

PRACTICE EXAM 23 SIMULATION

1. Under FAR 61.57(c), within what period must a pilot have performed the required tasks to act as PIC under IFR?

- A. The preceding 3 calendar months before the planned instrument flight
- B. The preceding 12 calendar months including a flight review completion
- C. The preceding 6 calendar months before the planned instrument flight
- D. The preceding 24 calendar months provided an IPC was completed

2. What instrument experience must be accomplished to maintain instrument currency under the regulations?

- A. Three approaches and one circling maneuver in actual conditions only
- B. Six hours of instrument time logged within the currency period required
- C. Six approaches, holding procedures, and intercepting and tracking courses
- D. One approach per month flown in either actual or simulated conditions

3. A pilot logs instrument time in a flight simulator. What is required for this time to count toward currency?

- A. The tasks are performed in a device representing the category of aircraft
- B. An examiner must be physically present during the entire simulator session
- C. The simulator time may only count if actual weather was below minimums
- D. The session must exceed two continuous hours to be eligible for logging

4. Under FAR 91.171, what is required regarding VOR equipment accuracy for IFR operations?

- A. The VOR must be inspected by a certificated repair station every six months
- B. The VOR requires no accuracy check before any instrument flight operations
- C. The VOR must be checked by the manufacturer before each instrument flight
- D. The VOR must be checked for accuracy within the preceding 30 days of IFR use

5. What is the maximum permissible bearing error for a dual VOR check using two receivers?

- A. Four degrees between the two indicated bearings to the same station
- B. Six degrees between the two receivers when checked simultaneously
- C. Ten degrees difference is acceptable for a dual VOR system check
- D. Zero degrees difference is required between the two VOR receivers

6. Under FAR 91.205, which instrument is specifically required for flight under IFR but not for day VFR?

- A. An airspeed indicator mounted in the primary instrument panel
- B. A magnetic direction indicator for determining the aircraft heading
- C. A slip-skid indicator and a gyroscopic direction and attitude indicator
- D. A fuel quantity gauge for each fuel tank installed in the aircraft

7. What does FAR 91.167 require regarding fuel for an IFR flight to a destination?

- A. Fuel to the destination plus a thirty-minute reserve at normal cruise
- B. Fuel to fly to the destination, then the alternate, plus 45 minutes reserve
- C. Fuel to the destination plus a two-hour holding reserve at the airport
- D. Fuel to the alternate only, with no specific reserve requirement stated

8. Under what condition is an alternate airport NOT required for an IFR flight per the 1-2-3 rule?

- A. When the destination weather is forecast as marginal but improving slowly
- B. When the destination has any published instrument approach procedure
- C. When forecast weather at the ETA is at least 2,000 feet and 3 miles
- D. When the pilot has filed a flight plan more than one hour before departure

9. What does FAR 91.169 require regarding alternate airport weather minimums for a precision approach?

- A. A ceiling of 800 feet and visibility of 2 statute miles at the alternate
- B. A ceiling of 1,000 feet and visibility of 3 miles for any alternate type
- C. A ceiling of 600 feet and visibility of 2 statute miles at the alternate
- D. No minimums apply if the alternate has any instrument approach available

10. A pilot wishes to log a flight as instrument time. What defines loggable instrument flight time?

- A. Any time the aircraft is operated above ten thousand feet mean sea level
- B. Any time an IFR flight plan has been filed regardless of the weather
- C. Time spent in clouds even if the pilot is referencing outside the windscreen
- D. Time during which the aircraft is operated solely by reference to instruments

11. Under FAR 91.211, when is supplemental oxygen required for the required flight crew at cabin pressure altitudes above 12,500 feet MSL?

- A. Oxygen is required immediately upon climbing through 12,500 feet MSL
- B. Oxygen is required for the part of the flight at that altitude exceeding 30 minutes
- C. Oxygen is required only above fourteen thousand feet for the flight crew
- D. Oxygen is recommended but never specifically required at that altitude

12. At cabin pressure altitudes above 14,000 feet MSL, what does the regulation require of the flight crew?

- A. Oxygen is required only for the duration exceeding thirty continuous minutes
- B. Oxygen must be provided to passengers but is optional for the operating crew
- C. Oxygen is recommended for comfort but not required for the flight crew
- D. The required minimum flight crew must use supplemental oxygen at all times

13. Under FAR 91.411 and 91.413, how often must the altimeter and transponder be tested for IFR operations in controlled airspace?

