PRACTICE EXAM 16 (60 QUESTIONS)

1. A METAR reads "METAR KBOS 141854Z 09012KT 1/2SM R04R/2400FT FG VV002 12/11 A2989." What is the visibility?

A. 2,400 feet along the runway only

B. 12 statute miles

C. 1/2 statute mile

D. 200 feet vertical

2. Using the same METAR (KBOS), what is the temperature and dewpoint?

A. 12°C and 11°C

B. 14°C and 18°C

C. 9°C and 12°C

D. 2°C and 0°C

3. A TAF includes "PROB30 2208/2212 1SM TSRA." How should the pilot interpret PROB30?

A. A definite change to thunderstorms at 2208Z

B. A 30 percent probability of the stated conditions during the window

C. A 30-minute duration of thunderstorms

D. Conditions improving by 30 percent over the period

4. An approach chart briefing strip lists the localizer frequency as "I-BOS 110.3." What does the "I" prefix preceding the identifier indicate?

A. The approach is for instrument students only

B. The facility is inoperative

C. The frequency is for information broadcasts

D. The facility is a localizer (identifiers for localizers begin with "I")

5. A pilot reads "BKN015 OVC025" in a METAR. What is the ceiling?

A. 1,500 feet

B. 2,500 feet

C. 4,000 feet

D. There is no ceiling

6. A pilot computes time to a fix. The leg is 30 NM and the groundspeed is 120 knots. What is the time enroute?

A. 15 minutes

B. 20 minutes

C. 25 minutes

D. 30 minutes

7. An enroute low-altitude chart shows "5500" beneath an airway's MEA of "8000." What does the asterisked figure represent?

A. The maximum authorized altitude

B. The minimum crossing altitude

C. The minimum reception altitude

D. The minimum obstruction clearance altitude (MOCA)

8. A pilot reads winds aloft as "2715+05" for a level. What is the wind and temperature?

A. From 027° at 15 knots, temperature −5°C

B. From 270° at 15 knots, temperature +5°C

C. From 271° at 5 knots, temperature +15°C

D. From 027° at 50 knots, temperature +15°C

9. A pilot must compute the descent rate to lose 3,000 feet over 12 NM at a groundspeed of 120 knots (2 NM/min). What rate is required?

A. 500 feet per minute

B. 1,000 feet per minute

C. 750 feet per minute

D. 600 feet per minute

10. A METAR remark reads "RMK AO2 SLP134." What does "SLP134" indicate?

A. A sea-level pressure of 1013.4 hPa

B. A runway slope of 1.34 degrees

C. A visibility of 134 meters

D. A station elevation of 134 feet

11. A pilot reviewing an ILS approach chart sees the decision altitude listed as "DA 312." Adjacent is the touchdown zone elevation "TDZE 112." What is the height above touchdown at the DA?

A. 200 feet

B. 312 feet

C. 424 feet

D. 100 feet

12. A pilot decodes "24008KT 10SM SCT025 BKN040" in a METAR. What is the ceiling?

A. 4,000 feet

B. There is no ceiling because both layers are scattered

C. 10 statute miles

D. 2,500 feet

13. A pilot must determine the magnetic bearing TO an NDB. With a magnetic heading of 120° and a relative bearing of 045°, what is the magnetic bearing to the station?

A. 075 degrees

B. 120 degrees

C. 165 degrees

D. 045 degrees

14. A pilot reads a TAF line "FM141500 18010KT P6SM BKN030." What does P6SM mean?

A. Pressure altitude 6,000 feet

B. Precipitation 6 statute miles wide

C. Visibility greater than 6 statute miles

D. A probability of 6 percent

15. A pilot computing fuel for an IFR flight needs 2.5 hours to destination, 0.5 hours to alternate, plus reserve, at 9 gallons per hour. What minimum fuel satisfies 91.167?

A. 27.0 gallons

B. 22.5 gallons

C. 31.5 gallons

D. 33.75 gallons

16. A pilot reviewing an approach chart profile sees the FAF marked by a Maltese cross at 2,100 feet and the MDA listed as 640 feet. What does the descent from the FAF to MDA represent?

