PRACTICE EXAM 17 SIMULATION

1. A pilot departs IFR into a low overcast and immediately loses the attitude indicator. Which combination of instruments best maintains controlled flight?

A. Turn coordinator, altimeter, airspeed indicator, and the magnetic compass

B. Attitude indicator and heading indicator working as the primary pair

C. Vertical speed indicator and outside visual references through the windscreen

D. Heading indicator alone, supplemented by the engine performance gauges

2. During preflight planning, a pilot calculates the destination forecast as ceiling 1,500 and visibility 2 miles at the ETA. What does this require under the alternate rules?

A. No alternate is required because the destination has a published approach

B. The flight may depart VFR without filing any instrument flight plan

C. An alternate airport must be filed because conditions are below the standard

D. The pilot must delay departure until conditions improve above the minimums

3. A pilot is established on a published hold and receives "expect further clearance 1545." If radio contact is then lost, what does this time govern?

A. The maximum airspeed permitted within the holding pattern legs

B. The length of each outbound leg to be flown around the pattern

C. The altitude to maintain throughout the duration of the hold

D. The time to depart the fix and continue if communications fail

4. While enroute IFR, a pilot notices the directional gyro disagrees with the magnetic compass by 15 degrees. After ruling out turning error, what is the appropriate action?

A. Realign the heading indicator to the compass in steady level flight

B. Disregard the discrepancy since the compass is always less reliable

C. Declare an emergency and request immediate vectors to land

D. Switch all navigation to the standby GPS and ignore both instruments

5. A pilot transitioning to an ILS notices the glideslope flag appears while the localizer remains active. What does this indicate the pilot should do?

A. Treat the approach as a localizer-only nonprecision approach using higher minimums

B. Continue using full ILS precision minimums since the localizer is working

C. Abandon the approach immediately and divert to the filed alternate

D. Descend on the glideslope using the last valid indication before the flag

6. During an approach briefing, the pilot identifies that the missed approach requires a climbing right turn to a holding fix. Why brief this before starting the approach?

A. Briefing afterward would violate a specific federal aviation regulation

B. The autopilot can only be programmed for the missed approach on the ground

C. Go-around workload is high, leaving little time to study the procedure then

D. The controller requires the missed approach briefing before issuing clearance

7. A pilot flying a DME arc to intercept a final approach course must anticipate the lead point. What primarily determines this lead?

A. The aircraft's groundspeed and the angle of intercept to the course

B. The barometric altimeter setting in use at the destination airport

C. The published decision altitude for the precision approach segment

D. The Morse identifier confirming the navaid is operating correctly

8. While holding, a pilot is told to "descend to 4,000, maintain 4,000, expect approach clearance at 1520." What does the "expect" portion communicate?

A. A clearance to begin the approach immediately upon reaching the altitude

B. An anticipated time for approach clearance, useful if radios then fail

C. A requirement to report leaving the holding altitude at that exact time

D. A maximum holding airspeed restriction effective at the stated time

9. A pilot encounters moderate rime icing while level at 8,000 in cloud. What is the most appropriate initial response?

A. Increase airspeed substantially to shed the ice through aerodynamic forces

B. Maintain altitude and heading, since rime ice does not affect performance

C. Request an altitude or routing change to exit the icing conditions

D. Descend below the freezing level regardless of the terrain clearance

10. During a coupled ILS, the autopilot captures the glideslope but the aircraft begins descending well above the published intercept altitude. What should the pilot suspect?

A. The localizer transmitter has failed and the course is now unreliable

B. The autopilot is functioning normally and no intervention is needed

C. A false glideslope capture, requiring the pilot to verify and correct

D. The marker beacon receiver has malfunctioned during the approach

11. A pilot planning an IFR flight must determine fuel requirements. Which sequence correctly reflects the regulatory minimum?

