PRACTICE EXAM 20 SIMULATION

1. What capability does a WAAS-enabled GPS receiver add compared to a non-WAAS unit?

A. Augmentation that improves accuracy and enables vertically guided approaches

B. The ability to receive ground-based localizer signals for backup guidance

C. Automatic tuning of all VOR frequencies along the planned route of flight

D. Continuous voice communication with the controlling air traffic facility

2. A pilot flying an RNAV (GPS) approach sees "LNAV/VNAV" minimums published. What guidance does this line provide?

A. Lateral guidance only, identical to a basic localizer approach procedure

B. A circling-only maneuver prohibiting any straight-in landing minimums

C. Vertical guidance derived solely from the barometric altimeter system

D. Lateral plus vertical guidance flown to a decision altitude on the approach

3. What does the "LP" line of minimums on an RNAV (GPS) approach indicate?

A. A precision approach with vertical guidance to a decision altitude

B. Localizer performance lateral guidance without vertical, to an MDA

C. A standard VOR approach using distance-measuring equipment guidance

D. A circling procedure available only above the minimum sector altitude

4. A pilot loses WAAS vertical guidance and the receiver downgrades from LPV to LNAV. What does this require?

A. An immediate missed approach because the approach is no longer usable

B. Continuing with the same decision altitude already briefed for the LPV

C. Switching to the ILS glideslope for the remainder of the approach

D. Reverting to the lateral-only nonprecision minimums for the approach

5. What does the term "RNP" specify in the context of area navigation operations?

A. A required navigation procedure mandated only in oceanic airspace

B. A radar navigation protocol used exclusively for terminal vectoring

C. A required navigation performance value defining the accuracy needed

D. A reduced navigation priority assigned during high-traffic periods

6. A pilot's flight director displays command bars during an approach. What is the pilot's correct interpretation?

A. The aircraft is being flown automatically with no pilot input required

B. The command bars replace the need to monitor the raw navigation data

C. The bars show the attitude to fly to satisfy the selected flight mode

D. The bars indicate the aircraft has departed protected approach airspace

7. What does a "GPS RAIM" prediction performed before an approach confirm?

A. That satellite geometry will support the required integrity at the destination

B. That the runway lighting system is operational for the planned arrival

C. That the alternate airport meets the standard weather minimums needed

D. That the autopilot is correctly configured for the coupled approach

8. A pilot reviewing currency finds the last six instrument approaches were logged 7 months ago. What is the regulatory status?

A. The pilot remains current because approaches never expire once logged

B. The pilot may fly IFR after a single additional practice approach

C. Currency is maintained as long as a flight review was recently completed

D. The pilot is not current and must reestablish currency before IFR flight

9. A pilot's instrument currency lapsed 8 months ago. The pilot did not regain currency during the 6-month grace period that followed the lapse, performing no approaches, holding, or course tracking with a safety pilot. What is now required to act as pilot in command under IFR?

A. A single practice approach flown with any appropriately rated safety pilot

B. A logbook endorsement alone, since the flight review was completed recently

C. An instrument proficiency check administered by an authorized evaluator

D. Nothing further, because instrument privileges remain valid for 24 months

10. A pilot programs a flight management system with a published arrival. What does the FMS primarily compute for the descent?

A. A vertical path and top-of-descent point to meet the altitude constraints

B. The required runway visual range for the destination instrument approach

C. The maximum holding airspeed for each fix along the arrival route

D. The transponder code to be assigned by the arrival control facility

11. What does an aircraft equipment suffix of "/G" in a flight plan indicate?

A. A transponder with no altitude encoding capability installed aboard

B. RNAV capability without any GPS or satellite-based augmentation

C. Basic VOR navigation equipment with distance-measuring equipment only

D. GPS or GNSS-equipped with the appropriate RNAV operational capability

12. A pilot flying an LPV approach reaches the decision altitude without the runway in sight. What is the correct action?

