PRACTICE EXAM 21 (60 QUESTIONS)

1. What is the minimum required flight visibility to log an instrument approach toward instrument currency?

A. The approach must be flown to the published circling minimum altitude

B. The approach must be flown in actual or simulated instrument conditions

C. The approach must be conducted only during published nighttime hours

D. The approach must be flown with at least three miles of flight visibility

2. Under the standard alternate rule, what minimums must a forecast meet to avoid filing an alternate?

A. Ceiling at least 2,000 feet and visibility at least 3 statute miles

B. Ceiling at least 1,000 feet and visibility at least 2 statute miles

C. Ceiling at least 3,000 feet and visibility at least 5 statute miles

D. Ceiling at least 500 feet and visibility at least 1 statute mile

3. How much fuel is required for an IFR flight under the regulations?

A. Enough to reach the destination plus a thirty-minute reserve only

B. Enough to reach the destination with no specific reserve required

C. Enough to reach the first point of intended landing plus reserves

D. Enough to fly to the destination, then the alternate, plus 45 minutes

4. What inspection interval applies to the altimeter and static system for IFR flight?

A. Every 12 calendar months from the date of the last inspection

B. Every 100 hours of flight time accumulated on the airframe

C. Every 6 calendar months before each instrument flight conducted

D. Within the preceding 24 calendar months for IFR operations

5. What recent experience is required to act as PIC under IFR carrying passengers?

A. Six approaches, holding, and course intercepting/tracking in six months

B. Three takeoffs and three landings completed within ninety days

C. A flight review with an instructor within the preceding six months

D. Ten hours of actual instrument time logged in the last twelve months

6. What transponder inspection requirement applies for operations in controlled airspace?

A. The transponder must be inspected every 12 calendar months for use

B. The transponder requires no inspection if Mode C is not installed

C. The transponder must be tested and inspected within 24 calendar months

D. The transponder must be checked before each individual IFR flight

7. If a pilot's instrument currency has lapsed beyond the grace period, what is required?

A. A flight review conducted with any authorized flight instructor

B. A new instrument rating practical test taken with an examiner

C. Logging six approaches in actual conditions within thirty days

D. An instrument proficiency check given by an authorized evaluator

8. What document establishes the airworthiness requirements an aircraft must meet for IFR?

A. The pilot's logbook showing currency and recent flight experience

B. The aircraft's weight and balance computation for the flight

C. The airport facility directory listing the available approaches

D. The regulations specifying required instruments and equipment for IFR

9. What is the required minimum equipment for IFR flight beyond the day-VFR list?

A. Only a functioning autopilot and a backup vacuum system

B. Only a transponder with altitude reporting and a GPS receiver

C. Gyroscopic instruments, navigation equipment, and a clock among others

D. Only dual communication radios and a marker beacon receiver

10. When is an instrument-rated pilot required to hold a current medical certificate?

A. To act as pilot in command or a required flight crewmember

B. Only when carrying passengers for compensation or hire

C. Only when operating in Class A airspace above 18,000 feet

D. Only when the flight will be conducted entirely at night

11. What is the "1-2-3 rule" used to determine for IFR flights?

A. The minimum equipment required to be installed for the flight

B. Whether an alternate airport must be filed on the flight plan

C. The fuel reserve required beyond reaching the destination airport

D. The recent experience needed to carry passengers under IFR

12. What is required for an aircraft's VOR equipment to be used for IFR navigation?

A. The VOR must be tested before every single instrument flight

B. The VOR must be inspected by a technician every 12 months

C. The VOR requires no operational check for instrument flight

D. A VOR accuracy check must be performed within the preceding 30 days

13. Who is responsible for determining that an aircraft is airworthy before an IFR flight?

A. The pilot in command of the aircraft for that flight

B. The air traffic controller who issues the IFR clearance

C. The flight service station briefer providing the weather

D. The mechanic who performed the most recent inspection

14. What does the standard alternate minimum for a precision approach typically require?

A. A ceiling of 800 feet and a visibility of 2 statute miles

B. A ceiling of 600 feet and a visibility of 2 statute miles

C. A ceiling of 400 feet and a visibility of 1 statute mile

D. A ceiling of 1,000 feet and a visibility of 3 statute miles

15. When must a pilot file an IFR flight plan and receive a clearance?

A. Only when the flight will exceed fifty nautical miles in length