- A. Within the preceding 12 calendar months for both the altimeter and transponder
- B. Within the preceding 6 calendar months for the altimeter system only
- C. Within the preceding 24 calendar months for both systems and the static system
- D. Only when the aircraft undergoes its annual inspection each calendar year

14. What does an instrument rating allow a pilot to do that a private certificate alone does not?

- A. Operate the aircraft under instrument flight rules and in instrument conditions
- B. Carry passengers for compensation or hire on cross-country flights
- C. Act as a flight instructor providing instrument instruction to students
- D. Operate aircraft requiring a type rating without additional training

15. Under FAR 91.185, what route should a pilot fly after a two-way radio communications failure when being radar vectored?

- A. The direct route from the point of failure to the fix specified in the vector clearance
- B. The last assigned heading indefinitely until reaching the destination airport
- C. The lowest available altitude that provides terrain clearance on the route

D. A climb to the maximum authorized altitude before proceeding to the destination

16. What altitude should a pilot fly after a communications failure under FAR 91.185 in the absence of other instructions?

- A. The minimum enroute altitude for every segment regardless of other factors
- B. The highest of the assigned, minimum enroute, or expected altitude per segment
- C. The lowest altitude that ensures reception of the navigation signals enroute
- D. The maximum authorized altitude published for each route segment flown

17. Under FAR 91.183, what reports must a pilot make to ATC when not in radar contact?

- A. Position reports only when specifically requested by the controlling facility
- B. Position reports over each compulsory reporting point along the route
- C. A single report upon reaching the cruising altitude after departure only
- D. Reports every fifteen minutes regardless of the position along the route

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

- A. The flight includes a landing at a point more than 50 nautical miles away
- B. The flight must exceed three hours of total flight time to qualify as cross-country
- C. The flight must cross at least one international border during the route
- D. The flight must be conducted entirely under actual instrument conditions

19. Under FAR 61.65, how much actual or simulated instrument time is required for the instrument rating?

- A. A minimum of fifteen hours of instrument time with an authorized instructor

- B. A minimum of twenty hours of solo instrument flight time logged
- C. A minimum of fifty hours of cross-country time as pilot in command only
- D. A minimum of forty hours of actual or simulated instrument flight time

20. What does FAR 91.175 require before a pilot may operate below the DA or MDA on an approach?

- A. The controller must issue a specific clearance to descend below minimums
- B. The required flight visibility and visual references must be present to continue
- C. The autopilot must be disengaged before descending below the minimums
- D. The aircraft must be configured for landing with the gear down and locked

21. Under FAR 61.65, the cross-country flight for the instrument rating must include what minimum distance?

- A. A straight-line distance of at least 100 nautical miles along the routing
- B. A distance of 250 nautical miles along airways or ATC-directed routing
- C. A total distance of 500 nautical miles regardless of the routing flown
- D. A distance of 150 nautical miles flown entirely in actual instrument conditions

22. What does FAR 91.103 require a pilot to do before beginning any IFR flight?

- A. File the flight plan at least one hour before the planned departure time
- B. Obtain a standard weather briefing exclusively from a flight service station
- C. Verify the aircraft has been inspected within the preceding 30 days for IFR
- D. Become familiar with all available information concerning that flight

23. Under the regulations, who is directly responsible for determining that an aircraft is airworthy before flight?

- A. The pilot in command of the aircraft for that particular flight
- B. The certificated mechanic who performed the most recent inspection
- C. The aircraft owner regardless of who is operating the aircraft that day
- D. The controlling air traffic facility that issued the departure clearance

24. What does FAR 91.123 require when a pilot deviates from an ATC clearance in an emergency?

- A. The pilot must notify ATC of the deviation as soon as possible
- B. The pilot must file a written report within ten days in every case
- C. The pilot must obtain prior approval before any emergency deviation
- D. The pilot must cancel the IFR flight plan immediately after deviating

25. Under FAR 91.157, what is required to operate under special VFR in controlled airspace at night?

- A. Special VFR at night requires only a private pilot certificate and clear skies
- B. The pilot must be instrument rated and the aircraft equipped for instrument flight
- C. Special VFR is never authorized during nighttime hours under any condition
- D. Only a functioning transponder with altitude encoding is required at night

26. What does FAR 91.177 establish regarding minimum altitudes for IFR operations?

- A. A minimum of 500 feet above the surface in all areas during IFR flight
- B. A minimum of 2,000 feet above the highest obstacle within four miles always
- C. A minimum altitude equal to the highest published approach minimum nearby
- D. At least 1,000 feet above the highest obstacle within 4 NM in non-mountainous areas