A. Destination fuel plus a thirty-minute reserve with no alternate planning

B. Destination, then alternate, plus forty-five minutes at normal cruise speed

C. Destination plus one hour of holding fuel without any alternate fuel

D. Alternate first, then destination, plus a thirty-minute final reserve

12. While being vectored, a pilot is told "fly heading 270, vectors for the ILS, maintain 3,000 until established." What does "until established" authorize?

A. Descending on the approach only after intercepting the published course

B. An immediate descent to the decision altitude upon receiving the heading

C. Maintaining 3,000 feet throughout the entire approach to the runway

D. Canceling the altitude restriction as soon as the heading is assigned

13. A pilot reaching the final approach fix on a nonprecision approach begins descent to the MDA. What governs how low the aircraft may descend?

A. The decision altitude shown for the precision approach to that runway

B. The glideslope intercept altitude published on the approach chart

C. The pilot's discretion based on the observed visibility at the time

D. The published MDA, below which descent requires the runway in sight

14. A pilot experiences a partial vacuum failure and loses the attitude indicator and heading indicator. Which scan technique now applies?

A. Partial-panel flying using the turn coordinator and the magnetic compass

B. Full-panel scan relying primarily on the attitude indicator as before

C. Visual flight using outside references through the forward windscreen

D. Autopilot-coupled flight using the failed instruments as backup references

15. A pilot is cleared for an RNAV approach and the GPS annunciates "LPV" minimums. What does this provide?

A. Approach guidance with vertical performance similar to a precision approach

B. Lateral guidance only, with no vertical navigation available on this approach

C. A circling-only procedure that prohibits any straight-in landing minimums

D. Guidance usable solely above the published minimum sector altitude

16. During an instrument departure, the pilot must comply with an obstacle departure procedure requiring a climb gradient of 300 feet per nautical mile. At 120 knots groundspeed, approximately what climb rate satisfies this?

A. About 300 feet per minute regardless of the groundspeed flown

B. About 600 feet per minute to meet the required gradient at that speed

C. About 900 feet per minute to exceed the published climb gradient

D. About 200 feet per minute averaged across the departure segment

17. A pilot enters a hold via a teardrop entry. Which initial action correctly begins this entry?

A. Cross the fix and turn directly outbound parallel on the non-holding side

B. Cross the fix and immediately turn to the inbound holding course heading

C. Cross the fix and turn to a heading offset 30 degrees into the pattern

D. Continue straight through the fix for two minutes before any turn

18. A pilot flying IFR receives "traffic alert, climb immediately" from a resolution advisory. What is the correct response?

A. Query ATC for confirmation before initiating any change in altitude

B. Follow the resolution advisory promptly while advising ATC of the maneuver

C. Maintain the assigned altitude since ATC clearance takes precedence

D. Descend instead to increase separation from the conflicting traffic

19. A pilot must select an approach when both an ILS and an RNAV (GPS) are available, but the glideslope is reported out of service. Which is the better choice?

A. The ILS flown to its full precision decision altitude despite the outage

B. The RNAV (GPS) approach, which provides usable vertical guidance

C. A visual approach regardless of the reported ceiling and visibility

D. The ILS localizer with the glideslope flown from memory estimation

20. During cruise, a pilot crosses a fix with a published minimum crossing altitude higher than the current altitude. What must the pilot do?

A. Begin a climb to cross the fix at or above the minimum crossing altitude

B. Maintain the current altitude since enroute altitudes always suffice

C. Descend to the minimum enroute altitude before reaching the fix

D. Request a lower altitude to remain below the crossing restriction

21. A pilot notes the airspeed indicator reading drops toward zero during a climb while the altimeter and VSI behave normally. What is the most likely cause?

A. The static port is blocked, affecting all three pitot-static instruments

B. The pitot tube ram-air inlet is blocked while the drain hole remains open

C. The vacuum pump has failed, disabling the gyroscopic instruments

D. The alternate static source has been inadvertently left in the open position

22. A pilot is established inbound on a localizer back course. Without reverse-sensing equipment, how does the course needle behave?