B. Only when the destination lacks a published instrument approach

C. Whenever flying at night regardless of the weather conditions

D. Before operating IFR in controlled airspace under instrument rules

16. What is the maximum cabin altitude at which the minimum flight crew may operate without using supplemental oxygen?

A. The crew may operate up to 10,000 feet without using oxygen at all

B. The crew may operate up to 15,000 feet without any oxygen onboard

C. Above 12,500 feet for more than 30 minutes oxygen is required

D. Above 18,000 feet the crew must always use supplemental oxygen

17. What does the regulation require regarding an aircraft's pitot heat for IFR in IMC?

A. Pitot heat is optional as long as the static system is functioning

B. Pitot heat must be tested by a mechanic every 100 flight hours

C. Operable pitot heat is part of the required equipment for the conditions

D. Pitot heat is required only when the temperature is below freezing

18. What recency applies to instrument approaches when logged in a flight simulator or training device?

A. They may count toward currency if the device is approved and used properly

B. They never count toward instrument currency under any circumstances

C. They count only if performed within the preceding fifteen calendar days

D. They count only when an examiner observes the entire training session

19. What is required before a pilot may log time as pilot in command during IFR flight?

A. The pilot must hold a current first-class medical certificate

B. The pilot must be rated and current, and be the sole manipulator or PIC

C. The pilot must have an instructor present in the aircraft at all times

D. The pilot must have filed an IFR flight plan for that specific flight

20. What is the purpose of a Minimum Equipment List (MEL) for an aircraft?

A. It lists the navigation aids available at the destination airport

B. It specifies which inoperative equipment still permits legal flight

C. It records the recent inspections completed on the airframe

D. It details the recent flight experience required of the pilot

21. What is required for an aircraft to be operated IFR with an inoperative instrument and no MEL?

A. The flight may proceed if the pilot notes the discrepancy in the logbook

B. The flight may proceed as long as the instrument is placarded only

C. The inoperative item must be removed or deactivated and placarded, or repaired

D. The flight may always proceed regardless of which instrument is affected

22. What is the required reserve fuel for an IFR flight when an alternate is required?

A. Fuel to the destination plus a thirty-minute reserve at cruise

B. Fuel to the destination plus a fifteen-minute reserve at cruise

C. Fuel to the destination with no additional reserve necessary

D. Fuel to the destination, then to the alternate, plus 45 minutes

23. What does the regulation require for an instrument rating to remain valid?

A. The rating expires automatically every 24 calendar months

B. The rating does not expire but currency must be maintained

C. The rating must be renewed by a written test each year

D. The rating is valid only while a medical certificate is held

24. When may a pilot begin an instrument approach if the reported visibility is below minimums?

A. Whenever the pilot judges the conditions to be safe enough

B. As soon as the approach clearance is received from the controller

C. Anytime after crossing the initial approach fix on the procedure

D. Generally a Part 91 pilot may begin and continue to the DA or MDA

25. What is required of a safety pilot when a pilot logs simulated instrument time?

A. The safety pilot must hold a current instrument rating and be PIC

B. The safety pilot must be a certificated flight instructor only

C. No safety pilot is required for logging simulated instrument time

D. The safety pilot must be rated in the aircraft category and class

26. What is the standard alternate minimum for a non-precision approach?

A. A ceiling of 600 feet and a visibility of 2 statute miles

B. A ceiling of 800 feet and a visibility of 2 statute miles

C. A ceiling of 400 feet and a visibility of 1 statute mile

D. A ceiling of 1,000 feet and a visibility of 3 statute miles

27. What does ADM-related regulation require regarding a pilot's familiarity before a flight?

A. The pilot must be familiar with all available information for the flight

B. The pilot must memorize the entire approach chart before departing

C. The pilot must consult only the destination weather forecast

D. The pilot must obtain a clearance before reviewing any information

28. What is the regulatory significance of the aircraft's "registration certificate" onboard?

A. It is among the documents required to be aboard for legal operation

B. It establishes the pilot's currency for instrument operations

C. It records the aircraft's weight and balance for each flight

D. It lists the inoperative equipment permitted for the flight

29. When is an instrument-rated pilot considered current to file and fly IFR?

A. After completing a flight review within the preceding 12 months

B. After holding the rating for at least one full calendar year