A. Level off at the decision altitude and continue toward the runway threshold

B. Descend below the decision altitude briefly to search for the approach lights

C. Circle at the decision altitude until the runway environment becomes visible

D. Execute the published missed approach procedure from the decision altitude

13. What is the function of the "autopilot altitude preselect" feature during a climb?

A. It computes the most fuel-efficient climb speed for the current weight

B. It captures and levels the aircraft at a pilot-selected target altitude

C. It selects the appropriate transponder code for the assigned altitude

D. It adjusts the cabin pressurization schedule during the climb to altitude

14. A pilot notices the EFIS displays a red "X" over the attitude display. What does this annunciation indicate?

A. A failure of the attitude data source feeding that primary display

B. The aircraft has exceeded its maximum certificated bank angle limit

C. A successful self-test confirming the attitude system is operating

D. The autopilot has captured the selected approach guidance mode

15. What does "baro-VNAV" rely upon to compute the vertical path on an approach?

A. A satellite-based augmentation signal providing vertical correction data

B. The barometric altimeter referenced to the local altimeter setting

C. A ground-based glideslope transmitter located near the runway end

D. The radar altimeter measuring the actual height above the terrain below

16. A pilot must understand the effect of a low temperature on a baro-VNAV approach. What hazard does extreme cold introduce?

A. The lateral course guidance becomes progressively less accurate in cold air

B. The barometric setting becomes irrelevant below the freezing level entirely

C. The autopilot disconnects automatically when the temperature drops too low

D. The computed vertical path places the aircraft lower than the intended path

17. What does the "VNAV" mode arming on an autopilot accomplish before reaching a constraint?

A. It immediately begins descending the aircraft toward the runway threshold

B. It cancels all previously entered altitude constraints in the flight plan

C. It selects the localizer frequency for the upcoming instrument approach

D. It prepares the system to capture and follow the computed vertical path

18. A pilot flying with a single GPS unit loses the RAIM function during the approach. What does this mean for continued use?

A. The GPS accuracy actually improves once RAIM stops consuming processing

B. Integrity cannot be assured, so the GPS approach should not be continued

C. The unit automatically switches to a backup ground-based navigation source

D. The approach may continue using the GPS at increased minimums only

19. What is the primary purpose of a "course deviation indicator" scaling change on a GPS during approach?

A. Sensitivity increases approaching the runway to provide finer course guidance

B. The display switches entirely to barometric altitude information near landing

C. The needle freezes at the final approach fix to indicate a stable course

D. The scaling expands to a wider tolerance as the aircraft nears the threshold

20. A pilot reviewing an approach chart sees "DME or RADAR required" in the notes. What does this indicate?

A. The approach can be flown without any distance information whatsoever

B. The pilot must have DME or be receiving radar to identify required fixes

C. The radar altimeter must be operational to fly the approach to minimums

D. The approach is available only when the control tower is fully staffed

21. What does a flight director "go-around" mode command when activated during a missed approach?

A. A descent back toward the runway to attempt a second landing approach

B. A level acceleration to the maximum structural cruising speed of the aircraft

C. A turn directly toward the missed approach holding fix without climbing

D. A pitch-up attitude and wings-level climb to begin the missed approach

22. A pilot must convert a controlling RVR of 1,800 feet to determine approach eligibility. Approximately what ground visibility does this represent?

A. About one full statute mile of prevailing ground visibility at the airport

B. About three-quarters of a statute mile of visibility on the approach

C. About three-eighths of a statute mile, near the lower end of approach minimums

D. About two full statute miles of visibility along the final approach course

23. What does the term "TSO-C129" versus "TSO-C146" distinguish in GPS equipment?

A. Non-WAAS versus WAAS-capable GPS receiver certification standards

B. The difference between civilian and military satellite receiver units

C. Two identical standards that may be used interchangeably for approaches

D. The maximum altitude at which each receiver type may legally operate

24. A pilot encounters an "unable RNP" message during a required navigation performance approach. What is the appropriate response?

A. Continue the approach since RNP messages are purely advisory in nature

B. Reduce airspeed to allow the navigation system additional time to update

C. Switch the autopilot to heading mode and continue tracking the course

D. Discontinue the RNP approach and execute the missed approach procedure

25. What is the operational significance of "advisory VNAV" on a nonprecision approach?

A. It provides a certified vertical path equivalent to a precision glideslope

B. It must be used as the sole means of vertical guidance to the runway

C. It offers a non-certified descent reference while the MDA still applies

D. It replaces the published minimum descent altitude with a decision altitude

26. A pilot flying a coupled approach observes the autopilot fail to capture the localizer and continue through the course. What is the correct immediate action?