27. Under FAR 91.177, what is the minimum obstacle clearance for IFR flight in designated mountainous terrain?

- A. 1,000 feet above the highest obstacle within four nautical miles of course
- B. 500 feet above the highest obstacle within two nautical miles of the route
- C. 1,500 feet above the highest obstacle within five nautical miles of the path
- D. 2,000 feet above the highest obstacle within 4 NM of the course flown

28. What does an instrument approach procedure's "minimum descent altitude" represent on a nonprecision approach?

- A. The lowest altitude to which descent is authorized without the runway in sight
- B. The altitude at which the decision to land or go around must be finalized
- C. The altitude where the glideslope is intercepted on the final segment inbound
- D. The altitude at which the missed approach climb gradient must commence

29. Under FAR 61.51, what may a pilot log as instrument flight time?

- A. All time spent on an active IFR flight plan regardless of the actual weather
- B. Time during which the aircraft is above eighteen thousand feet mean sea level
- C. Time operated solely by reference to instruments under actual or simulated conditions
- D. Time spent receiving radar vectors from air traffic control during a flight

30. What does FAR 91.167 specify as the exception to the alternate fuel requirement?

- A. The exception applies whenever the destination has an operating control tower
- B. No alternate fuel is needed if weather at the destination meets the 1-2-3 criteria
- C. The exception applies only to turbine-powered aircraft on domestic routes
- D. The alternate fuel requirement may never be waived under any circumstances

31. Under FAR 91.187, what must a pilot operating IFR report to ATC regarding equipment?

- A. The pilot reports only the total fuel remaining at each compulsory point
- B. The pilot reports the aircraft registration at each frequency change required
- C. Any malfunction of navigation, approach, or communication equipment
- D. The pilot reports the assigned transponder code on initial contact only

32. What does the term "appropriately rated safety pilot" require for logging simulated instrument time?

- A. The safety pilot must hold a current flight instructor certificate at minimum
- B. The safety pilot must hold an instrument rating in addition to the category rating
- C. The safety pilot must possess at least a private certificate with category and class ratings
- D. The safety pilot must have logged a minimum of 500 hours of total flight time

33. Under FAR 91.205, what additional equipment beyond VFR night requirements is needed for IFR flight?

- A. A landing light and an adequate source of electrical energy for all equipment
- B. An anti-collision light system and position lights on the wingtips and tail
- C. A spare set of fuses or three spare fuses of each kind required for flight
- D. A gyroscopic rate-of-turn indicator, slip-skid indicator, and sensitive altimeter

34. What does FAR 91.171 require if a VOR check reveals an error exceeding the allowable tolerance?

- A. The pilot may continue to use the VOR if the error is noted in the logbook
- B. The error must be corrected by adjusting the omni-bearing selector in flight
- C. A repair station must recalibrate the unit before any further VFR flight
- D. The VOR may not be used for IFR operations until the error is corrected

35. Under FAR 61.57, simulated instrument conditions for currency must be accomplished using what?

- A. An aircraft flown at night without any reference to outside ground lighting
- B. A view-limiting device while operating the aircraft by reference to instruments
- C. An aircraft operated above the cloud tops with the autopilot fully engaged
- D. A flight conducted only when the reported ceiling is below the approach minimums

36. What does the regulation require regarding a transponder in Class A airspace?

- A. A transponder is recommended but not specifically required in Class A airspace
- B. Only a mode A transponder transmitting the assigned code is required there
- C. A transponder is required only when the controlling facility specifically requests it
- D. An operating transponder with mode C altitude reporting capability is required

37. Under FAR 91.169, what is the standard alternate minimum for a nonprecision approach?

- A. A ceiling of 600 feet and visibility of 2 statute miles at the alternate airport
- B. A ceiling of 1,000 feet and visibility of 1 statute mile at the alternate
- C. A ceiling of 1,500 feet and visibility of 3 statute miles for nonprecision
- D. A ceiling of 800 feet and visibility of 2 statute miles at the alternate airport

38. Operating under Part 91, a pilot arrives at a destination where the reported visibility is below the approach minimum. What does FAR 91.175 permit regarding flying the approach?