C. After meeting the six-month recent instrument experience requirements

D. After logging fifty hours of cross-country pilot-in-command time

30. What is required for an aircraft's ELT under the regulations?

A. The ELT must be tested by the pilot before each instrument flight

B. The ELT battery must be replaced or recharged after defined use or expiration

C. The ELT is not required for aircraft operated under instrument rules

D. The ELT must transmit continuously throughout the entire flight

31. What does the regulation require regarding documents the pilot must carry?

A. A logbook documenting every flight ever made by the pilot

B. A pilot certificate, a medical certificate, and a photo identification

C. A copy of the aircraft's complete maintenance records onboard

D. A printed copy of the filed IFR flight plan at all times

32. What is the consequence of operating IFR with an expired altimeter/static inspection?

A. The flight is legal as long as the altimeter reads accurately

B. The flight is legal if conducted entirely in visual conditions

C. The aircraft is not legal for IFR until the inspection is completed

D. The flight is legal with a placard noting the expired inspection

33. What is the required minimum descent for logging an approach toward currency?

A. The approach must be flown to within 100 feet of the runway surface

B. Each approach must be flown to the authorized minimums or applicable point

C. The approach must include a full procedure turn each time

D. The approach must be flown only in actual instrument conditions

34. What does the regulation specify about a required flight crewmember's safety belt?

A. The crewmember may remove the belt during the cruise portion of flight

B. The belt is required only during takeoff and landing for the crew

C. The crewmember must wear the belt only when passengers are aboard

D. The crewmember must keep the safety belt fastened while at the station

35. What is the purpose of a "preflight action" requirement before an IFR flight?

A. To ensure the pilot gathers weather, fuel, alternates, and runway data

B. To require the pilot to file the flight plan at least one hour ahead

C. To mandate a maintenance inspection before every instrument flight

D. To require the pilot to obtain a clearance before reviewing weather

36. When may an instrument-rated pilot exercise rating privileges with a BasicMed authorization?

A. BasicMed is never valid for any instrument flight operations

B. Only when operating below 10,000 feet in visual conditions only

C. Within BasicMed limitations on aircraft, altitude, and speed

D. Only when a current first-class medical is also held simultaneously

37. What is required when an aircraft's required equipment becomes inoperative in flight under IFR?

A. The pilot must land immediately at the nearest available airport

B. The pilot must continue to the filed destination without any deviation

C. The pilot must assess the situation and may need to amend the clearance

D. The pilot must cancel the IFR flight plan and proceed under VFR

38. What does the regulation require regarding a pilot's review of NOTAMs before flight?

A. NOTAMs are advisory only and need not be reviewed before flight

B. Only published NOTAMs in the chart supplement must be reviewed

C. NOTAMs apply only to flights over fifty nautical miles in length

D. The pilot must be familiar with applicable NOTAMs for the flight

39. What is the regulatory basis for required navigation equipment under IFR?

A. The equipment needed depends only on the pilot's personal preference

B. The equipment must be suitable for the route and approaches to be flown

C. Only a single VOR receiver is required for any IFR flight conducted

D. GPS alone satisfies all navigation requirements for every IFR flight

40. When must a pilot complete a flight review to act as pilot in command?

A. Within the preceding 6 calendar months for instrument operations

B. Within the preceding 24 calendar months under the regulations

C. Within the preceding 12 calendar months for all flight operations

D. Only when the pilot's instrument currency has fully lapsed

41. What is the standard fuel reserve for an IFR flight conducted to a destination with no alternate required?

A. Fuel to the destination with a fifteen-minute reserve at cruise

B. Fuel to the destination with no additional reserve necessary

C. Fuel to the destination plus 45 minutes at normal cruise consumption

D. Fuel to the destination plus a two-hour reserve at cruise power

42. What does the regulation require for the currency of charts used in IFR navigation?

A. Pilots must use current charts and aeronautical information for the flight

B. Charts more than five years old remain valid for all IFR operations

C. Only paper charts are acceptable for instrument flight navigation

D. Charts are advisory and need not reflect the current cycle data

43. What is required to add an instrument rating to an existing pilot certificate?

A. Only a written knowledge test with no flight proficiency required

B. Only an endorsement from any certificated flight instructor

C. Meeting aeronautical experience, a knowledge test, and a practical test