A. Wait for the autopilot to recapture the localizer on the next pass inbound

B. Increase the intercept angle and allow the autopilot another opportunity

C. Disconnect the autopilot and manually intercept and track the localizer

D. Continue straight ahead and request new vectors without disconnecting

27. What does the "flight level change" autopilot mode primarily manage during a climb or descent?

A. It maintains a constant vertical speed regardless of the airspeed flown

B. It holds a target airspeed while climbing or descending to the selected altitude

C. It captures the localizer and glideslope simultaneously during the approach

D. It selects the optimum cruise altitude based on the aircraft gross weight

28. A pilot must determine whether GPS may substitute for DME on an approach. Under current rules, what is generally permitted?

A. A suitable RNAV system may be used in place of DME for most operations

B. GPS may never substitute for DME under any instrument approach condition

C. DME substitution requires a special waiver issued by the controlling facility

D. GPS substitution is permitted only above eighteen thousand feet MSL

29. What does a "mode S" transponder provide beyond a basic mode C transponder?

A. It eliminates the requirement for any two-way radio communication

B. It provides vertical navigation guidance during the approach segment

C. It transmits a continuous voice identification to the controlling facility

D. It enables selective interrogation and a data link for traffic information

30. A pilot reviewing approach plates notes the term "circling minimums NA." What does this restrict?

A. The straight-in approach may not be flown to the published runway

B. Circling to land is not authorized for that particular approach procedure

C. The missed approach may not include any circling maneuver at the fix

D. Night operations are entirely prohibited at the airport in question

31. What is the primary benefit of "VNAV path" guidance over a "dive and drive" technique on a nonprecision approach?

A. It permits a steeper final descent angle closer to the runway threshold

B. It eliminates the requirement to monitor the altimeter during the descent

C. It allows the autopilot to remain coupled through the missed approach

D. It provides a continuous stabilized descent rather than stepped descents

32. A pilot flying with a flight management system enters a "direct-to" a waypoint. What does the system recompute?

A. A new course from the present position directly to the selected waypoint

B. The barometric altimeter setting required for the destination airport

C. The maximum holding airspeed permitted at the selected waypoint fix

D. The transponder code assignment for the revised direct routing segment

33. What does the "localizer performance" terminology in LPV specifically describe?

A. A wide course tolerance similar to an enroute VOR radial signal

B. A backup navigation mode used only when the GPS signal degrades

C. Lateral guidance with angular sensitivity comparable to an ILS localizer

D. A vertical-only guidance signal that ignores any lateral deviation

34. A pilot using autopilot in "heading select" mode during vectors must remember what limitation?

A. The autopilot follows the selected heading but provides no course tracking

B. The autopilot automatically intercepts the final approach course when armed

C. The heading mode also captures and holds the selected target altitude

D. The mode disengages automatically whenever the aircraft enters a turn

35. What does an "ADS-B In" capability provide to the equipped aircraft?

A. It broadcasts the aircraft's position and velocity to ground stations only

B. It receives traffic and weather information transmitted into the cockpit

C. It replaces the requirement for a mode C altitude-encoding transponder

D. It provides vertical guidance during a nonprecision instrument approach

36. A pilot flying an RNAV approach must verify the correct waypoint sequence is loaded. Why is this verification critical?

