PRACTICE EXAM 22 SIMULATION

1. The federal regulation governing IFR operations during two-way radio communication failure is:

A. 91.205

B. 91.167

C. 91.175

D. 91.185

2. Upon experiencing a two-way radio communication failure under IFR, the pilot should first set the transponder to:

A. 1200

B. 7500

C. 7600

D. 7700

3. If the radio failure occurs while operating in VFR conditions, the pilot should:

A. Climb to the MEA and hold

B. Continue the flight under VFR and land as soon as practicable

C. Squawk 7700 and descend

D. Proceed to the filed alternate

4. The phrase "land as soon as practicable" (used for VFR-condition failures) means the pilot should:

A. Land immediately at the nearest field regardless of suitability

B. Use good judgment to land at a suitable airport without undue delay

C. Continue to the original destination only

D. Hold until radios are restored

5. If the failure occurs in IMC (or VFR cannot be maintained), the pilot must comply with the route and altitude rules of:

A. 91.205

B. 91.167

C. 91.185

D. 91.175

6. The route to be flown after a communications failure in IMC is determined by the priority order known as:

A. CRAFT

B. PAVE

C. IMSAFE

D. AVEF (Assigned, Vectored, Expected, Filed)

7. Under the AVEF route rule, the pilot's first choice of route is the:

A. Route assigned in the last ATC clearance received

B. Route being vectored

C. Route expected in a further clearance

D. Route filed in the flight plan

8. If no route was assigned, the next route priority under AVEF is the:

A. Route ATC has vectored the aircraft to expect or join

B. Filed route

C. Most direct route

D. Lowest MEA route

9. If neither an assigned nor a vectored route applies, the next priority is the:

A. Filed route

B. Route ATC advised the pilot to expect in a further clearance

C. Direct route

D. Departure route

10. The last route priority under AVEF, if none of the others apply, is the:

A. Direct route

B. Route filed in the flight plan

C. Lowest-altitude route

D. Vectored route

11. The altitude to be flown after a communications failure is the highest of three values, summarized as:

A. MEA, Expected, Assigned (the highest of the three)

B. The lowest MEA only

C. The filed altitude only

D. The pattern altitude

12. Under the highest-of-three altitude rule, one of the three values is the:

A. Pattern altitude

B. Lowest usable altitude

C. Cruise speed

D. Altitude assigned in the last clearance

13. A second of the three altitude values is the:

A. Pattern altitude

B. Lowest VFR altitude

C. Minimum IFR altitude (MEA/MOCA) for the route segment

D. Departure altitude

14. The third of the three altitude values is the:

A. Altitude ATC advised to expect in a further clearance

B. Filed cruise altitude only

C. Lowest MEA

D. Pattern altitude

15. For each route segment, the pilot flies the highest of the three altitudes, applied:

A. Segment by segment along the route

B. Only at the destination

C. Only at the departure

D. Only in the hold

16. A pilot was assigned 6,000 feet, expects 8,000 feet, and the MEA on the segment is 7,000 feet. After a communications failure, the pilot should fly:

A. 6,000 feet

B. 7,000 feet

C. 8,000 feet

D. The lowest of the three

17. A pilot was assigned 9,000 feet, expects 7,000 feet, and the MEA is 5,000 feet. After a communications failure, the pilot should fly:

A. 5,000 feet

B. 7,000 feet

C. 9,000 feet

D. The expected altitude

18. The clearance limit is the:

A. Point to which the aircraft has been cleared

B. Lowest usable altitude

C. Filed cruise altitude

D. Transponder code

19. If the clearance limit is the destination airport (and it has an approach), after a communications failure the pilot should begin descent and approach:

A. Immediately upon failure

B. As close as possible to the EFC time, or if none, the ETA based on the filed flight plan

C. Only when radios are restored

D. After holding for one hour

20. If the clearance limit is a fix that is not the destination, the pilot should leave the clearance limit:

A. Immediately

B. At the EFC time; if no EFC, upon arrival, then proceed to the destination

C. After one hour

D. Only with a new clearance

21. The "EFC" time issued by ATC stands for:

A. Expect Further Clearance

B. Emergency Frequency Code

C. Estimated Final Course

D. Enroute Fuel Calculation

22. The EFC time is critical in a lost-communications scenario because it tells the pilot:

A. When to leave a clearance limit or holding fix

B. The transponder code

C. The destination weather

D. The cruise speed

23. If a pilot holding at a clearance-limit fix has received an EFC time, the pilot should depart the fix:

A. Immediately upon failure

B. After one hour

C. Only with ATC contact

D. At the EFC time

24. If a pilot is holding at the clearance-limit fix and has NOT received an EFC time, the pilot should:

A. Hold indefinitely

B. Squawk 1200

C. Descend immediately

D. Leave the fix to arrive at the destination as close as possible to the ETA

25. The estimated time of arrival (ETA) used in lost-communications planning is based on the:

A. Actual groundspeed only

B. Clearance limit only

C. Filed (or amended) flight plan estimate

D. Transponder code

26. A pilot who loses communications should continue to:

A. Squawk 1200

B. Land immediately

C. Attempt to re-establish radio contact while complying with 91.185

D. Disable the transponder

27. Setting 7600 on the transponder serves to:

A. Cancel the IFR clearance

B. Alert ATC that the aircraft has a radio failure

C. Declare a hijack

D. Request VFR

28. A pilot may also attempt to re-establish communication by:

A. Disabling all radios

B. Squawking 1200

C. Landing

D. Trying alternate frequencies, the previous controller, or nearby facilities

29. The fundamental purpose of 91.185 is to:

A. Reduce fuel burn

B. Increase speed

C. Make the pilot's actions predictable so ATC can provide separation

D. Eliminate the need for a flight plan

30. A pilot flying the assigned route after a communications failure should continue to the:

A. Departure airport

B. Nearest VFR field

C. Lowest MEA

D. Clearance limit, then proceed per the clearance-limit rules

31. If VFR conditions are encountered at any point after a communications failure in IMC, the pilot should:

A. Continue VFR and land as soon as practicable

B. Climb to the MEA

C. Continue IMC procedures

D. Squawk 7700

32. The "as close as possible to the EFC time" guidance for beginning the approach exists to:

A. Reduce fuel

B. Increase speed

C. Help ATC predict when the aircraft will descend and protect the airspace

D. Avoid the hold

33. A pilot was vectored off the assigned route for traffic and then lost communications. Under AVEF, the pilot should:

A. Return to the departure airport

B. Proceed direct, rejoining the route ATC vectored the aircraft to expect or join

C. Hold at the present position

D. Squawk 1200

34. The minimum IFR altitude in the highest-of-three rule refers to the:

A. Pattern altitude

B. Applicable MEA or minimum altitude for the segment

C. Filed altitude only

D. Expected altitude only

35. A pilot who has not been assigned or told to expect any altitude, after a communications failure, flies:

A. The pattern altitude

B. The lowest possible altitude

C. The minimum IFR altitude (MEA) for the segment

D. The filed altitude regardless

36. A pilot reaching the destination clearance limit with an EFC time should commence the approach:

A. One hour after arrival

B. Immediately regardless of EFC

C. Only with ATC contact

D. As close as possible to the EFC time

37. A pilot reaching the destination clearance limit without an EFC time should commence the approach:

A. As close as possible to the ETA based on the flight plan

B. Immediately upon failure

C. After holding one hour

D. Only with a new clearance

38. A communications failure that occurs after the aircraft has been cleared for the approach allows the pilot to:

A. Return to departure

B. Hold indefinitely

C. Continue the approach and land

D. Climb to the MEA

39. The lost-communications altitude rule is applied so that, segment by segment, the pilot flies:

A. The lowest of the three altitudes

B. The filed altitude only

C. The highest of the assigned, minimum IFR, and expected altitudes

D. The pattern altitude

40. A pilot must understand that 91.185 provides:

A. A predictable framework, not a rigid script, and good judgment still applies

B. A rigid script with no judgment

C. Only fuel guidance

D. Only transponder codes

41. If a pilot loses communications and was assigned a route to a clearance-limit fix short of the destination, upon reaching that fix with an EFC, the pilot:

A. Holds indefinitely

B. Returns to departure

C. Departs the fix at the EFC time toward the destination

D. Lands at the fix

42. The reason VFR-condition failures call for landing as soon as practicable, rather than continuing IFR procedures, is that:

A. IFR procedures are illegal in VFR

B. Remaining in VFR and landing reduces risk and ATC workload

C. The transponder must be off

D. The flight plan is canceled

43. A pilot reaching a holding fix that is the clearance limit, with an EFC time of 1830Z, should plan to depart the fix:

A. At 1730Z

B. Immediately

C. At 1930Z

D. At 1830Z

44. A pilot's compliance with 91.185 allows ATC to:

A. Clear other traffic around the predicted flight path

B. Cancel the flight plan

C. Ignore the aircraft

D. Reduce the aircraft's fuel

45. Under AVEF, "Expected" refers to a route or altitude ATC instructed the pilot to:

A. File

B. Expect in a further clearance

C. Avoid

D. Disregard

46. A pilot who loses communications in IMC and has an assigned altitude lower than the MEA must fly:

A. The assigned altitude

B. The expected altitude

C. The lowest altitude

D. The MEA, since it is the highest applicable value

47. A pilot must begin the descent for the approach at the destination so as to:

A. Arrive earliest

B. Save the most fuel

C. Match the EFC or ETA timing, making the arrival predictable

D. Avoid the hold entirely

48. A pilot who regains communications after a failure should:

A. Continue 91.185 procedures

B. Squawk 1200

C. Contact ATC and resume normal operations

D. Land immediately

49. The clearance-limit rules ensure that a pilot at a fix short of the destination will:

A. Hold forever

B. Eventually proceed to the destination and execute the approach

C. Return to departure

D. Land at the fix

50. A pilot is assigned 5,000, told to expect 7,000 in 10 minutes, and the MEA is 4,000. After losing communications before the expected altitude time, the pilot should fly:

A. 4,000

B. 5,000 until the time/point to expect 7,000, then climb

C. 7,000 immediately

D. The lowest altitude

51. A communications failure scenario tests the pilot's ability to:

A. Increase speed

B. File a new plan

C. Reduce weight

D. Apply the route and altitude rules logically and predictably

52. A pilot squawking 7600 and flying 91.185 procedures should also:

A. Turn off the transponder

B. Use lighting and other means to signal, and monitor for light-gun signals near an airport

C. Descend below the MDA

D. Cancel the approach

53. The light-gun signal of a steady green from the tower means:

A. Cleared to land

B. Return for landing

C. Give way to other aircraft

D. Taxi

54. A pilot at a towered airport with a radio failure watches for light-gun signals because:

A. The transponder has failed

B. The flight plan is canceled

C. The MEA is unknown

D. The tower communicates landing clearance by light when the radio is out

55. The route rule and altitude rule of 91.185 are applied:

A. Only at the destination

B. Together, throughout the flight after the failure

C. Only in the hold

D. Only at the departure

56. A pilot who experiences a failure and has been cleared "direct destination, maintain 8,000" should fly:

A. The lowest MEA

B. The filed route at the filed altitude

C. The pattern altitude

D. Direct to the destination at the higher of 8,000 or the MEA

57. The "as close as possible to" timing in 91.185 reflects that the rule values:

A. Predictability of the arrival time

B. Maximum fuel savings

C. The shortest route

D. The lowest altitude

58. A pilot must recognize that, after a failure, if cleared to a clearance limit with no approach at that point, the pilot proceeds to the:

A. Departure airport

B. Nearest VFR field

C. Lowest MEA

D. Destination where an approach can be flown

59. The transponder code 7600 differs from 7700 in that 7600 indicates:

A. A hijack

B. VFR operations

C. A general emergency

D. A communications (radio) failure specifically

60. The fundamental goal of the lost-communications procedures is to:

A. Allow the flight to continue safely and predictably to a landing without radio contact

B. Require an immediate landing always

C. Cancel the IFR flight

D. Eliminate ATC separation

Answer Key

1. D — Two-way radio communication failure under IFR is governed by 91.185. It prescribes the route and altitude to fly.

2. C — Upon a radio failure under IFR, the pilot sets the transponder to 7600. This alerts ATC to the radio problem.

3. B — If the failure occurs in VFR conditions, the pilot continues VFR and lands as soon as practicable. VFR conditions take priority over the IMC procedures.