D. Logging fifty hours of cross-country time as the sole requirement

44. What does the regulation specify regarding operating near other IFR traffic?

A. Pilots may self-separate from IFR traffic without any clearance

B. Pilots must maintain visual separation from all traffic at all times

C. ATC provides separation between IFR aircraft in controlled airspace

D. Pilots must remain at least ten miles from all other aircraft

45. What is required regarding an aircraft's emergency equipment for IFR operations?

A. A life raft must be carried on every instrument flight conducted

B. A portable fire extinguisher is required for all single-engine flights

C. Supplemental oxygen must be aboard for all flights below 10,000 feet

D. Required equipment must be operable as specified for the operation

46. When does the regulation require the use of an alternate static source?

A. When the primary static system becomes blocked or unreliable in flight

B. On every instrument flight regardless of the system's condition

C. Only when operating above 18,000 feet in Class A airspace

D. Only when the pitot heat system has failed during the flight

47. What is the regulatory requirement for logging instrument flight time?

A. Time logged whenever the aircraft is operating in controlled airspace

B. Time logged any time the aircraft is above the transition altitude

C. Time logged only when operated solely by reference to instruments

D. Time logged whenever an IFR flight plan has been filed for the flight

48. What does the regulation require regarding a second-in-command for most light IFR aircraft?

A. A second pilot is always required for any IFR flight operation

B. A second-in-command is not required unless the aircraft or operation mandates it

C. A second pilot is required only when carrying paying passengers

D. A second-in-command is required for all flights conducted at night

49. What is the significance of the "100-hour inspection" for certain operations?

A. It applies to all aircraft operated under instrument flight rules

B. It replaces the annual inspection requirement for private operations

C. It is required for aircraft used for hire, in addition to the annual

D. It is required only for aircraft equipped with a turbine engine

50. What is required of a pilot before operating an aircraft that has been altered or repaired?

A. Ensuring the aircraft has been approved for return to service

B. Conducting a check flight with a designated examiner aboard

C. Filing a special flight permit with the controlling authority

D. Logging the repair details in the pilot's personal logbook

51. What does the regulation require regarding deviations during an in-flight emergency?

A. The pilot in command may deviate from rules as required for safety

B. The pilot must obtain controller approval before any deviation

C. The pilot may deviate only when operating in uncontrolled airspace

D. The pilot must continue under the original clearance until landing

52. What is the required action if asked by ATC to submit a report after an emergency deviation?

A. The pilot is exempt from providing any report after the flight

B. The pilot must report only if an accident occurred during the flight

C. The pilot must notify the nearest flight service station within one hour

D. The pilot must submit a written report upon request of the authority

53. What is the standard required equipment check before departing IFR?

A. A maintenance test flight conducted by a certificated mechanic

B. A preflight determination that required instruments and equipment work

C. A formal inspection logged by an authorized inspector before each flight

D. A check of only the navigation radios and the transponder unit

54. What does the regulation require regarding fuel planning to an alternate airport?

A. No alternate fuel is ever required for a Part 91 IFR flight

B. Fuel to the alternate is required only for flights over water

C. Fuel only to the destination is required in all weather conditions

D. Fuel to fly to the alternate after the destination is included when required

55. When is a pilot required to hold an instrument rating?

A. To act as PIC under IFR or in weather below VFR minimums in controlled airspace

B. Only when flying an aircraft equipped with an autopilot system

C. Only when operating above 18,000 feet in Class A airspace

D. Only when carrying passengers for compensation or for hire

56. What does the regulation specify about an aircraft's airworthiness directives (ADs)?

A. ADs are recommendations that the owner may choose to ignore

B. ADs apply only to aircraft operated for compensation or hire

C. ADs must be complied with only at the next annual inspection

D. ADs are mandatory and must be complied with as specified

57. What is required for a pilot to log a cross-country flight toward the instrument rating?

A. The flight must exceed 100 nautical miles in straight-line distance

B. The flight must include a landing at a point more than 50 NM away

C. The flight must be conducted entirely in actual instrument conditions

D. The flight must include at least three instrument approaches en route