A. It indicates normally exactly as it would on a front course approach

B. It becomes completely inoperative and provides no usable guidance

C. It displays only the glideslope information for the back course descent

D. It senses in reverse, requiring the pilot to correct opposite the needle

23. During an approach, the pilot reaches the visual descent point but does not have the runway in sight. What is the correct action?

A. Continue at the MDA to the missed approach point before any go-around

B. Begin an immediate descent toward the runway threshold from the VDP

C. Descend below the MDA cautiously while searching for the runway lights

D. Initiate the missed approach immediately upon reaching the descent point

24. A pilot planning a flight sees the alternate forecast as ceiling 600 and visibility 2 miles. For an airport with a precision approach, do these meet standard alternate minimums?

A. Yes, because any published approach automatically qualifies the alternate

B. No, the ceiling must be at least 1,000 feet for any alternate airport

C. Yes, because the visibility alone satisfies the alternate requirement

D. No, a precision approach alternate requires 600 and 2, which is exactly met

25. A pilot encounters unexpected IMC while operating VFR and is not instrument current. What is the safest immediate action?

A. Continue the flight and attempt to descend below the cloud layer

B. Execute a 180-degree level turn to exit back toward visual conditions

C. Climb above the clouds to continue the flight on top in clear air

D. Maintain heading and accept the conditions until reaching the destination

26. A pilot is cleared "cross BRAVO at and maintain 6,000, then as published." What does this clearance combine?

A. A speed restriction at the fix followed by a heading assignment

B. A crossing altitude restriction followed by the published procedure

C. A holding instruction at the fix until a published clearance is issued

D. A descent below 6,000 immediately after passing the named fix

27. During a missed approach, the pilot must transition from descent to climb while reconfiguring the aircraft. What is the highest priority in this sequence?

A. Tuning the radio for the next approach clearance from the controller

B. Identifying the exact reason the first approach was not completed

C. Establishing the climb and maintaining aircraft control first

D. Briefing the passengers on the reason for the discontinued approach

28. A pilot reviewing an approach chart sees the note "circling NA southeast of runway." What does this restrict?

A. Circling to land is not authorized in the southeast sector of the airport

B. The straight-in approach is unavailable from the southeast direction

C. The missed approach must not be flown toward the southeast quadrant

D. Night operations are prohibited on the southeast portion of the runway

29. A pilot flying an approach in gusty conditions adds a gust correction to the approach speed. What is the primary purpose of this addition?

A. To reduce fuel consumption during the final approach segment

B. To allow a steeper descent angle closer to the runway threshold

C. To satisfy a controller request for increased final approach speed

D. To maintain a safe margin above stall during gusty wind conditions

30. A pilot loses two-way communication while IFR in IMC with a clearance limit at the destination airport. When should the approach be commenced?

A. Immediately upon arrival at the clearance limit regardless of timing

B. At the expect-further-clearance time, or ETA if none was issued

C. Only after squawking 7700 and circling the fix for ten minutes

D. After descending to the minimum enroute altitude over the fix

31. A pilot must interpret a clearance "maintain 5,000, cross TANGO at 3,000, cleared ILS runway 9." In what order do these constraints apply?

A. Descend to 3,000 first, then climb back to 5,000 before the approach

B. Maintain 3,000 for the entire route until intercepting the localizer

C. Begin the ILS approach before reaching TANGO at any altitude

D. Maintain 5,000 until the descent needed to cross TANGO at 3,000

32. During an instrument approach, the pilot notices the localizer needle becomes increasingly sensitive nearing the runway. Why does this occur?

A. The receiver gain increases automatically as the aircraft descends lower

B. The glideslope signal interferes with the localizer at close range

C. The localizer beam narrows as it converges toward the runway end

D. The autopilot amplifies the deflection to improve tracking precision

33. A pilot planning a long IFR flight reviews icing forecasts and finds a layer between 6,000 and 10,000 feet. What is the best planning strategy?