- A. The approach may be flown, but a landing requires the prescribed flight visibility in view
- B. The approach may not be commenced at all when reported visibility is below the minimum
- C. The pilot may descend to the MDA and land regardless of the actual flight visibility present
- D. The controlling facility must first approve the approach when reported visibility is below limits

39. Under FAR 61.65, who may provide the instrument training required for the rating?

- A. Any pilot who holds a current and valid instrument rating in the category
- B. A commercial pilot with at least 500 hours of total instrument flight time
- C. A safety pilot designated by the applicant during the training flights
- D. An authorized instructor holding an instrument rating on their flight instructor certificate

40. What does FAR 91.181 require regarding the course to be flown under IFR?

- A. The pilot may select any direct course that maintains terrain clearance enroute
- B. The pilot must operate along the centerline of the airway or the direct route assigned
- C. The pilot must remain within ten nautical miles of the filed route at all times
- D. The pilot may deviate up to four miles from the centerline without notifying ATC

41. Under the regulations, what is the definition of "decision altitude" for a precision approach?

- A. The lowest altitude authorized without the required visual references in sight
- B. The altitude at which the procedure turn must be completed inbound
- C. The altitude where the glideslope is first intercepted on the approach
- D. A specified altitude on a precision approach at which a missed approach must begin if visual references are not visible

42. What does FAR 91.205 require for instrument flight regarding the directional indicator?

- A. A gyroscopic direction indicator or an equivalent navigation system installed
- B. A magnetic compass alone is sufficient for all instrument flight operations
- C. Two independent magnetic compasses mounted in separate panel locations
- D. A radio magnetic indicator slaved to the heading system at all times

43. Under FAR 91.167, the "standard" alternate visibility minimum is based on what reference time?

- A. The visibility at the time of the pilot's departure from the origin airport
- B. The visibility reported when the flight plan is initially filed with the facility
- C. The forecast visibility averaged over the entire duration of the flight
- D. The forecast conditions from 1 hour before to 1 hour after the ETA at destination

44. What does FAR 91.3 establish regarding the authority of the pilot in command?

- A. The pilot must follow all ATC instructions even during a declared emergency
- B. The pilot shares final authority for the flight with the controlling facility
- C. The pilot is directly responsible for and is the final authority for the operation
- D. The pilot may delegate final authority to a qualified second in command

45. Under FAR 61.57, an instrument proficiency check must be administered by whom?

- A. Any pilot holding a current instrument rating in the same aircraft category
- B. An examiner, an authorized instructor, or other authorized person per the regulation
- C. A designated pilot examiner exclusively, with no other persons authorized
- D. The chief flight instructor of an approved part 141 training facility only

46. What does FAR 91.205 require regarding a clock for IFR operations?

- A. A clock is recommended but not specifically required for instrument flight
- B. Any wristwatch worn by the pilot satisfies the requirement during the flight
- C. A clock displaying hours, minutes, and seconds with a sweep or digital presentation
- D. A clock is required only when no DME or GPS timing source is available

47. Under FAR 91.211, above what cabin pressure altitude must each occupant be provided supplemental oxygen?

- A. Above 15,000 feet MSL each occupant of the aircraft must be provided oxygen
- B. Above 12,500 feet MSL oxygen must be provided to every aircraft occupant
- C. Above 10,000 feet MSL all occupants must be provided supplemental oxygen
- D. Above 14,000 feet MSL each occupant must use oxygen for the entire flight

48. What does an instrument rating require regarding the practical test under FAR 61.65?

- A. Passing a practical test covering the areas of operation in the regulation
- B. Passing only a written knowledge test with no practical flight evaluation
- C. Completing 100 hours of pilot-in-command time before the practical test
- D. Holding a commercial certificate before the practical test may be taken

49. Under FAR 91.185, what should a pilot do if the radio fails while operating in VFR conditions?

- A. Climb to the highest minimum enroute altitude and circle the nearest fix
- B. Squawk 7700 and proceed directly to the nearest military airfield available
- C. Continue the flight under VFR and land as soon as practicable after the failure
- D. Maintain the last assigned altitude and heading until reaching the destination

50. What does FAR 91.205 require regarding navigation equipment for IFR flight?

- A. Two independent VOR receivers are required for all instrument operations
- B. A single GPS receiver satisfies all navigation requirements for IFR flight
- C. Distance-measuring equipment is required for all flights above 18,000 feet
- D. Navigation equipment appropriate to the ground facilities to be used must be installed

51. Under FAR 61.51, what information must be recorded to log pilot-in-command instrument time?

- A. Only the total duration of the flight and the departure airport identifier
- B. The location and type of each instrument approach and the conditions flown
- C. The name of the controlling facility that provided the radar services
- D. The exact satellite count maintained by the GPS during the approach