A. The decision altitude descent

B. The intermediate segment level-off

C. The final approach descent on a non-precision approach

D. The missed approach climb

17. A pilot reads "VRB03KT" in a METAR wind group. What does this mean?

A. Wind variable in direction at 3 knots

B. Wind from 003° at variable speed

C. Visibility reduced to 3 statute miles

D. Wind gusting from variable directions to 30 knots

18. A pilot must determine the time from the FAF to the MAP. The chart shows the distance as 5 NM and the groundspeed is 100 knots. What is the time?

A. 2 minutes

B. 3 minutes

C. 4 minutes

D. 5 minutes

19. A pilot reviewing an enroute chart finds a VOR identification box with frequency 114.5, the identifier "JFK," and a Morse code. Why is the Morse code displayed?

A. To indicate the VOR's transmitter power

B. To show the VOR's service volume class

C. So the pilot can aurally verify the correct station is tuned and operating

D. To provide the magnetic variation at the station

20. A pilot decodes "OVC008 04/03" in a METAR during winter. What hazard combination does the small temperature-dewpoint spread with an overcast at 800 feet most suggest?

A. Convective thunderstorm development

B. Low ceiling with possible fog or freezing conditions near saturation

C. Clear-air turbulence aloft

D. Strong surface winds and wind shear

21. A pilot reviewing an approach plate minimums section sees "S-ILS 27" and "S-LOC 27" with different values. What does "S-LOC 27" represent?

A. The straight-in ILS minimums with glide slope

B. The straight-in localizer (non-precision) minimums to an MDA

C. The circling minimums for runway 27

D. The sidestep minimums to an adjacent runway

22. A pilot computes the wind correction angle. With a crosswind component of 15 knots and a true airspeed of 90 knots, using WCA ≈ crosswind ÷ (TAS ÷ 60), what is the approximate WCA?

A. 5 degrees

B. 15 degrees

C. 20 degrees

D. 10 degrees

23. A pilot reads a PIREP "/IC LGT-MOD RIME." What does this field report?

A. Light to moderate precipitation

B. A light-to-moderate crosswind

C. Reduced visibility in mist

D. Light to moderate rime icing

24. A pilot reviewing an approach chart sees the missed approach text: "Climb to 2000 then climbing right turn to 4000 direct ABC VOR and hold." When is this executed on an ILS?

A. At the decision altitude if the runway environment is not in sight

B. At the final approach fix

C. Only when ATC instructs a go-around

D. At the visual descent point

25. A pilot decodes "30015G28KT" in a METAR. What is the gust value?

A. 28 knots

B. 30 knots

C. 15 knots

D. 13 knots

26. A pilot must compute the descent point to cross a fix. The aircraft must descend 5,000 feet at 1,000 fpm with a groundspeed of 150 knots (2.5 NM/min). How far before the fix should descent begin?

A. 5 NM

B. 10 NM

C. 12.5 NM

D. 20 NM

27. A pilot reads "TAF KDEN 141130Z 1412/1518 VRB04KT P6SM SKC." What does "SKC" indicate?

A. A scattered cloud layer

B. Sky clear

C. A special category of weather

D. Smoke and haze conditions

28. A pilot reviewing the plan view of an approach sees a holding pattern depicted at the initial approach fix with a note "HILPT." What does this indicate?

A. A holding pattern in lieu of a procedure turn for course reversal

B. A high-intensity lighting pilot test

C. A helicopter-only initial approach

D. A hold for inbound landing traffic

29. A pilot computes groundspeed. With a true airspeed of 140 knots and a 20-knot direct tailwind, what is the groundspeed?

A. 160 knots

B. 120 knots

C. 140 knots

D. 100 knots

30. A pilot reads "FEW012 SCT025 BKN040" in a METAR. At what altitude is the ceiling?

A. 1,200 feet

B. 2,500 feet

C. 4,000 feet

D. There is no ceiling

31. A pilot reviewing an approach chart sees "Circling NA at night." What does this restriction mean?

A. Circling is the only option at night

B. Circling minimums are reduced at night

C. Circling to land is not authorized during nighttime at that airport

D. The approach is unavailable at night entirely

32. A pilot decodes the altimeter group "A3015" in a METAR. What is the altimeter setting?

A. 29.92 inches Hg

B. 3,015 feet

C. 301.5 hPa

D. 30.15 inches Hg

33. A pilot must determine the rate of descent for a 3-degree glide path at a groundspeed of 90 knots, using the rule of thumb (groundspeed × 5). What is the rate?

