

PRACTICE EXAM 17

1. In Class C, D, or E airspace below 10,000 feet MSL during the day, the required cloud clearance is which of the following?

- A. Clear of clouds in all cases
- B. 1,000 below, 1,000 above, 1 mile horizontal
- C. 500 below, 1,000 above, 2,000 horizontal
- D. 500 below, 500 above, 1,000 horizontal

2. Within Class B airspace, the VFR cloud-clearance requirement is which of the following?

- A. 500 below, 1,000 above, 2,000 horizontal
- B. Clear of clouds
- C. 1,000 below, 1,000 above, 1 mile horizontal
- D. No cloud clearance at all

3. At and above 10,000 feet MSL (and more than 1,200 feet AGL) in Class E, the VFR visibility requirement is which of the following?

- A. 3 statute miles
- B. 5 statute miles
- C. 1 statute mile
- D. Clear of clouds only

4. In Class G airspace below 1,200 feet AGL during the day, the VFR requirements are which of the following?

- A. 3 statute miles and clear of clouds
- B. 5 statute miles and 1,000 below clouds
- C. Clear of clouds with no visibility minimum
- D. 1 statute mile and clear of clouds

5. Which airspace requires an ATC clearance to enter, surrounding the busiest airports?

- A. Class D airspace
- B. Class E airspace
- C. Class B airspace
- D. Class G airspace

6. Class A airspace begins at what altitude?

- A. 18,000 feet MSL
- B. 14,500 feet MSL
- C. 10,000 feet MSL
- D. 24,000 feet MSL

7. Class C airspace requires which of the following before entry?

- A. An ATC clearance like Class B
- B. Nothing for VFR aircraft
- C. Two-way radio communication established
- D. An instrument rating

8. A Recreational Pilot without the controlled-airspace endorsement may legally operate in which airspace?

- A. Class C surrounding a moderate airport
- B. Class G airspace near the surface
- C. Class D at a towered field
- D. Class B over a major city

9. The recommended traffic-pattern entry at a non-towered airport is which of the following?

- A. A straight-in approach
- B. An overhead descent through the pattern
- C. A base-leg entry from any direction
- D. A 45° entry to the downwind leg at pattern altitude

10. A standard traffic pattern uses turns in which direction unless otherwise published?

- A. Right turns
- B. Left turns
- C. Alternating turns
- D. Whichever the wind favors

11. The leg of the traffic pattern flown perpendicular to the runway, after the departure end, is called what?

- A. The crosswind leg
- B. The downwind leg
- C. The base leg
- D. The final approach

12. The base leg of the traffic pattern connects which two legs?

- A. The downwind leg and final approach
- B. The upwind and crosswind legs
- C. The departure and en route phases
- D. The taxi and run-up areas

13. On what frequency do pilots self-announce at an airport without an operating control tower?

- A. The emergency frequency 121.5
- B. The nearest Center frequency
- C. A discrete approach frequency
- D. The Common Traffic Advisory Frequency (CTAF)

14. A self-announce radio call at a non-towered airport should include which information?

- A. Position, intention, and the airport name
- B. Only the aircraft registration
- C. The pilot's certificate number
- D. The destination weather forecast

15. Runway markings are painted in which color?

- A. White
- B. Yellow
- C. Blue
- D. Green

16. Taxiway centerline and hold-short markings are painted in which color?

- A. White
- B. Blue
- C. Yellow
- D. Green

17. A hold-short line is depicted as which of the following?

- A. A single solid white line
- B. A dashed blue line
- C. Two dashed yellow lines only
- D. Two solid and two dashed yellow lines

18. On a VASI, seeing red over white indicates what?

- A. The aircraft is too low
- B. The aircraft is on the proper glidepath
- C. The aircraft is too high
- D. The VASI is inoperative

19. On a VASI, seeing white over white indicates what?

- A. The aircraft is above the proper glidepath
- B. The aircraft is on the glidepath
- C. The aircraft is below the glidepath
- D. The VASI has failed

20. A mandatory instruction sign at an airport uses which color scheme?

- A. Yellow background, black text
- B. Black background, yellow text
- C. Red background, white text
- D. Green background, white text

21. A location sign identifying the taxiway an aircraft is on uses which colors?

- A. Black background, yellow text
- B. Red background, white text
- C. White background, red text
- D. Yellow background, black text

