

D. Solid magenta lines

28. Class D airspace is typically depicted on a sectional chart by:

A. Solid magenta lines

B. Solid blue lines

C. Dashed blue lines

D. Magenta shaded gradients

29. The vertical limit of Class A airspace makes it the only class where pilots routinely use:

A. Flight levels and the standard altimeter setting

B. The local altimeter setting

C. VFR cruising altitudes

D. Special VFR

30. An IFR flight transitioning from the enroute structure to an approach typically descends through which controlled airspace?

A. Class A only

B. Class G only

C. Special use airspace

D. Class E and possibly Class D, C, or B near the airport

31. A pilot operating IFR must receive a clearance before entering controlled airspace because ATC provides:

A. Weather forecasting

B. Separation and traffic management

C. Fuel planning

D. Aircraft maintenance

32. Prohibited areas are established for reasons of:

A. Military training only

B. High traffic volume

C. Weather research

D. National security or welfare

33. A pilot flying IFR near a charted MOA that is active should understand that ATC will:

A. Provide separation or clear the aircraft through with traffic advisories

B. Deny the IFR clearance entirely

C. Require a special VFR clearance

D. Hand the aircraft to the military

34. Class E airspace may extend upward to, but not include, the base of:

A. Class G

B. Class A (18,000 feet MSL) where it underlies it

C. A restricted area

D. A MOA

35. A pilot must be aware that Class G airspace, being uncontrolled, means ATC does not provide:

A. Weather information

B. IFR separation from other aircraft within it

C. Navigation signals

D. Altimeter settings

36. The primary distinction between controlled and uncontrolled airspace for an IFR pilot is whether:

A. The airspace has a name

B. The airspace is charted

C. VFR traffic is present

D. ATC provides separation and a clearance is required

37. A pilot files and flies IFR through Class E airspace. The clearance is required because Class E is:

A. Uncontrolled

B. Special use airspace

C. Controlled airspace

D. Always above 18,000 feet

38. Surface-based Class E airspace at an airport without a tower is depicted by a:

A. Solid blue line

B. Solid magenta line

C. Dashed magenta line

D. Magenta shaded gradient

39. The lateral dimensions of Class B airspace resemble an:

A. Single circle of fixed radius

B. Upside-down wedding cake of shelves

C. Triangle

D. Square grid

40. A pilot operating IFR within Class B, C, or D airspace must maintain:

A. Two-way radio communication with ATC

B. VFR cloud clearances only

C. A squawk of 1200

D. Radio silence

41. A national security area (NSA) requests that pilots:

A. Always avoid the area by 50 miles

B. File a special flight plan

C. Obtain a clearance to overfly

D. Voluntarily avoid flying through it

42. The floor of controlled airspace over remote areas may be Class G up to:

A. 14,500 feet MSL in some areas

B. 18,000 feet MSL always

C. 60,000 feet MSL

D. The surface only

43. A pilot transitioning into Class A airspace climbing through 18,000 feet must:

A. Cancel IFR

B. Squawk 1200

C. Set the altimeter to 29.92 and use flight levels

D. Switch to VFR cruising altitudes

44. Restricted areas are charted with which type of border?

A. Blue hatched border

B. Magenta shaded gradient

C. Solid blue line

D. Dashed magenta line

45. A pilot reviewing special use airspace should consult the chart and the:

A. Times of use, controlling agency, and altitudes published

B. Aircraft weight

C. Pilot's logbook

D. Fuel records only

46. The reason most IFR flying occurs in Class E airspace is that Class E:

A. Is uncontrolled

B. Requires no clearance

C. Forms the bulk of controlled airspace between the surface-based classes and Class A

D. Is special use airspace

47. A pilot must understand that within Class A airspace, separation of all aircraft is provided by:

A. The pilots themselves

B. No one

C. VFR see-and-avoid

D. ATC, since all flights are IFR

48. A TFR established for a major sporting event or VIP movement is an example of airspace that is:

A. Permanently prohibited

B. Temporarily restricted

C. Always a MOA

D. Uncontrolled

49. The dimensions and rules of Class C airspace typically include an inner core and an outer:

A. Prohibited area

B. Shelf, with the whole structure smaller than Class B

C. Restricted area

D. Warning area

50. A pilot operating IFR is always in contact with ATC and receiving separation when in:

A. Controlled airspace (Class A, B, C, D, E)

B. Class G only

C. Restricted areas only

D. Uncontrolled airspace

51. The base of Class E airspace designated for an airway begins at:

A. 1,200 feet AGL (unless otherwise specified)

B. The surface always

C. 18,000 feet MSL

D. 60,000 feet

52. A pilot encountering a prohibited area on a chart must:

A. Request a clearance to enter

B. Enter only above 10,000 feet

C. Enter with a transponder

D. Not enter it under any normal circumstances

53. Warning areas are established beyond the 3 NM limit of U.S. territorial waters because:

A. They are prohibited

B. They are uncontrolled

C. The U.S. cannot designate restricted airspace over international waters

D. They contain no activity

54. A pilot flying IFR who is cleared through Class B airspace receives:

A. A special VFR clearance

B. Standard IFR separation from other IFR traffic

C. No services

D. A requirement to squawk 1200

55. The airspace class that requires the most stringent equipment and clearance for entry, surrounding the busiest airports, is:

A. Class D

B. Class E

C. Class G

D. Class B

56. A pilot reviewing a sectional sees a magenta shaded gradient around a non-towered airport. This depicts Class E airspace beginning at:

A. The surface

B. 1,200 feet AGL

C. 700 feet AGL

D. 18,000 feet MSL

57. An IFR pilot must recognize that special use airspace such as restricted and prohibited areas:

A. Never affects IFR flight

B. Is only advisory

C. May require rerouting or controlling-agency authorization even on an IFR clearance

D. Is always inactive

58. The fundamental difference between a restricted area and a MOA is that a restricted area:

A. Has no controlling agency

B. Is always over water

C. Is uncontrolled

D. Contains hazards to flight requiring authorization, while a MOA separates military training from IFR traffic

59. A pilot operating IFR who is handed off between ATC facilities remains in:

A. Uncontrolled airspace

B. Class G

C. Special use airspace

D. Controlled airspace with continuous ATC service

60. The fundamental reason airspace is classified A through G is to define:

A. Aircraft paint schemes

B. The rules, equipment, and ATC services required for operations in each

C. The fuel grades available

D. The airport landing fees

Answer Key

1. B — Class A airspace extends from 18,000 feet MSL up to and including FL600. Above FL600 is uncontrolled with respect to the Class A designation.

2. B — All operations within Class A airspace must be conducted under instrument flight rules. VFR is not permitted in Class A.

3. C — Within Class A airspace, all aircraft set their altimeters to the standard 29.92 inches of mercury. This corresponds to the use of flight levels.

4. B — Class B airspace is established around the nation's busiest airports. Its tailored shelves manage high traffic volumes.

5. A — To operate IFR within Class B airspace, a pilot must have an ATC clearance. The clearance is required for all IFR operations in controlled airspace.

6. A — Class C airspace generally surrounds airports with an operational control tower, radar approach control service, and a certain traffic level. These criteria distinguish it from Class D.

7. A — Class D airspace surrounds airports with an operational control tower but without the traffic levels of Class B or C. It is the basic towered-airport controlled airspace.

8. D — Most IFR enroute and approach operations take place within Class E airspace. Class E forms the bulk of controlled airspace below Class A.

9. C — Class E is controlled airspace that is not Class A, B, C, or D. It is the catch-all controlled airspace for enroute and approach operations.

10. C — Class G airspace is uncontrolled airspace. ATC does not provide separation within it.

11. A — A pilot operating IFR in Class G is not separated from other traffic by ATC, though IFR rules still apply. ATC separation services are not provided in uncontrolled airspace.

12. A — Controlled airspace requiring services includes Classes A, B, C, D, and E. Class G, by contrast, is uncontrolled.

13. C — Class E airspace commonly begins at 700 feet AGL in many areas, depicted by a magenta shaded boundary on a sectional. This is the most common Class E floor near airports with instrument approaches.

14. D — Where Class E begins at 1,200 feet AGL, the transition is depicted by a blue shaded gradient. The magenta gradient, by contrast, marks the 700-foot floor.

15. B — Federal airways (Victor airways) are Class E airspace. They are controlled airspace requiring an IFR clearance.

16. A — A prohibited area is special use airspace in which flight is prohibited entirely. It is established for national security or welfare.

17. A — A restricted area contains unusual, often invisible hazards such as artillery firing or guided missiles. Flight is restricted, not permanently prohibited.

18. C — A pilot may transit an active restricted area only with authorization from the controlling agency. ATC coordinates this authorization.

19. B — A warning area extends from three nautical miles outward from the coast and contains activity that may be hazardous to nonparticipating aircraft. It lies over international waters.

20. B — A MOA is established to separate certain military training from IFR traffic. It alerts pilots to military activity.

21. D — An IFR aircraft may be cleared through an active MOA because ATC provides separation from the military activity or reroutes the aircraft. ATC manages the IFR traffic around the activity.

22. B — An alert area informs pilots of a high volume of pilot training or unusual aerial activity. Both participating and transiting pilots share responsibility for collision avoidance.

23. C — A CFA is not charted because its activities are suspended when aircraft approach. The suspension removes the hazard, so charting is unnecessary.