A. 300 feet per minute

B. 600 feet per minute

C. 450 feet per minute

D. 540 feet per minute

34. A pilot reviewing an enroute chart sees an airway segment labeled "V16" with a mileage of "42" between two fixes. What does the "42" represent?

A. The MEA in hundreds of feet

B. The frequency offset

C. The distance in nautical miles between the fixes

D. The magnetic course

35. A pilot reads a TAF amendment prefixed "TAF AMD." What does AMD signify?

A. A morning-specific forecast

B. An automated forecast with no human review

C. A forecast for arrivals and departures only

D. An amended forecast issued to correct or update the previous one

36. A pilot computes the time to complete a standard-rate 270° turn. At 3 degrees per second, how long does this take?

A. 60 seconds

B. 90 seconds

C. 120 seconds

D. 45 seconds

37. A pilot reviewing an approach minimums line sees "CIRCLING 1080-1." What do these numbers represent?

A. A circling MDA of 1,080 feet AGL and a visibility of 1 nautical mile

B. A circling MDA of 1,080 feet MSL and required visibility of 1 statute mile

C. A circling speed of 1,080 knots

D. A descent rate of 1,080 feet per minute

38. A pilot decodes "−RA BR" in a METAR present-weather group. What does this indicate?

A. Heavy rain and haze

B. Recent rain and blowing snow

C. Freezing rain and fog

D. Light rain and mist

39. A pilot reviewing the airport diagram on an approach chart needs the field elevation. The chart lists multiple elevations. Which represents the highest point on the usable runway surface relevant to minimums?

A. The control tower elevation

B. The touchdown zone elevation (TDZE) for the landing runway

C. The threshold crossing height

D. The traffic pattern altitude

40. A pilot computes the descent gradient required to lose 4,000 feet over 20 NM. What is the gradient?

A. 200 feet per NM

B. 250 feet per NM

C. 150 feet per NM

D. 400 feet per NM

41. A pilot reads "OVC003" with a vertical visibility note "VV003" elsewhere. What does VV003 specifically denote?

A. An overcast layer at 3,000 feet

B. A variable visibility of 3 miles

C. A vertical visibility of 300 feet into an obscuration

D. A visibility of 3 statute miles

42. A pilot must identify which approach minimums are lowest on an RNAV (GPS) chart listing LPV, LNAV/VNAV, LNAV, and LP. Which is typically lowest?

A. LNAV

B. LPV

C. LP

D. Circling

43. A pilot reviewing a SID chart sees "Top Altitude 10000." What does this mean?

A. The maximum cabin pressure altitude

B. The lowest altitude on the departure

C. A speed restriction in hundreds of feet

D. The altitude to climb to on the SID absent further ATC clearance

44. A pilot decodes "METAR ... 25018G30KT 250V310 ..." What does "250V310" indicate?

A. A visibility variation between 250 and 310 meters

B. A pressure range

C. A temperature spread

D. The wind direction is variable between 250° and 310°

45. A pilot computing the time-to-station flies perpendicular to a VOR radial and observes a 5° bearing change in 1 minute. What is the approximate time to the station?

A. 12 minutes

B. 5 minutes

C. 6 minutes

D. 60 minutes

46. A pilot reviewing an approach sees "RVR 2400" in the minimums. What does RVR measure?

A. The rate of vertical recovery on a missed approach

B. The relative velocity reading of the wind

C. Runway visual range, the horizontal distance a pilot can see down the runway

D. The radio voltage requirement for the localizer

47. A pilot reads a TAF "TEMPO 1418/1421 2SM −SHRA BKN015." How long is each temporary condition expected to last?

A. The entire window of 1418Z to 1421Z continuously

B. Exactly 3 hours

C. Less than 1 hour at a time within the window

D. Permanently after 1418Z

48. A pilot must compute total descent time. To descend from 11,000 to 3,000 feet at 800 fpm, how long does the descent take?

A. 5 minutes

B. 8 minutes

C. 9 minutes

D. 10 minutes

49. A pilot reviewing an approach plate sees "MALSR" noted near the runway. What is a MALSR?

A. A type of distance measuring equipment

B. A medium-intensity approach lighting system with runway alignment indicator lights

C. A microwave landing system receiver

D. A mandatory altitude limiting safety restriction

50. A pilot decodes the time group "141854Z" in a METAR. What does this represent?

A. A frequency of 141.854 MHz

B. An altitude of 14,185 feet

C. A temperature reading

D. The 14th day of the month at 1854 Zulu (UTC)

51. A pilot reviewing an ILS chart sees the glide slope crosses the FAF at 1,856 feet and the TCH (threshold crossing height) is 55 feet. What does the TCH represent?