22. A rotating beacon alternating white and green identifies what type of facility?

- A. A military airfield
- B. A lighted civilian land airport
- C. A heliport only
- D. A water seaplane base only

23. Threshold lights at the approach end of a runway are which color?

- A. Red
- B. Green
- C. White
- D. Blue

24. Runway edge lights are normally which color?

- A. Red
- B. Green
- C. White
- D. Blue

25. A runway numbered "09" is aligned approximately with which magnetic heading?

- A. 009 degrees
- B. 900 degrees
- C. 090 degrees
- D. 190 degrees

26. A Prohibited Area is best described as airspace where what is true?

- A. Flight is allowed with a clearance
- B. Flight is restricted only when active
- C. It exists only over international waters
- D. Flight is prohibited entirely

27. A Restricted Area is best described as airspace where what is true?

- A. Flight is restricted due to hazards; permission needed when active
- B. Flight is prohibited at all times
- C. It contains only training traffic
- D. No special rules apply

28. A Warning Area is located where?

- A. Over major cities
- B. Within Class B airspace
- C. Over international waters
- D. At non-towered airports

29. A Military Operations Area (MOA) affects a VFR pilot in what way?

- A. Entry is prohibited at all times
- B. A clearance is always required
- C. The pilot must remain 20 NM clear
- D. The pilot may transit but should use extreme caution and check if active

30. An Alert Area is best described as airspace with what characteristic?

- A. A permanent prohibition on civilian flight
- B. A requirement for an ATC clearance
- C. A 20-NM avoidance requirement
- D. A high volume of training or unusual activity, with shared collision-avoidance responsibility

31. A Temporary Flight Restriction (TFR) is published by what means?

- A. Only on the next printed sectional
- B. Solely in the Chart Supplement
- C. By NOTAM, which must be checked before flight
- D. By a permanent note in the AIM

32. Effective collision-avoidance scanning is best performed in what manner?

- A. One continuous sweep of the sky
- B. Focusing only directly ahead
- C. Small, overlapping segments with brief pauses to focus
- D. Scanning only near airports

33. An aircraft holding a constant position on the windscreen with no apparent relative motion is most likely in what situation?

- A. Moving safely away
- B. On a collision course
- C. A ground feature far below
- D. At a safe vertical separation

34. In a high-wing airplane, a pilot should do what before turning to clear the area?

- A. Momentarily raise the wing in the direction of the turn
- B. Close the throttle to slow down
- C. Lower the flaps fully
- D. Climb 500 feet first

35. Class E airspace is best described as which of the following?

- A. Uncontrolled airspace near the surface
- B. Controlled airspace that is not Class A, B, C, or D
- C. Airspace above 18,000 feet MSL
- D. Airspace requiring an instrument rating to enter

36. Class G airspace is best described as which of the following?

- A. Controlled airspace supporting IFR
- B. Uncontrolled airspace where ATC provides no separation
- C. Airspace requiring a clearance to enter
- D. Airspace beginning at 18,000 feet MSL

37. A direction sign at an airport, pointing toward taxiways, uses which colors?

- A. Red background, white text
- B. Black background, yellow text
- C. White background, black text
- D. Yellow background, black text

38. Why is an aircraft showing no relative motion on the windscreen especially dangerous?

- A. It is always larger than your aircraft
- B. It means the other pilot is not looking
- C. It is descending toward terrain
- D. It is on a constant bearing, signaling a collision course, while the eye is drawn to motion

39. The leg of the traffic pattern flown immediately after takeoff, aligned with the runway, is called what?

- A. The base leg
- B. The crosswind leg
- C. The upwind or departure leg
- D. The final approach

40. A rotating beacon operating during daylight in Class D airspace may indicate what?

- A. The airport has permanently closed
- B. A practice approach is underway
- C. Night operations have begun
- D. The surface-area weather is below VFR minimums

41. Within Class D airspace, the VFR cloud-clearance requirement below 10,000 feet MSL is which of the following?

- A. 500 below, 1,000 above, 2,000 horizontal
- B. Clear of clouds only
- C. 1,000 below, 1,000 above, 1 mile horizontal
- D. No cloud clearance required

42. The downwind leg of the traffic pattern is flown in what orientation relative to the runway?

- A. Parallel to the runway, opposite the landing direction
- B. Perpendicular to the runway after departure
- C. Aligned with the runway for landing
- D. At a 45-degree angle to final