24. A — A TFR is issued by NOTAM. Pilots must check NOTAMs to learn of TFRs along the route.

25. C — A TFR may prohibit or restrict flight in a defined area temporarily. IFR pilots must check for them in planning.

26. D — Class B airspace is depicted on a sectional by solid blue lines. The shelves are outlined in blue.

27. C — Class C airspace is depicted on a sectional by solid magenta lines. The magenta outlines distinguish it from Class B's blue.

28. C — Class D airspace is depicted on a sectional by dashed blue lines. The dashed blue outline marks the towered-airport airspace.

29. A — Class A is the only class where pilots routinely use flight levels and the standard 29.92 altimeter setting. Below 18,000 feet, local settings and feet MSL are used.

30. D — An IFR flight transitioning to an approach descends through Class E and possibly Class D, C, or B near the airport. The surface-based classes surround the destination.

31. B — A clearance is required in controlled airspace because ATC provides separation and traffic management. This is the core service of controlled airspace.

32. D — Prohibited areas are established for reasons of national security or welfare. Flight within them is not allowed.

33. A — Near an active MOA, ATC will provide separation or clear the aircraft through with traffic advisories. The IFR clearance is not denied outright.

34. B — Class E airspace may extend upward to, but not include, the base of Class A (18,000 feet MSL) where it underlies it. Above that, Class A applies.

35. B — In Class G, ATC does not provide IFR separation from other aircraft within it. It is uncontrolled airspace.

36. D — The primary distinction for an IFR pilot is whether ATC provides separation and a clearance is required. This defines controlled versus uncontrolled airspace.

37. C — A clearance is required to fly IFR through Class E because Class E is controlled airspace. All IFR flight in controlled airspace requires a clearance.

38. C — Surface-based Class E at a non-towered airport is depicted by a dashed magenta line. This marks Class E extending down to the surface.

39. B — The lateral dimensions of Class B resemble an upside-down wedding cake of shelves. The shelves widen with altitude.

40. A — Within Class B, C, or D, the pilot must maintain two-way radio communication with ATC. Continuous communication is required in these towered/controlled environments.

41. D — A national security area requests that pilots voluntarily avoid flying through it. Flight may be temporarily prohibited by regulation when necessary.

42. A — Over remote areas, Class G may extend up to 14,500 feet MSL in some areas before controlled airspace begins. Elsewhere controlled airspace begins much lower.

43. C — Climbing through 18,000 feet into Class A, the pilot sets the altimeter to 29.92 and uses flight levels. This is the transition to the standard setting.

44. A — Restricted areas are charted with a blue hatched border. The hatching distinguishes special use airspace boundaries.

45. A — Reviewing special use airspace, the pilot consults the chart and the published times of use, controlling agency, and altitudes. These tabulated details define when and where the airspace is active.

46. C — Most IFR flying occurs in Class E because it forms the bulk of controlled airspace between the surface-based classes and Class A. It is the workhorse of IFR enroute and approach airspace.

47. D — Within Class A, separation of all aircraft is provided by ATC, since all flights are IFR. There is no VFR see-and-avoid in Class A.

48. B — A TFR for a sporting event or VIP movement is temporarily restricted airspace. It is established by NOTAM for a limited time.

49. B — Class C typically includes an inner core and an outer shelf, with the whole structure smaller than Class B. The two-tier shape is characteristic of Class C.

50. A — An IFR pilot is always in contact with ATC and receiving separation when in controlled airspace (Class A, B, C, D, E). Class G, by contrast, provides no IFR separation.

51. A — The base of Class E for an airway begins at 1,200 feet AGL unless otherwise specified. Airways are Class E corridors.

52. D — A pilot must not enter a prohibited area under any normal circumstances. Flight within it is not permitted.

53. C — Warning areas are established beyond the 3 NM limit because the U.S. cannot designate restricted airspace over international waters. The warning area conveys the hazard without the restricted designation.

54. B — A pilot cleared IFR through Class B receives standard IFR separation from other IFR traffic. The clearance includes ATC separation services.

55. D — Class B requires the most stringent equipment and clearance for entry, surrounding the busiest airports. Its requirements exceed those of Classes C and D.

56. C — A magenta shaded gradient around a non-towered airport depicts Class E beginning at 700 feet AGL. This is the common floor where instrument approaches exist.

57. C — Special use airspace such as restricted and prohibited areas may require rerouting or controlling-agency authorization even on an IFR clearance. ATC coordinates around active special use airspace.

58. D — A restricted area contains hazards to flight requiring authorization, while a MOA separates military training from IFR traffic. The restricted area's hazards are the key distinction.

59. D — An IFR pilot handed off between ATC facilities remains in controlled airspace with continuous ATC service. The handoff maintains uninterrupted control.

60. B — Airspace is classified A through G to define the rules, equipment, and ATC services required for operations in each. The classification system standardizes operating requirements.