A. File through the layer and rely on deicing equipment to manage the ice

B. File at an altitude that climbs through the layer as slowly as possible

C. Accept the icing layer since rime ice rarely affects climb performance

D. File an altitude above or below the forecast icing layer if terrain permits

34. A pilot flying a stabilized approach exceeds the target descent rate significantly on short final. What is the appropriate response?

A. Continue the approach and correct the descent rate after touchdown

B. Increase the descent rate further to maintain the planned touchdown point

C. Reduce power slightly and accept the deviation through the flare

D. Execute a go-around since the approach is no longer stabilized

35. A pilot is cleared for the approach but the controller adds "report procedure turn inbound." When is this report made?

A. After completing the course reversal and turning back toward the fix inbound

B. Immediately upon receiving the approach clearance from the controller

C. When the aircraft first reaches the initial approach fix on the chart

D. Upon descending to the published minimum descent altitude on final

36. A pilot experiences a static system blockage and selects the alternate static source. What altimeter behavior should be anticipated?

A. The altimeter will read lower than the true altitude during the flight

B. The altimeter typically reads slightly higher than the true altitude

C. The altimeter ceases to function entirely until the system is repaired

D. The altimeter reading remains completely unaffected by the change

37. A pilot must choose a holding airspeed at 7,000 feet MSL. What is the maximum standard holding speed at this altitude?

A. 230 knots indicated airspeed for all aircraft at this altitude

B. 200 knots indicated airspeed as the maximum holding speed there

C. 175 knots indicated airspeed for propeller-driven aircraft only

D. 265 knots indicated airspeed regardless of the aircraft category

38. During an approach, the aircraft passes the final approach fix and the pilot begins timing for the missed approach point. Why is timing necessary on this approach?

A. The approach lacks a distance-measuring fix to identify the missed point

B. Timing replaces the requirement to monitor the localizer course inbound

C. The controller requires a time report at each segment of the approach

D. Timing determines the maximum holding speed at the missed approach point

39. A pilot receives a clearance amendment routing through mountainous terrain at night. What additional consideration becomes most important?

A. Selecting a more fuel-efficient cruise speed for the longer routing

B. Reducing cabin lighting to improve the forward outside visibility

C. Verifying minimum enroute and crossing altitudes for terrain clearance

D. Increasing the transponder code volume to ensure radar coverage

40. A pilot flying IFR enters forecast moderate turbulence at cruise. What airspeed adjustment is most appropriate?

A. Increase to maximum cruise speed to transit the turbulence quickly

B. Reduce to maneuvering speed for the current aircraft gross weight

C. Maintain normal cruise speed because turbulence has no structural effect

D. Slow to just above the stalling speed to minimize the airframe loads

41. A pilot reviewing an approach chart sees both "S-ILS 9" and "S-LOC 9" minimums listed. What distinguishes these two lines?

A. The ILS line gives lower decision altitude minimums with the glideslope active

B. The localizer line provides lower minimums than the full ILS approach

C. The two lines apply identically regardless of the glideslope status

D. The ILS line applies only when circling minimums are not authorized

42. A pilot must decide whether to accept a clearance "maintain VFR conditions on top." What does this clearance require?

A. The pilot maintains VFR cloud clearance and visibility while on an IFR plan

B. The flight cancels its IFR clearance immediately upon reaching the tops

C. The pilot descends below the cloud layer to maintain visual reference

D. The aircraft climbs continuously without any assigned cruising altitude

43. During an emergency descent for a pressurization failure, what is the pilot's primary objective?

A. To maintain the planned cruise altitude until reaching the destination

B. To slow the aircraft below maneuvering speed before any descent begins

C. To descend promptly to a safe breathable altitude while controlling the aircraft

D. To complete the entire approach checklist before initiating the descent

44. A pilot is established on an approach and the runway environment becomes visible at the MDA. What must be true to continue the descent to land?

A. The decision altitude must be reached before any further descent occurs

B. The controller must issue a specific clearance to leave the MDA for landing

C. The autopilot must remain coupled throughout the visual descent segment

D. The aircraft is positioned to land using normal maneuvers within limits

45. A pilot planning an alternate notes the airport has only a nonprecision approach. What standard alternate minimums apply?