4. B — "Land as soon as practicable" means using good judgment to land at a suitable airport without undue delay. It is not a demand to land immediately at any field.

5. C — A failure in IMC (or where VFR cannot be maintained) requires complying with the route and altitude rules of 91.185. That regulation governs the rest of the flight.

6. D — The route after a failure in IMC follows the AVEF priority: Assigned, Vectored, Expected, Filed. The pilot uses the first that applies.

7. A — Under AVEF, the first route choice is the route assigned in the last ATC clearance received. The assigned route takes top priority.

8. A — If no route was assigned, the next priority is the route ATC vectored the aircraft to expect or join. The vector defines the path.

9. B — If neither assigned nor vectored applies, the next priority is the route ATC advised the pilot to expect in a further clearance. The expected route comes third.

10. B — The last route priority is the route filed in the flight plan. It applies only if none of the others do.

11. A — The altitude is the highest of three: the minimum IFR altitude (MEA), the expected altitude, and the assigned altitude. The pilot flies the highest applicable value.

12. D — One of the three altitude values is the altitude assigned in the last clearance. The pilot compares it with the MEA and expected altitude.

13. C — A second value is the minimum IFR altitude (MEA/MOCA) for the route segment. It ensures terrain clearance.

14. A — The third value is the altitude ATC advised the pilot to expect in a further clearance. The expected altitude is one of the three.

15. A — The highest-of-three rule is applied segment by segment along the route. Each segment may have a different governing altitude.

16. C — With assigned 6,000, expected 8,000, and MEA 7,000, the pilot flies the highest, 8,000 feet. The highest of the three governs.

17. C — With assigned 9,000, expected 7,000, and MEA 5,000, the pilot flies the highest, 9,000 feet. The assigned altitude is the highest here.

18. A — The clearance limit is the point to which the aircraft has been cleared. It is usually the destination but can be a fix.

19. B — If the clearance limit is the destination with an approach, the pilot begins the descent and approach as close as possible to the EFC time, or if none, the ETA based on the filed flight plan. This makes the arrival predictable.

20. B — If the clearance limit is a fix short of the destination, the pilot leaves it at the EFC time; if no EFC, upon arrival, then proceeds to the destination. The EFC or arrival governs the departure from the fix.

21. A — EFC stands for Expect Further Clearance. It is the time the pilot may expect onward clearance.

22. A — The EFC time tells the pilot when to leave a clearance limit or holding fix in a lost-communications scenario. It governs the timing of the continued flight.

23. D — Holding at the clearance-limit fix with an EFC time, the pilot departs the fix at the EFC time. The EFC defines when to proceed.

24. D — Holding at the clearance-limit fix without an EFC time, the pilot leaves the fix to arrive at the destination as close as possible to the ETA. The flight-plan ETA governs.

25. C — The ETA used in lost-communications planning is based on the filed (or amended) flight plan estimate. It provides the timing reference.

26. C — A pilot who loses communications should continue to attempt to re-establish radio contact while complying with 91.185. Both efforts proceed together.

27. B — Setting 7600 alerts ATC that the aircraft has a radio failure. It identifies the nature of the problem.

28. D — The pilot may try alternate frequencies, the previous controller, or nearby facilities to re-establish communication. Multiple avenues may restore contact.

29. C — The fundamental purpose of 91.185 is to make the pilot's actions predictable so ATC can provide separation. Predictability protects other traffic.

30. D — Flying the assigned route after a failure, the pilot continues to the clearance limit, then proceeds per the clearance-limit rules. The clearance limit is the next decision point.

31. A — If VFR conditions are encountered after a failure in IMC, the pilot continues VFR and lands as soon as practicable. VFR conditions change the procedure.

32. C — The "as close as possible to the EFC time" guidance helps ATC predict when the aircraft will descend and protect the airspace. Predictable timing aids separation.