A. The waypoint sequence determines the maximum holding speed at each fix

B. An incorrect sequence changes the transponder code transmitted to ATC

C. An incorrect sequence can cause the system to guide along the wrong path

D. The sequence sets the barometric altimeter correction for the approach

37. What does the autopilot "approach" (APPR) mode arm the system to do?

A. To hold the current altitude until the runway is in sight on final

B. To capture and track both the lateral course and the vertical guidance

C. To increase the airspeed for an expedited final approach segment

D. To disconnect automatically upon crossing the final approach fix

38. A pilot encounters a GPS "loss of integrity" annunciation enroute. What is the appropriate response?

A. Ignore the annunciation since enroute integrity requirements do not apply

B. Cross-check position using other available navigation and advise ATC if needed

C. Immediately descend to the minimum enroute altitude for the segment

D. Switch the transponder to standby until the GPS integrity is restored

39. What does the "minimum equipment list" authorize for an aircraft operation?

A. Operating with specified inoperative equipment under defined conditions

B. The minimum fuel reserves required for any instrument flight operation

C. The lowest approach minimums permitted at a particular destination airport

D. The minimum crew complement required for the planned category of flight

40. A pilot flying an LNAV approach with advisory glidepath sees "LNAV+V" annunciated. What does the "+V" represent?

A. A certified vertical guidance path equivalent to an LPV approach minimum

B. An advisory vertical guidance cue while the lateral LNAV minimums still apply

C. A requirement to add vertical speed to the approach for terrain clearance

D. A warning that the vertical navigation database is currently unavailable

41. What does the term "flight technical error" describe in RNAV operations?

A. The difference between the satellite-computed and the true aircraft position

B. An error in the navigation database caused by an outdated data cycle

C. A failure of the satellite constellation to provide adequate coverage

D. The crew or autopilot's deviation from the intended displayed flight path

42. A pilot must select the correct sensitivity for a GPS in the terminal area. When does the receiver typically transition to terminal sensitivity?

A. Within 30 nautical miles of the destination airport reference point

B. Only after the aircraft has descended below the transition altitude

C. Upon crossing the final approach fix on the published approach procedure

D. When the aircraft first departs the enroute structure after takeoff

43. What does "RF leg" denote in an RNP approach procedure?

A. A radio-frequency segment requiring continuous voice communication

B. A reversal fix where the aircraft must execute a course reversal turn

C. A constant-radius arc to a fix that the aircraft must precisely track

D. A random fix selected by the pilot during the approach for convenience

44. A pilot flying an autopilot-coupled approach must know when to disconnect for landing. What is the standard practice?

A. Disconnect at or before the published minimums to hand-fly the landing

B. Leave the autopilot engaged through touchdown on every coupled approach

C. Disconnect only after the main landing gear contacts the runway surface

D. Keep the autopilot coupled until the aircraft has cleared the active runway

45. What does the "GPS approach overlay" program allow a pilot to do?

A. Fly a GPS approach to minimums lower than the underlying ground-based procedure

B. Use GPS to fly certain conventional nonprecision approaches as overlays

C. Combine two separate approach procedures into a single continuous descent

D. Disregard the published missed approach in favor of a GPS-direct climb

46. A pilot reviews the "WAAS coverage" for a planned approach. Why might WAAS be unavailable in some areas?

A. Coverage gaps can occur due to geographic location or satellite geometry

B. WAAS operates only during daylight hours at most domestic airports

C. WAAS requires a ground-based localizer to function on the approach

D. WAAS is automatically disabled whenever the aircraft exceeds cruise speed

47. What does the autopilot "control wheel steering" mode allow the pilot to do?

A. Maneuver the aircraft manually while the autopilot then holds the new attitude

B. Steer the aircraft on the ground during taxi using the control wheel inputs

C. Override the navigation source and select a new approach frequency directly

D. Disconnect the flight director while keeping the autopilot fully engaged

48. A pilot flying an RNAV procedure must understand "path terminators." What do they define?

A. The maximum airspeed permitted along each leg of the procedure

B. The barometric altimeter setting required for each charted segment

C. How each leg of the procedure is to be flown and where it ends

D. The transponder code transmitted during each phase of the approach

49. What is the significance of a "channel number" entered for an LPV approach?

A. It selects the radio frequency for communicating with the approach controller

B. It loads the specific final approach segment data block for that procedure

C. It determines the maximum holding airspeed for the approach fixes

D. It sets the autopilot bank angle limit during the approach turns

50. A pilot flying with electronic flight instruments loses the primary flight display. What is the typical backup arrangement?

A. The multifunction display automatically becomes the engine monitoring screen

B. A reversionary mode displays primary flight data on the remaining screen

C. All electronic displays revert to a single shared navigation database view

D. The autopilot assumes complete control until the display is restored fully

51. What does the term "vertical path angle" describe on an RNAV approach?

A. The lateral intercept angle to the final approach course from the arc

B. The maximum bank angle permitted during the approach turns to final

C. The published descent gradient the aircraft follows on the final segment

D. The angle between true north and the magnetic course flown inbound

52. A pilot must determine whether an approach can be flown with a expired navigation database. What is the general rule?