A. Ceiling 600 feet and visibility 2 statute miles for any approach type

B. No specific minimums since a nonprecision approach cannot be an alternate

C. Ceiling 1,000 feet and visibility 1 mile for all nonprecision approaches

D. Ceiling 800 feet and visibility 2 statute miles for the nonprecision approach

46. A pilot flying a procedure turn must remain within the charted distance limit. What is the typical maximum distance for a procedure turn?

A. Within 10 nautical miles of the fix unless otherwise charted on the procedure

B. Within 5 nautical miles regardless of the aircraft approach category flown

C. Within 15 nautical miles to allow adequate room for the course reversal

D. Within 3 nautical miles to keep the aircraft close to the final segment

47. A pilot receives "cleared to ALPHA airport, hold north as published, expect further clearance 1610." What does the published portion specify?

A. The pilot improvises a holding pattern based on the prevailing wind direction

B. The pilot selects any convenient holding direction at the named fix

C. The holding pattern depicted on the chart for that fix must be flown

D. The pilot holds only until visual contact with the airport is established

48. A pilot encounters a rapidly dropping oil pressure indication while IFR in IMC. What is the most appropriate course of action?

A. Continue to the filed destination while monitoring the gauge closely

B. Increase engine power to restore the oil pressure to a normal range

C. Declare the situation to ATC and divert to the nearest suitable airport

D. Descend below the clouds to attempt a visual diagnosis of the engine

49. A pilot flying an ILS notices the aircraft is consistently below the glidepath with the glideslope needle deflected upward. What correction is needed?

A. Increase the rate of descent to recapture the glidepath from below

B. Reduce the descent rate or add power to climb back toward the glidepath

C. Maintain the current descent since the needle position is acceptable

D. Disregard the glideslope and continue using the localizer guidance only

50. A pilot must brief the approach including the navigation frequency, course, and minimums. Why is verifying the navigation frequency identification essential?

A. It confirms the runway lighting system is currently activated for landing

B. It establishes the maximum holding airspeed for the approach segment

C. It determines the required climb gradient for the missed approach

D. It ensures the correct navaid is tuned and providing reliable guidance

51. A pilot operating IFR is assigned a speed of 170 knots while being sequenced for approach. What is the controller's primary purpose for the assignment?

A. To reduce the aircraft's total fuel consumption during the descent

B. To maintain proper spacing between the aircraft and surrounding traffic

C. To allow the pilot to bypass the published approach speed restrictions

D. To ensure the transponder maintains a continuous altitude readout

52. A pilot reaching the missed approach point on a nonprecision approach has the required visibility but cannot identify the runway. What is the correct action?

A. Continue descending below the MDA while searching for the runway lights

B. Circle the airport at the MDA until the runway becomes clearly visible

C. Execute the published missed approach procedure from that point

D. Request a lower approach minimum from the controller before deciding

53. A pilot is told "radar service terminated, resume own navigation" near the approach. What must the pilot now do?

A. Cancel the IFR flight plan and proceed under visual flight rules to land

B. Hold at the present position until further routing is issued by the controller

C. Navigate to the approach using published procedures and own navigation

D. Climb to the minimum enroute altitude before continuing the approach

54. A pilot reviews the takeoff minimums for an airport and finds a published climb gradient steeper than standard. What does this indicate about the departure?

A. The airport restricts all departures to daytime visual conditions only

B. The runway is too short for normal instrument departure operations

C. The departure requires a higher approach category aircraft for safety

D. Obstacles in the departure path require a greater than standard climb rate

55. A pilot flying a coupled approach must monitor for automation failures. What is the most appropriate monitoring practice?