58. What does the regulation require regarding the currency of a pilot's medical certificate?

A. The medical never expires once it has been issued to a pilot

B. The medical must be renewed every six months for any IFR flight

C. The medical must be current and valid for the privileges exercised

D. The medical is required only when carrying passengers for hire

59. What is the purpose of the regulation requiring a clearance before IFR flight in controlled airspace?

A. To ensure ATC can provide separation and traffic management

B. To require the pilot to maintain visual contact with all traffic

C. To eliminate the need for the pilot to monitor the flight instruments

D. To transfer responsibility for terrain clearance entirely to ATC

60. What is required of a pilot who allows their instrument currency to lapse but is still within the grace period?

A. The pilot may regain currency by performing the required tasks within that time

B. The pilot must immediately take a new instrument practical test

C. The pilot must complete a flight review before any further flight

D. The pilot permanently loses the instrument rating after any lapse

+ Answer Key

1. B — An approach logged toward instrument currency must be flown in actual or simulated instrument conditions. The point is to demonstrate flying by reference to instruments, not merely completing the procedure visually. This is what makes the approach count for recency.

2. A — Under the standard 1-2-3 rule, no alternate is required if the forecast shows at least a 2,000-foot ceiling and 3 statute miles visibility from one hour before to one hour after the ETA. Meeting both relieves the requirement. Falling short of either triggers filing an alternate.

3. D — IFR fuel requirements call for enough to fly to the destination, then to the alternate (when one is required), plus 45 minutes at normal cruise. This ensures a margin for delays and diversion. Planning to less than this is not legal under IFR.

4. D — The altimeter and static system must be tested and inspected within the preceding 24 calendar months for IFR flight. This ensures altitude accuracy critical to vertical separation. An expired inspection makes the aircraft ineligible for IFR.

5. A — To act as PIC under IFR carrying passengers, a pilot needs six approaches, holding, and intercepting and tracking courses within the preceding six calendar months. These tasks maintain instrument proficiency. A lapse requires regaining currency or an IPC.

6. C — The transponder must be tested and inspected within the preceding 24 calendar months for use in controlled airspace. This verifies accurate code and altitude reporting. It parallels the altimeter/static inspection interval.

7. D — If instrument currency lapses beyond the grace period, an instrument proficiency check given by an authorized evaluator is required. The IPC restores the privilege to act as PIC under IFR. Simply logging approaches alone no longer suffices once fully lapsed.

8. D — The regulations specify the instruments and equipment that establish airworthiness requirements for IFR. They define what must be installed and operable. Meeting them is a prerequisite for legal instrument flight.

9. C — Beyond the day-VFR equipment, IFR requires gyroscopic instruments, suitable navigation equipment, a clock, and related items (often recalled by the "GRABCARD" aid). These support flight solely by reference to instruments. The full list is defined in the regulations.

10. A — A current medical certificate is required to act as pilot in command or as a required flight crewmember. The privilege exercised determines the class needed. It is fundamental to legally operating the aircraft.

11. B — The 1-2-3 rule determines whether an alternate airport must be filed: if within one hour of ETA the ceiling is below 2,000 feet or visibility below 3 miles, an alternate is required. It is a quick planning check. Meeting the criteria removes the alternate requirement.

12. D — For IFR navigation, a VOR accuracy check must be performed within the preceding 30 days, with the result logged. This confirms the receiver's bearing accuracy is within tolerance. Without a current check, the VOR may not be used for IFR.

13. A — The pilot in command is responsible for determining that the aircraft is airworthy before flight. This duty cannot be delegated to ATC, briefers, or mechanics. The PIC makes the final airworthiness determination.

14. A — The standard alternate minimum for a precision approach is typically an 800-foot ceiling and 2 statute miles visibility. These are higher than the approach's landing minimums. They provide margin when planning a usable alternate.

15. D — A pilot must file an IFR flight plan and receive a clearance before operating IFR in controlled airspace. The clearance authorizes the route, altitude, and entry. Operating IFR there without it is prohibited.

16. C — Above a cabin pressure altitude of 12,500 feet for more than 30 minutes, the required minimum flight crew must use supplemental oxygen. Above 14,000 feet it is required continuously, and above 15,000 feet it must be provided to passengers. These thresholds protect against hypoxia.