A. An expired database may always be used as long as RAIM remains available

B. The data must be current, or the pilot must verify each waypoint is unchanged

C. Expired databases are acceptable for enroute but never for any approaches

D. The database expiration has no effect on the legality of flying the approach

53. What does the autopilot "yaw damper" primarily provide during flight?

A. Damping of yaw oscillations to improve directional stability and comfort

B. Automatic capture of the localizer course during the final approach segment

C. Control of the aircraft pitch attitude during climbs and descents

D. Coordination of the throttles to maintain a constant cruise airspeed

54. A pilot flying an LP approach must understand its vertical guidance characteristics. What does LP provide?

A. A vertically guided approach with a published decision altitude reference

B. Both lateral and vertical guidance identical to a full ILS approach

C. Lateral localizer-performance guidance with no vertical guidance to an MDA

D. A circling-only procedure with no straight-in landing minimums published

55. What does the term "EPU" or estimated position uncertainty indicate on a GPS display?

A. The estimated time of arrival at the next waypoint along the route

B. The expected pressure altitude error introduced by the static system

C. A measure of the current navigation accuracy the receiver is achieving

D. The estimated power usage of the unit during continuous operation

56. A pilot flying a coupled ILS to autoland must understand the system requirements. What is generally required for an autoland?

A. A single GPS receiver with WAAS augmentation and current database loaded

B. Visual contact with the runway maintained throughout the entire approach

C. A nonprecision approach procedure with advisory vertical guidance only

D. Redundant autopilot and approach guidance systems certified for the operation

57. What does "ANP" or actual navigation performance represent in an RNP operation?

A. The required accuracy value the procedure mandates for the operation

B. The maximum altitude at which the navigation system may be operated

C. The current accuracy the navigation system is actually achieving in flight

D. The advisory vertical path the system computes for the final approach

58. A pilot flying an RNAV approach notes the procedure requires "GPS" specifically rather than generic RNAV. Why might this distinction matter?

A. Generic RNAV approaches always provide lower minimums than GPS approaches

B. The two terms are fully interchangeable with no operational difference

C. The procedure may require GPS-based positioning rather than other RNAV sensors

D. GPS approaches can only be flown above the minimum sector altitude shown

59. What does the autopilot "altitude hold" mode maintain when engaged?

A. The selected airspeed regardless of any changes in the aircraft altitude

B. The localizer course centered throughout the final approach to the runway

C. A constant vertical speed during the climb or descent to a new altitude

D. The current barometric altitude at the moment the mode was engaged

60. A pilot reviewing an RNP AR approach understands it requires special authorization. What primarily distinguishes RNP AR from standard RNP?

A. RNP AR approaches are flown exclusively in oceanic and remote airspace

B. RNP AR requires no onboard performance monitoring during the approach

C. RNP AR approaches use only ground-based navigation aids for guidance

D. RNP AR demands tighter performance, training, and aircraft authorization

Answer Key

1. A. WAAS — Wide Area Augmentation System improves accuracy and enables vertically guided approaches (LPV/LNAV-VNAV).

2. D. LNAV/VNAV — Provides lateral plus vertical guidance flown to a decision altitude.

3. B. LP minimums — Localizer-performance lateral guidance without vertical, flown to an MDA.

4. D. LPV-to-LNAV downgrade — Loss of vertical guidance requires reverting to the lateral-only nonprecision (LNAV) minimums.

5. C. RNP — Required Navigation Performance: an accuracy value the navigation system must maintain.

6. C. Flight director — Command bars show the attitude to fly to satisfy the selected mode.

7. A. RAIM prediction — Confirms satellite geometry will support required integrity at the destination/ETA.

8. D. Currency lapsed — Approaches logged 7 months ago exceed the 6-month window; currency must be reestablished.

9. C. Instrument proficiency check — Under FAR 61.57(c) and (d), a pilot has 6 calendar months to maintain currency through the required tasks. If currency lapses, a 6-month grace period follows during which currency may be reestablished using a safety pilot or actual IMC. Once both periods elapse (here, 8 months past lapse with nothing logged in the grace period), the pilot may regain instrument privileges only by passing an instrument proficiency check (IPC) with an authorized evaluator. A single practice approach (A) no longer suffices once the grace period has expired, a flight review (B) does not restore instrument currency, and instrument currency does not carry a 24-month validity (D).