A. Fully trust the autopilot and avoid touching the controls until landing

B. Disconnect the autopilot at the final approach fix and hand-fly throughout

C. Watch only the engine instruments while the autopilot flies the approach

D. Continuously cross-check the flight instruments against the approach profile

56. A pilot must determine the meaning of "VFR-on-top" versus "VFR conditions on top." Which describes "VFR-on-top"?

A. A mandatory clearance issued by ATC requiring descent below the clouds

B. An IFR clearance allowing the pilot to select a VFR altitude while on top

C. A cancellation of the IFR flight plan upon reaching the cloud tops

D. A visual approach clearance issued only in uncontrolled airspace areas

57. A pilot flying an approach experiences a go-around and the tower issues "fly runway heading, climb and maintain 3,000." What does "runway heading" require?

A. Following the runway's magnetic course while applying full wind correction

B. Turning to the published missed approach track regardless of the heading

C. Maintaining the runway's magnetic heading without any wind correction applied

D. Climbing on the localizer back course away from the airport environment

58. A pilot reviewing the approach minimums sees that inoperative approach lights raise the required visibility. Why does this adjustment apply?

A. The autopilot cannot couple to the approach without the lighting active

B. The controller's workload increases when the lighting system is unavailable

C. The localizer signal weakens whenever the approach lighting is inoperative

D. Fewer visual cues require greater visibility to acquire the runway environment

59. A pilot must select an emergency squawk code after experiencing an engine failure while IFR. Which code is appropriate?

A. Code 1200 to indicate the aircraft has reverted to visual flight rules

B. Code 7600 to indicate a complete two-way radio communications failure

C. Code 7500 to indicate unlawful interference is occurring aboard the aircraft

D. Code 7700 to alert ATC of a general in-flight emergency situation

60. A pilot completing an approach briefing reviews the missed approach climb, heading, and holding instructions. Why review the holding instructions as part of this briefing?

A. The holding pattern determines the decision altitude for the approach segment

B. Holding instructions establish the required final approach descent rate

C. After a missed approach, the aircraft often proceeds directly into a hold

D. The holding pattern sets the maximum airspeed for the final approach course

Answer Key

1. A. Partial-panel cross-check — With the attitude indicator failed, the turn coordinator (bank), altimeter/VSI (pitch), airspeed, and compass maintain control.

2. C. Alternate required — Ceiling 1,500/2 SM is below the 1-2-3 rule (2,000/3 SM), so an alternate must be filed.

3. D. EFC time — Governs when to depart the fix and continue if communications are lost.

4. A. Gyro drift — Realign the heading indicator to the magnetic compass in steady, level, unaccelerated flight.

5. A. Glideslope flag — A failed glideslope with a working localizer means flying the approach as a localizer-only nonprecision approach at higher (MDA) minimums.

6. C. Missed approach briefing — High go-around workload leaves little time to study the procedure then, so brief it first.

7. A. DME arc lead point — Determined by groundspeed and the intercept angle to the final course.

8. B. "Expect approach clearance" time — Communicates an anticipated approach time, valuable if radios fail.

9. C. Icing response — Request an altitude or routing change to exit the icing conditions.

10. C. False glideslope capture — Capturing well above the published intercept altitude suggests a false glideslope lobe; verify and correct.

11. B. IFR fuel — Destination, then alternate, plus 45 minutes at normal cruise (FAR 91.167).

12. A. "Until established" — Authorizes descent on the approach only after intercepting the published course.

13. D. MDA — Descent below the published MDA requires the runway environment in sight.

14. A. Vacuum failure scan — Partial-panel flying using the turn coordinator and magnetic compass.

15. A. LPV minimums — Provide vertical guidance with performance approaching that of a precision approach.

16. B. Climb gradient math — 300 ft/NM × 2 NM/min (120 kt) = 600 ft/min.

17. C. Teardrop entry — Cross the fix and turn to a heading offset ~30° into the pattern, then turn inbound.

18. B. Resolution advisory — Follow the RA promptly and advise ATC of the maneuver; the RA takes precedence.

19. B. Approach selection — With the ILS glideslope out, the RNAV (GPS) with usable vertical (LPV/LNAV-VNAV) guidance is the better choice.