17. C — Operable pitot heat is part of the required equipment for IFR in IMC, since a blocked pitot tube corrupts airspeed. The regulation treats it as necessary for the conditions. Its function preserves a reliable airspeed indication.

18. A — Approaches flown in an approved flight simulator or training device may count toward instrument currency when the device and procedures meet the requirements. This offers a practical means to maintain recency. The device must be appropriate and used properly.

19. B — To log PIC time during IFR flight, the pilot must be rated and current and be the sole manipulator of the controls or the acting PIC. Ratings and currency qualify the pilot. The role in the flight determines the logging basis.

20. B — A Minimum Equipment List specifies which inoperative equipment still permits legal flight and under what conditions. It tailors the airworthiness requirements for a specific aircraft. Without an MEL, default inoperative-equipment rules apply.

21. C — With no MEL, an inoperative instrument or equipment item must be repaired, or removed/deactivated and placarded inoperative, after determining it is not required. The pilot follows the regulatory inoperative-equipment procedure. Only then may the flight legally proceed.

22. D — When an alternate is required, IFR reserve fuel is enough to reach the destination, then the alternate, plus 45 minutes at normal cruise. This covers approach, diversion, and a final margin. It is the standard IFR fuel planning rule.

23. B — An instrument rating does not expire; instead, the pilot must maintain currency to exercise its privileges. The certificate remains valid indefinitely. Recent experience or an IPC keeps the privileges usable.

24. D — Under Part 91, a pilot may generally begin an approach regardless of reported visibility and continue to the DA or MDA, descending below only with the required visual references. Reported

visibility does not by itself bar starting the approach. The decision point governs whether landing may continue.

25. A — When a pilot logs simulated instrument time, a safety pilot is required, and that safety pilot must be appropriately rated and, with proper agreement, may act as PIC. The safety pilot provides outside lookout. The arrangement must meet the regulatory crew requirements.

26. B — The standard alternate minimum for a non-precision approach is typically an 800-foot ceiling and 2 statute miles visibility. As with precision approaches, these exceed landing minimums. They ensure the alternate is realistically usable.

27. A — Regulations require the pilot to become familiar with all available information concerning the flight before departure. This includes weather, fuel, alternates, runway lengths, and known traffic delays. Thorough preflight familiarity is a legal duty.

28. A — The aircraft's registration certificate is among the documents required to be aboard for legal operation (with the airworthiness certificate, operating limitations, and weight-and-balance data). These constitute the required onboard documents. Their absence renders operation illegal.

29. C — A pilot is current to file and fly IFR after meeting the six-month recent instrument experience requirements. Meeting the recency tasks preserves the privilege. Without them, currency must be regained before acting as PIC under IFR.

30. B — The ELT battery must be replaced or recharged after the defined cumulative use or when it reaches its expiration, per the regulations. This ensures the beacon will function in an emergency. Maintenance of the ELT is a required item.

31. B — A pilot must carry a pilot certificate, an appropriate medical certificate, and personal photo identification. These establish the pilot's authority and identity. They must be available for the flight.

32. C — Operating IFR with an expired altimeter/static inspection makes the aircraft not legal for IFR until the inspection is completed. Accurate altitude indication cannot be assured. The aircraft must be re-inspected before further IFR operation.

33. B — Each approach logged for currency must be flown to the authorized minimums or the applicable point (such as the DA, MDA, or missed approach point). This demonstrates a complete approach to its decision point. Stopping short does not satisfy the requirement.

34. D — A required flight crewmember must keep the safety belt fastened while at the crewmember station. This protects against injury from turbulence or maneuvers. It is a continuous requirement at the station, not just for takeoff and landing.

35. A — The preflight action requirement ensures the pilot gathers weather, fuel needs, alternates, runway lengths, and other relevant data before an IFR flight. It establishes informed planning. Compliance supports safe go/no-go decisions.

36. C — An instrument-rated pilot may exercise privileges under BasicMed within its limitations on aircraft size, altitude, and speed. BasicMed permits many IFR operations within those constraints. It does not require holding a separate FAA medical.

37. C — When required equipment becomes inoperative under IFR, the pilot must assess the situation and may need to amend the clearance to continue safely. The response depends on the equipment lost and the conditions. The PIC manages the situation rather than following a single fixed rule.