33. B — Vectored off the assigned route then losing communications, the pilot proceeds direct, rejoining the route ATC vectored the aircraft to expect or join. AVEF places the vectored route second.

34. B — The minimum IFR altitude in the highest-of-three rule is the applicable MEA or minimum altitude for the segment. It ensures obstacle clearance.

35. C — Without an assigned or expected altitude, the pilot flies the minimum IFR altitude (MEA) for the segment. The MEA is the governing value when the others are absent.

36. D — Reaching the destination clearance limit with an EFC time, the pilot commences the approach as close as possible to the EFC time. The EFC governs the timing.

37. A — Reaching the destination clearance limit without an EFC time, the pilot commences the approach as close as possible to the ETA based on the flight plan. The ETA governs.

38. C — A failure after being cleared for the approach allows the pilot to continue the approach and land. The approach clearance remains valid.

39. C — The altitude rule is applied segment by segment, flying the highest of the assigned, minimum IFR, and expected altitudes. The highest applicable value governs each segment.

40. A — 91.185 provides a predictable framework, not a rigid script, and good judgment still applies. The rule guides but does not replace airmanship.

41. C — Reaching a clearance-limit fix short of the destination with an EFC, the pilot departs the fix at the EFC time toward the destination. The EFC governs the departure.

42. B — VFR-condition failures call for landing as soon as practicable because remaining in VFR and landing reduces risk and ATC workload. It removes the aircraft from the IFR system safely.

43. D — With an EFC time of 1830Z at a holding clearance-limit fix, the pilot plans to depart the fix at 1830Z. The EFC time is the departure time.

44. A — Compliance with 91.185 allows ATC to clear other traffic around the predicted flight path. Predictability enables separation.

45. B — Under AVEF, "Expected" refers to a route or altitude ATC instructed the pilot to expect in a further clearance. It is the anticipated, not filed, route or altitude.

46. D — With an assigned altitude lower than the MEA, the pilot flies the MEA, since it is the highest applicable value. Terrain clearance requires the MEA.

47. C — The pilot begins the descent to match the EFC or ETA timing, making the arrival predictable. Predictable timing protects the airspace.

48. C — Regaining communications, the pilot contacts ATC and resumes normal operations. The lost-communications procedures end once contact is restored.

49. B — The clearance-limit rules ensure a pilot at a fix short of the destination will eventually proceed to the destination and execute the approach. The procedures lead to a landing.

50. B — Assigned 5,000, expecting 7,000 in 10 minutes, MEA 4,000: the pilot flies 5,000 until the time/point to expect 7,000, then climbs. The expected altitude applies at its specified time, with the highest-of-three rule governing.

51. D — A communications-failure scenario tests the pilot's ability to apply the route and altitude rules logically and predictably. It exercises the 91.185 framework.

52. B — Squawking 7600 and flying 91.185, the pilot also uses lighting and other means to signal, and monitors for light-gun signals near an airport. These aid recognition and clearance.

53. A — A steady green light-gun signal from the tower means cleared to land. It is the landing clearance when the radio is out.

54. D — A pilot at a towered airport with a radio failure watches for light-gun signals because the tower communicates landing clearance by light when the radio is out. The light gun replaces voice clearance.

55. B — The route rule and altitude rule of 91.185 are applied together, throughout the flight after the failure. Both govern the continued flight.

56. D — Cleared "direct destination, maintain 8,000," the pilot flies direct to the destination at the higher of 8,000 or the MEA. The highest-of-three rule applies to the altitude.

57. A — The "as close as possible to" timing reflects that the rule values predictability of the arrival time. Predictable timing protects the airspace.

58. D — Cleared to a clearance limit with no approach there, the pilot proceeds to the destination where an approach can be flown. The procedures lead to a landing at a usable airport.

59. D — Code 7600 indicates a communications (radio) failure specifically, while 7700 is a general emergency. The codes signal different conditions.

60. A — The fundamental goal of the lost-communications procedures is to allow the flight to continue safely and predictably to a landing without radio contact. Predictability and a safe landing are the aims.