20. A. Minimum crossing altitude — Climb to cross the fix at or above the MCA.

21. B. Pitot blocked, drain open — Airspeed drops toward zero while altimeter/VSI (static-driven) behave normally.

22. D. Back course reverse sensing — Without correction, the needle senses in reverse; correct opposite the needle.

23. A. Visual descent point — With no runway in sight at the VDP, continue at MDA to the missed approach point before going around. (See Distractor Concern.)

24. D. Precision alternate minimums — A precision-approach alternate requires 600-and-2, which is exactly met here.

25. B. Inadvertent IMC — Execute a level 180° turn to return to visual conditions.

26. B. Combined clearance — A crossing altitude restriction at the fix followed by the published procedure.

27. C. Missed approach priority — Establish the climb and maintain aircraft control first (aviate).

28. A. Circling NA — Circling to land is not authorized in the southeast sector.

29. D. Gust correction — Maintains a safe margin above stall in gusty conditions.

30. B. Lost comms approach timing — Begin the approach at the EFC time, or at the ETA if no EFC was issued.

31. D. Clearance order — Maintain 5,000 until the descent required to cross TANGO at 3,000.

32. C. Localizer sensitivity — The beam narrows (converges) toward the runway, increasing needle sensitivity.

33. D. Icing planning — File an altitude above or below the forecast icing layer if terrain permits.

34. D. Unstable approach — Go around when the approach is no longer stabilized.

35. A. Report PT inbound — Made after completing the course reversal and turning back inbound toward the fix.

36. B. Alternate static source — Cabin air is at slightly lower pressure, so the altimeter reads slightly higher than true.

37. B. Max holding speed — At 6,001–14,000 ft, the maximum holding speed is 200 KIAS.

38. A. Timing on approach — Used when no DME/fix identifies the missed approach point.

39. C. Night mountainous routing — Verify minimum enroute and crossing altitudes for terrain clearance.

40. B. Turbulence airspeed — Reduce to maneuvering speed (Va) for the current weight.

41. A. S-ILS vs S-LOC — The ILS line offers lower DA minimums with an active glideslope; the LOC line is the higher nonprecision minimum.

42. A. VFR conditions on top — The pilot maintains VFR cloud clearance/visibility while still on an IFR clearance.

43. C. Emergency descent — Descend promptly to a safe breathable altitude while maintaining aircraft control.

44. D. Descent below MDA — The aircraft must be positioned to land using normal maneuvers within the published limits (and runway in sight).

45. D. Nonprecision alternate minimums — Ceiling 800 ft and visibility 2 SM (standard nonprecision alternate).

46. A. Procedure turn distance — Typically within 10 NM of the fix unless otherwise charted.

47. C. "As published" hold — The charted holding pattern for that fix must be flown.

48. C. Low oil pressure — Declare to ATC and divert to the nearest suitable airport.

49. B. Below glidepath — A needle deflected up means below path; reduce descent or add power to climb back up.

50. D. Navaid identification — Ensures the correct navaid is tuned and providing reliable guidance.

51. B. Speed assignment — Maintains proper spacing with surrounding traffic during sequencing.

52. C. Missed approach point — With the runway not identified, execute the published missed approach from that point.

53. C. Resume own navigation — Navigate to the approach using published procedures and own navigation.

54. D. Steeper climb gradient — Obstacles in the departure path require a greater-than-standard climb rate.

55. D. Coupled-approach monitoring — Continuously cross-check the flight instruments against the approach profile.

56. B. VFR-on-top — An IFR clearance allowing the pilot to fly a VFR altitude while operating on top.

57. C. Runway heading — Fly the runway's assigned magnetic heading without applying wind correction.

58. D. Inop approach lights — Fewer visual cues require greater visibility to acquire the runway.

59. D. Emergency squawk — Code 7700 for a general in-flight emergency.

60. C. Brief holding — After a missed approach, the aircraft often proceeds directly into the published hold.