43. Class D airspace surrounds airports with what feature?

- A. No control tower at all
- B. An operating control tower
- C. Only seaplane operations
- D. Only military operations

44. A pilot at a non-towered airport with a UNICOM uses it primarily for what?

- A. Receiving IFR clearances
- B. Obtaining radar vectors
- C. Filing flight plans
- D. Advisory information and self-announcement coordination

45. On a PAPI, a row of lights showing more red than white generally indicates what?

- A. The aircraft is below the glidepath
- B. The aircraft is exactly on the glidepath
- C. The aircraft is far above the glidepath
- D. The PAPI is inoperative

46. The vertical and lateral limits of airspace classes are depicted on what?

- A. The aircraft's flight manual
- B. A METAR
- C. The winds aloft forecast
- D. The sectional chart

47. A Recreational Pilot must avoid which of the following without a controlled-airspace endorsement?

- A. Class G airspace in rural areas
- B. Class E airspace en route below 10,000 feet
- C. Airspace requiring two-way communication with ATC
- D. Uncontrolled practice areas

48. The final approach leg of the traffic pattern is which of the following?

- A. The leg parallel to the runway
- B. The leg perpendicular before final
- C. The leg aligned with the runway for landing
- D. The leg flown immediately after takeoff

49. When two aircraft are approaching to land, which has the right of way?

- A. The faster of the two
- B. The aircraft at the lower altitude
- C. The larger aircraft
- D. The one that announces first

50. A pilot scanning for traffic should concentrate especially on detecting aircraft that show what?

- A. No relative motion against the windscreen
- B. Rapid movement across the sky
- C. A descending flight path only
- D. Bright navigation lights only

Answer Key & Explanations

1. C — In Class C, D, or E below 10,000 feet MSL, the day VFR cloud clearance is 500 feet below, 1,000 feet above, and 2,000 feet horizontal. This is paired with 3 statute miles visibility.
2. B — Within Class B airspace, the VFR cloud-clearance requirement is simply to remain clear of clouds, because ATC separates all traffic. Visibility must still be 3 statute miles.
3. B — At and above 10,000 feet MSL (and more than 1,200 feet AGL) in Class E, the VFR visibility requirement increases to 5 statute miles. Higher speeds at altitude justify the larger margin.

4. D — In Class G below 1,200 feet AGL during the day, VFR requires only 1 statute mile visibility and remaining clear of clouds. This is the most permissive airspace for VFR minimums.
5. C — Class B airspace surrounds the busiest airports and requires an ATC clearance to enter. Its inverted-wedding-cake structure contains high-volume traffic.
6. A — Class A airspace begins at 18,000 feet MSL and extends to FL600. It requires an instrument rating and ATC clearance.
7. C — Class C airspace requires two-way radio communication to be established before entry. It does not require a clearance like Class B.
8. B — Class G airspace near the surface requires no ATC communication and is within a Recreational Pilot's base privileges. Classes B, C, and D require the controlled-airspace endorsement.
9. D — The recommended non-towered pattern entry is a 45° entry to the downwind leg at pattern altitude, allowing smooth merging while scanning. Straight-in and overhead descents are not the recommended standard.
10. B — Standard traffic patterns use left turns unless a right pattern is published. Right patterns are indicated on the chart and by airport markings.
11. A — The crosswind leg is flown perpendicular to the runway after the departure end. It connects the upwind and downwind legs.
12. A — The base leg connects the downwind leg and final approach, flown perpendicular while descending. It positions the aircraft to turn onto final.
13. D — Pilots self-announce on the Common Traffic Advisory Frequency (CTAF) at non-towered airports. These calls are advisory, not clearances.

14. A — A self-announce call should include position, intention, and the airport name so other traffic can coordinate. Registration alone or certificate numbers are not the standard content.
15. A — Runway markings are painted white. Taxiway markings, by contrast, are yellow.
16. C — Taxiway centerline and hold-short markings are painted yellow. Runway markings are white.
17. D — A hold-short line is depicted as two solid lines on the near side and two dashed beyond. A pilot must hold there until it is safe to enter the runway.
18. B — On a VASI, red over white means the aircraft is on the proper glidepath. Red over red is too low and white over white is too high.
19. A — On a VASI, white over white means the aircraft is above the proper glidepath ("white over white, you'll fly all night"). Red over white is on path.
20. C — A mandatory instruction sign uses a red background with white text, marking entrances to runways and critical areas. Location signs are black with yellow.
21. A — A location sign uses a black background with yellow text, identifying the taxiway or runway the aircraft is on. Mandatory signs are red and direction signs are yellow.
22. B — A rotating beacon alternating white and green identifies a lighted civilian land airport. Different color combinations identify other facility types.
23. B — Threshold lights at the approach end of a runway are green, while the departure end shows red. These help identify the usable runway during approach.
24. C — Runway edge lights are normally white, with yellow on the final portion of some runways. They define the usable edges of the runway.