A. The decision altitude above the threshold

B. The minimum descent altitude

C. The height of the glide slope antenna

D. The height of the glide path above the runway threshold

52. A pilot computes the fuel burn for a 48-minute leg at 10 gallons per hour. How much fuel is consumed?

A. 4.8 gallons

B. 8 gallons

C. 10 gallons

D. 12 gallons

53. A pilot reads "SH" in a METAR present-weather group, as in "SHRA." What does "SH" indicate?

A. Snow and hail mixed

B. Slight haze

C. Surface heating

D. Showers (showery precipitation)

54. A pilot reviewing an approach chart sees two sets of minimums for a runway: one with "full" procedure and one labeled "with DME." Why might lower minimums apply with DME?

A. DME provides a precise position fix that can lower the MDA or refine the procedure

B. DME increases the glide slope angle

C. DME eliminates the need for a localizer

D. DME extends the runway length

55. A pilot decodes "G" in the wind group "18012G22KT." The "G" separates the steady wind from what?

A. The geographic reference

B. The gradient wind aloft

C. The peak gust value

D. The gust duration in seconds

56. A pilot reviewing the profile view of an approach sees a "VDP" marked along the final approach path. What is a VDP?

A. The vertical descent profile angle

B. A visual descent point from which a normal descent to landing may begin if the runway is in sight

C. The vertical deviation pointer on the display

D. A variable descent procedure for circling

57. A pilot computes the magnetic bearing FROM an NDB. With a magnetic bearing TO the station of 090°, what is the bearing FROM the station?

A. 090 degrees

B. 270 degrees

C. 180 degrees

D. 360 degrees

58. A pilot reviewing an enroute chart sees a fix depicted as a solid triangle. What does this symbol indicate?

A. A compulsory reporting point

B. An on-request reporting point

C. A VOR changeover point

D. A holding pattern entry

59. A pilot decodes "SCT" in a METAR sky condition group. How many oktas (eighths) of sky coverage does scattered represent?

A. 3 to 4 oktas

B. 5 to 7 oktas

C. 1 to 2 oktas

D. 8 oktas

60. A pilot reviewing the minimums section sees "S-LOC 9 720-1." The "720" represents the MDA and "1" the visibility. What is the visibility requirement?

A. 720 feet

B. 1 nautical mile

C. 1 statute mile

D. 7,200 feet

+ Answer Key

1. C — Visibility in a METAR is the prevailing visibility group, here "1/2SM" — one-half statute mile. The "R04R/2400FT" is runway visual range for runway 04R, a separate value, and VV002 is vertical visibility, not horizontal visibility.

2. A — The temperature/dewpoint group "12/11" gives 12°C temperature and 11°C dewpoint. The 1°C spread indicates air near saturation, consistent with the fog reported in the same observation.

3. B — PROB30 indicates a 30 percent probability of the stated conditions during the specified window. It expresses forecast uncertainty rather than a definite or timed change.

4. D — Localizer identifiers begin with the letter "I," so "I-BOS" denotes the localizer facility. This prefix distinguishes a localizer from a VOR or other navaid on the chart.

5. A — The ceiling is the lowest broken or overcast layer, so BKN015 (1,500 feet) is the ceiling rather than the higher OVC025. The lowest broken-or-overcast layer always governs.

6. A — At 120 knots groundspeed (2 NM/min), 30 NM takes 30 ÷ 2 = 15 minutes. Time over the ground is distance divided by groundspeed.

7. D — An altitude printed beneath the MEA with an asterisk is the minimum obstruction clearance altitude (MOCA). The MOCA guarantees obstacle clearance but navigation reception only within 22 NM of the VOR.

8. B — The winds-aloft group "2715+05" decodes as wind from 270° at 15 knots, temperature +5°C. Direction values of 36 or less are read directly (×10 for degrees), so 27 = 270°.

9. A — The descent is 3,000 feet over 12 NM; at 2 NM/min, 12 NM takes 6 minutes, so 3,000 ÷ 6 = 500 feet per minute. Matching descent rate to distance and groundspeed achieves the required altitude loss.