38. D — The pilot must be familiar with applicable NOTAMs for the flight as part of preflight action. NOTAMs convey critical changes such as closed runways or out-of-service navaids. Reviewing them is a regulatory requirement.

39. B — Required navigation equipment under IFR must be suitable for the route and the approaches to be flown. The needed equipment depends on how the flight will be navigated. It is matched to the intended operation.

40. B — A flight review must be completed within the preceding 24 calendar months to act as pilot in command of any flight. It is separate from instrument currency. Both must be satisfied for IFR PIC operations.

41. C — When no alternate is required, IFR reserve fuel is enough to reach the destination plus 45 minutes at normal cruise consumption. This provides a margin for delays. It is the baseline IFR fuel reserve.

42. A — The regulations require pilots to use current charts and aeronautical information for the flight. Outdated charts may omit critical changes. Currency of navigation data is essential for safe IFR operations.

43. C — Adding an instrument rating requires meeting the aeronautical experience, passing a knowledge (written) test, and passing a practical test. All three components are required. An instructor endorsement supports, but does not replace, the tests.

44. C — In controlled airspace, ATC provides separation between IFR aircraft. Pilots comply with clearances that maintain that separation. This is a core function of the IFR system.

45. D — Required emergency and other equipment must be operable as specified for the particular operation. The exact items depend on the type of flight. Operability of required equipment is the governing principle.

46. A — The alternate static source is used when the primary static system becomes blocked or unreliable in flight. Switching restores static pressure to the instruments. It is a contingency for static system failure, not a routine item.

47. C — Instrument flight time is logged only when the aircraft is operated solely by reference to instruments. The defining condition is the loss of outside visual reference. Airspace, altitude, or filing a plan do not by themselves make time loggable as instrument time.

48. B — For most light IFR aircraft, a second-in-command is not required unless the aircraft type certification or the type of operation mandates it. Many light aircraft are certificated for single-pilot operation. The requirement depends on the aircraft and operation.

49. C — The 100-hour inspection is required for aircraft used for hire (such as flight instruction provided by the operator), in addition to the annual inspection. It applies to commercial-type use. Privately operated aircraft generally need only the annual.

50. A — Before operating an aircraft that has been altered or repaired, the pilot must ensure it has been approved for return to service. This confirms the work was properly completed and documented. The return-to-service record establishes continued airworthiness.

51. A — In an in-flight emergency requiring immediate action, the pilot in command may deviate from the rules to the extent required to meet that emergency. Safety takes precedence. The PIC's emergency authority is broad but tied to the actual emergency.

52. D — If requested by the administering authority, the pilot must submit a written report after an emergency deviation. The report is provided upon request. It documents the circumstances of the deviation.

53. B — The standard pre-IFR-departure requirement is a preflight determination that the required instruments and equipment are installed and operable. This is the pilot's check, not a formal inspection. It confirms readiness for instrument flight.

54. D — When an alternate is required, fuel planning must include enough to fly to the alternate after the destination, plus the final reserve. The alternate leg is added to the trip fuel. This is part of the standard IFR fuel computation.

55. A — An instrument rating is required to act as PIC under IFR or in weather below VFR minimums in controlled airspace. It authorizes flight by reference to instruments in such conditions. Without it, the pilot is limited to VFR.

56. D — Airworthiness directives are mandatory and must be complied with as specified by the AD. They address known safety issues. Compliance is a condition of continued airworthiness.

57. B — A cross-country flight logged toward the instrument rating must include a landing at a point more than 50 nautical miles from the origin. The distance criterion defines the qualifying cross-country. It is part of the aeronautical experience requirements.

58. C — A pilot's medical certificate must be current and valid for the privileges being exercised. The class and validity period depend on the operation. Exercising privileges with an expired medical is not permitted.

59. A — Requiring a clearance before IFR flight in controlled airspace ensures ATC can provide separation and traffic management. The clearance integrates the flight into the controlled system. It is the basis for orderly, separated IFR operations.

60. A — A pilot whose instrument currency lapses but who is still within the grace period may regain currency by performing the required tasks within that time, without an IPC. The grace period allows recovery of recency through practice. Beyond it, an instrument proficiency check is required.