25. C — A runway numbered "09" is aligned approximately with magnetic heading 090 degrees, since the number is the heading with the last digit dropped. Thus "09" means 090°.
26. D — A Prohibited Area bars flight entirely, usually for security or national-welfare reasons. A Restricted Area, by contrast, only restricts flight when active.
27. A — A Restricted Area restricts flight due to hazards such as gunnery, and permission is needed from the controlling agency when active. It differs from a Prohibited Area, which bars flight entirely.
28. C — A Warning Area is located over international waters and contains activity hazardous to aircraft. It warns pilots of danger beyond domestic airspace.
29. D — A VFR pilot may transit a Military Operations Area but should use extreme caution and check whether it is active. Entry is not prohibited and no clearance is required.
30. D — An Alert Area contains a high volume of training or unusual activity, with all pilots sharing collision-avoidance responsibility. No clearance is required and entry is not prohibited.
31. C — Temporary Flight Restrictions are published by NOTAM and must be checked before every flight. They appear too quickly to reach printed charts.
32. C — Effective scanning uses small, overlapping segments with brief pauses to focus, rather than a continuous sweep. The eye cannot detect distant traffic while moving.
33. B — An aircraft holding a constant position on the windscreen with no apparent relative motion is on a collision course. The constant relative bearing is the warning sign.
34. A — In a high-wing airplane, momentarily raising the wing in the direction of the turn clears the area for traffic hidden by the airframe. This counters the wing's blind spot.
35. B — Class E is controlled airspace that is not Class A, B, C, or D, supporting IFR operations with defined floors. It is the most common controlled airspace a Recreational Pilot uses.

36. B — Class G airspace is uncontrolled, meaning ATC provides no separation service. It typically lies near the surface in less-busy areas.

37. D — A direction sign uses a yellow background with black text, pointing toward taxiways or facilities. Location signs are black with yellow and mandatory signs are red.

38. D — An aircraft showing no relative motion is on a constant bearing — a collision course — and is dangerous because the eye is drawn to motion and may overlook the stationary target. This is why deliberate scanning is essential.

39. C — The leg flown immediately after takeoff, aligned with the runway, is the upwind or departure leg. The pattern then proceeds to crosswind, downwind, base, and final.

40. D — A rotating beacon operating during daylight in Class D airspace may indicate the surface-area weather is below VFR minimums. It is a cue to verify conditions before operating there.

41. A — Within Class D below 10,000 feet MSL, the VFR cloud-clearance requirement is 500 below, 1,000 above, and 2,000 horizontal. This matches the Class C and E requirement at those altitudes.

42. A — The downwind leg is flown parallel to the runway in the direction opposite to landing. The base leg then connects it to final approach.

43. B — Class D airspace surrounds airports with an operating control tower. It requires two-way radio communication before entry.

44. D — A UNICOM at a non-towered airport is used for advisory information and self-announcement coordination. It does not provide clearances, vectors, or flight-plan filing.

45. A — On a PAPI, more red than white generally indicates the aircraft is below the glidepath. A balanced or more-white indication means on or above path.

46. D — The vertical and lateral limits of airspace classes are depicted on the sectional chart. The chart shows airspace boundaries, floors, and ceilings.

47. C — Without the controlled-airspace endorsement, a Recreational Pilot must avoid airspace requiring two-way communication with ATC. Class E and G near non-towered fields remain available.

48. C — The final approach leg is aligned with the runway for landing. It follows the base leg in the pattern sequence.

49. B — When two aircraft are approaching to land, the one at the lower altitude has the right of way, though it may not cut in front of another on final. Altitude, not speed or size, governs.

50. A — A pilot should concentrate on detecting aircraft that show no relative motion against the windscreen, since these are on a collision course. Such targets are easy to miss because the eye is drawn to movement.