10. A — The remark "SLP134" reports sea-level pressure as 1013.4 hPa; the coded value is prefixed by 10 or 9 to reconstruct the full pressure (here 1013.4). It is used for pressure analysis, distinct from the altimeter setting.

11. A — Height above touchdown = DA − TDZE = 312 − 112 = 200 feet, the standard Category I ILS decision height. The DA is an MSL altitude; subtracting the touchdown zone elevation gives the height above the runway.

12. A — The ceiling is the lowest broken or overcast layer, so BKN040 (4,000 feet) is the ceiling. The SCT025 scattered layer below it does not constitute a ceiling.

13. C — Magnetic bearing TO the station = magnetic heading + relative bearing = 120° + 045° = 165°. The ADF relative bearing is added to heading to obtain the magnetic bearing to the station.

14. C — "P6SM" means visibility greater than 6 statute miles ("P" for "plus"). It indicates good visibility without specifying an exact higher value.

15. D — Fuel = 2.5 hr + 0.5 hr + 0.75 hr reserve = 3.75 hr × 9 gph = 33.75 gallons. The 45-minute IFR reserve is added after destination and alternate before applying the burn rate.

16. C — The descent from the FAF (Maltese cross) to the MDA is the final approach descent on a non-precision approach. The Maltese cross marks where the final segment and descent to the MDA begin.

17. A — "VRB03KT" means the wind is variable in direction at 3 knots. Variable direction is reported when the wind is light and shifting.

18. B — At 100 knots groundspeed (1.667 NM/min), 5 NM takes 5 ÷ 1.667 = 3 minutes to the MAP. Timing from the FAF identifies the MAP when no fix or waypoint defines it.

19. C — The Morse code is displayed so the pilot can aurally verify the correct station is tuned and operating before navigating on it. Identifying the station confirms the signal is valid.

20. B — An overcast at 800 feet with a 1°C spread (04/03) in winter suggests a low ceiling near saturation, with possible fog and freezing conditions. The narrow spread and cold temperature point to low-visibility, icing-prone conditions, not convection.

21. B — "S-LOC 27" is the straight-in localizer (non-precision) minimums to an MDA for runway 27, used when the glide slope is unavailable. "S-ILS 27" would be the precision minimums with glide slope.

22. D — WCA ≈ crosswind ÷ (TAS ÷ 60) = 15 ÷ (90 ÷ 60) = 15 ÷ 1.5 = 10 degrees. The rule estimates the crab needed against the crosswind component.

23. D — The PIREP field "/IC LGT-MOD RIME" reports light to moderate rime icing. "/IC" is the icing field in a pilot report, and RIME specifies the ice type.

24. A — On an ILS, the missed approach is executed at the decision altitude if the runway environment is not in sight. The published missed-approach text then directs the climb and route.

25. A — In "30015G28KT," the value after "G" is the peak gust, so the gust is 28 knots. The steady wind is 15 knots from 300°.

26. C — The descent is 5,000 feet at 1,000 fpm, taking 5 minutes; at 2.5 NM/min, 5 minutes covers 12.5 NM, so descent begins 12.5 NM before the fix. Descent distance equals descent time times groundspeed.

27. B — "SKC" means sky clear. It indicates no clouds observed, distinct from "FEW" or "SCT" layers.

28. A — "HILPT" denotes a holding pattern in lieu of a procedure turn, used to accomplish the course reversal. It is flown like a hold to reverse course onto the inbound final.

29. A — Groundspeed = true airspeed + tailwind = 140 + 20 = 160 knots. A direct tailwind adds to true airspeed to yield groundspeed.

30. C — The lowest broken or overcast layer is BKN040, so the ceiling is 4,000 feet. The FEW and SCT layers below it do not constitute a ceiling.

31. C — "Circling NA at night" means circling to land is not authorized at night at that airport, typically due to unlit obstacles. Straight-in operations may still be permitted.

32. D — The altimeter group "A3015" decodes as 30.15 inches Hg, with the "A" prefix and an implied decimal. It is the local altimeter setting for the observation.

33. C — Using groundspeed × 5, the rate for a 3° path at 90 knots is 90 × 5 = 450 feet per minute. This rule of thumb approximates the descent rate needed to hold the glide path.

34. C — The "42" along a Victor airway between two fixes is the distance in nautical miles between them. Mileages are printed along airway segments on enroute charts.