10. A. FMS descent — Computes a vertical path and top-of-descent point to meet altitude constraints.

11. D. /G suffix — GPS/GNSS-equipped with appropriate RNAV capability.

12. D. LPV at DA — With no runway in sight at the decision altitude, execute the published missed approach.

13. B. Altitude preselect — Captures and levels the aircraft at the pilot-selected target altitude.

14. A. Red X on EFIS — Indicates failure of the data source feeding that display.

15. B. Baro-VNAV — Computes the vertical path using the barometric altimeter referenced to the local setting.

16. D. Cold-temperature baro-VNAV — Extreme cold causes the computed path to place the aircraft lower than intended.

17. D. VNAV armed — Prepares the system to capture and follow the computed vertical path.

18. B. RAIM loss single GPS — Integrity cannot be assured, so the GPS approach should not be continued.

19. A. CDI scaling — Sensitivity increases (scale tightens) approaching the runway for finer course guidance.

20. B. DME or RADAR required — The pilot needs DME or radar to identify required fixes on the approach.

21. D. Go-around mode — Commands a pitch-up, wings-level climb to begin the missed approach.

22. C. RVR conversion — 1,800 ft RVR corresponds to roughly 3/8 SM, near the low end of approach minimums.

23. A. TSO-C129 vs C146 — Distinguishes non-WAAS (C129) from WAAS-capable (C145/C146) receivers.

24. D. Unable RNP — Discontinue the RNP approach and execute the missed approach.

25. C. Advisory VNAV — Offers a non-certified descent reference while the MDA still applies.

26. C. Autopilot fails to capture — Disconnect and manually intercept and track the localizer.

27. B. Flight level change — Holds a target airspeed while climbing/descending to the selected altitude.

28. A. GPS for DME — A suitable RNAV system may substitute for DME for most operations.

29. D. Mode S — Enables selective interrogation and a data link (supports traffic information/ADS-B).

30. B. Circling minimums NA — Circling to land is not authorized for that approach.

31. D. VNAV path vs dive-and-drive — Provides a continuous stabilized descent rather than stepped descents.

32. A. FMS direct-to — Recomputes a new course from the present position to the selected waypoint.

33. C. Localizer performance — Lateral guidance with angular sensitivity comparable to an ILS localizer.

34. A. Heading select — The autopilot follows the selected heading but does not track a course by itself.

35. B. ADS-B In — Receives traffic and weather information into the cockpit.

36. C. Waypoint sequence — An incorrect sequence can guide the aircraft along the wrong path.

37. B. APPR mode — Arms the system to capture and track both lateral course and vertical guidance.

38. B. Enroute integrity loss — Cross-check position with other navigation and advise ATC if needed.

39. A. MEL — Authorizes operating with specified inoperative equipment under defined conditions.

40. B. LNAV+V — An advisory vertical cue while the lateral LNAV (MDA) minimums still apply.

41. D. Flight technical error — The crew/autopilot deviation from the intended displayed path.

42. A. Terminal sensitivity — GPS typically transitions to terminal mode within 30 NM of the destination.

43. C. RF leg — A constant-radius arc to a fix that must be precisely tracked.

44. A. Coupled-approach disconnect — Disconnect at or before published minimums to hand-fly the landing (unless certified autoland).

45. B. GPS overlay — Allows certain conventional nonprecision approaches to be flown as GPS overlays.

46. A. WAAS coverage — Gaps can occur due to geographic location or satellite geometry.

47. A. Control wheel steering — Lets the pilot maneuver manually, after which the autopilot holds the new attitude.

48. C. Path terminators — Define how each leg is flown and where it ends.

49. B. LPV channel number — Loads the specific final approach segment data block for the procedure.

50. B. Reversionary mode — Displays primary flight data on the remaining functional screen after a PFD failure.

51. C. Vertical path angle — The published descent gradient followed on the final segment.

52. B. Database currency — Data must be current, or the pilot must verify each waypoint is unchanged.

53. A. Yaw damper — Damps yaw oscillations (e.g., Dutch roll) to improve directional stability.

54. C. LP approach — Localizer-performance lateral guidance with no vertical guidance, flown to an MDA.

55. C. EPU — Estimated position uncertainty: a measure of the current navigation accuracy achieved.

56. D. Autoland — Requires redundant autopilot and approach-guidance systems certified for the operation.

57. C. ANP — Actual Navigation Performance: the accuracy the system is currently achieving.

58. C. GPS-specific procedure — May require GPS-based positioning rather than other RNAV sensors.

59. D. Altitude hold — Maintains the barometric altitude present when the mode was engaged.

60. D. RNP AR — Authorization Required: demands tighter performance, special training, and aircraft authorization.