35. D — "TAF AMD" is an amended forecast issued to correct or update the previous TAF when conditions warrant. Amendments are released when the forecast no longer matches expected conditions.

36. B — At 3°/sec, a 270° turn takes 270 ÷ 3 = 90 seconds. Standard-rate timing converts degrees of turn to seconds at three degrees per second.

37. B — "CIRCLING 1080-1" gives a circling minimum descent altitude of 1,080 feet MSL and a required visibility of 1 statute mile. The first number is the MDA (in MSL, not AGL) and the second is the visibility in statute miles; option A is wrong on both the altitude reference and the visibility unit.

38. D — "−RA BR" decodes as light rain ("−RA") and mist ("BR"). The minus sign denotes light intensity, and BR is the code for mist.

39. B — The touchdown zone elevation (TDZE) for the landing runway is the elevation relevant to approach minimums and height-above-touchdown calculations. It is the highest elevation in the first 3,000 feet of the landing surface.

40. A — The gradient is 4,000 feet over 20 NM = 4,000 ÷ 20 = 200 feet per NM. Descent gradient equals altitude loss divided by distance.

41. C — "VV003" denotes a vertical visibility of 300 feet into an indefinite ceiling or obscuration. It is reported when the sky is obscured and no discrete layer can be measured.

42. B — LPV typically provides the lowest minimums on an RNAV (GPS) chart, approaching ILS precision, and requires WAAS. LNAV and LP are lateral-only with higher minimums.

43. D — A SID's "Top Altitude 10000" is the altitude to climb to on the departure absent further ATC clearance. It defines the vertical limit of the published climb.

44. D — "250V310" indicates the wind direction is variable between 250° and 310°, reported when the direction varies significantly with a sufficient speed. It accompanies the steady/gust wind group.

45. A — Using time-to-station = 60 × minutes ÷ degrees of bearing change = 60 × 1 ÷ 5 = 12 minutes. The rate of bearing change abeam the station yields the time to it.

46. C — RVR is runway visual range, the horizontal distance a pilot can see down the runway, measured by transmissometers. It is often the controlling visibility value on precision approaches.

47. C — TEMPO conditions are expected to last less than 1 hour at a time within the stated window. It denotes brief fluctuations rather than a sustained or permanent change.

48. D — The descent is 11,000 − 3,000 = 8,000 feet at 800 fpm, taking 8,000 ÷ 800 = 10 minutes. Descent time equals altitude change divided by rate.

49. B — A MALSR is a medium-intensity approach lighting system with runway alignment indicator lights, aiding the visual transition near the runway. It is a common approach lighting configuration.

50. D — "141854Z" is the 14th day of the month at 1854 Zulu (UTC). All aviation weather times are given in UTC.

51. D — The threshold crossing height (TCH) is the height of the glide path above the runway threshold, here 55 feet. It indicates where the glide slope places the aircraft over the threshold.

52. B — Fuel burned = 48 minutes ÷ 60 × 10 gph = 0.8 × 10 = 8 gallons. Burn equals rate times time in hours.

53. D — "SH" denotes showers (showery precipitation), as in "SHRA" for rain showers. Showery precipitation indicates convective, unstable conditions.

54. A — DME provides a precise position fix that can refine the procedure or lower the MDA, so a "with DME" line may carry lower minimums. The added positional certainty supports the reduction.

55. C — In "18012G22KT," the "G" separates the steady wind (12 knots) from the peak gust value (22 knots). The gust is the maximum recent wind speed.

56. B — A VDP is a visual descent point on a non-precision approach from which a normal descent to landing may begin if the runway is in sight. Descending before the VDP risks an unstable or premature descent.

57. B — The bearing FROM the station is the reciprocal of the bearing TO the station: 090° + 180° = 270°. Reciprocals are computed by adding or subtracting 180°.

58. A — A solid triangle on an enroute chart denotes a compulsory reporting point, where position must be reported when not in radar contact. An open triangle is an on-request reporting point.

59. A — Scattered (SCT) represents 3 to 4 oktas (eighths) of sky coverage. Few is 1–2 oktas, broken is 5–7, and overcast is 8.

60. C — In "S-LOC 9 720-1," the "1" is the required visibility in statute miles, so 1 statute mile. Approach visibility minimums are expressed in statute miles (or hundreds of feet as RVR).