52. What does FAR 91.167 require if no alternate is listed but later becomes necessary?

- A. The pilot may not divert to any airport not listed on the original flight plan
- B. The pilot must carry enough fuel as if an alternate were required when conditions warrant
- C. The pilot must immediately return to the departure airport upon any deviation
- D. The pilot must request a new clearance before considering any alternate airport

53. Under the regulations, what defines "controlled airspace" for IFR clearance purposes?

- A. Airspace where VFR flight is prohibited at all times day and night
- B. Airspace that exists only above eighteen thousand feet mean sea level
- C. Airspace within which ATC service is provided to IFR flights as required
- D. Airspace reserved exclusively for military operations and training flights

54. What does FAR 91.157 prohibit regarding special VFR operations?

- A. Special VFR below 1 mile visibility for fixed-wing aircraft is prohibited
- B. Special VFR is prohibited in all Class B airspace areas without exception
- C. Special VFR may never be requested during daytime visual conditions
- D. Special VFR requires a minimum ceiling of 2,000 feet for any operation

55. Under FAR 61.57, a pilot using a flight simulator for currency must accomplish the tasks in what timeframe?

- A. Within the same 6-calendar-month period that applies to aircraft currency
- B. Within 12 calendar months since simulators provide extended currency credit
- C. Within 3 calendar months because simulator currency expires more quickly
- D. Within 24 calendar months matching the flight review currency interval

56. What does FAR 91.205 require regarding a rate-of-turn indicator for IFR?

- A. A rate-of-turn indicator is required only for aircraft above 12,500 pounds
- B. A gyroscopic rate-of-turn indicator is required for instrument flight operations
- C. The rate-of-turn indicator may be replaced by a second attitude indicator
- D. A rate-of-turn indicator is recommended but not required for instrument flight

57. Under FAR 91.169, what governs the alternate minimums when standard minimums are not published?

- A. The pilot may use any minimums chosen at personal discretion for that alternate
- B. Standard alternate minimums apply: 600-2 for precision, 800-2 for nonprecision
- C. No alternate may ever be used if standard published minimums are unavailable
- D. The minimums default to the lowest straight-in minimums of the approach

58. What does FAR 91.123 require regarding compliance with ATC clearances and instructions?

- A. The pilot must comply unless an amended clearance is obtained or an emergency exists
- B. The pilot may disregard any clearance that conflicts with the original flight plan
- C. The pilot must comply only during the enroute phase but not during approaches
- D. The pilot may deviate freely as long as terrain clearance is independently maintained

59. Under FAR 61.65, what aeronautical knowledge test must be passed for the instrument rating?

- A. A test covering only the meteorology relevant to instrument flight operations
- B. A test focused exclusively on the regulations governing instrument flight rules
- C. A knowledge test on the aeronautical knowledge areas appropriate to the rating
- D. A test combined with the private pilot knowledge examination at the same sitting

60. What does FAR 91.205 require regarding a slip-skid indicator for IFR flight?

- A. A slip-skid indicator is recommended but not specifically required for IFR
- B. The slip-skid indicator may be replaced by the turn coordinator ball only
- C. A slip-skid indicator must be installed and operational for instrument flight
- D. The slip-skid indicator is required only for multi-engine aircraft under IFR

ANSWER KEY

1. C. 61.57(c) currency — Required tasks must be done within the preceding 6 calendar months.
2. C. Currency tasks — Six approaches, holding procedures, and intercepting/tracking courses using navigation systems.
3. A. Simulator logging — Tasks must be performed in a flight simulator/training device representing the category of aircraft (and meeting device requirements).
4. D. 91.171 VOR check — A VOR accuracy check is required within the preceding 30 days for IFR use.
5. A. Dual VOR check — Maximum 4° difference between the two indicated bearings.
6. C. IFR-only equipment — A slip-skid indicator plus gyroscopic direction and attitude indicators are required for IFR (beyond day VFR).

7. B. 91.167 fuel — Fuel to destination, then to the alternate, plus 45 minutes at normal cruise.
8. C. 1-2-3 rule exception — No alternate needed if forecast at ETA is at least 2,000 ft ceiling and 3 SM visibility (with an instrument approach).
9. C. Precision alternate minimums — 600 ft ceiling and 2 SM visibility.
10. D. Instrument time — Time operated solely by reference to instruments.
11. B. Oxygen 12,500–14,000 — Required for the flight crew for the portion of flight at those altitudes exceeding 30 minutes.
12. D. Oxygen above 14,000 — The required minimum flight crew must use oxygen at all times.
13. C. 91.411/.413 — Altimeter/static (24 months) and transponder (24 months) tests.
14. A. Instrument rating privilege — Allows operation under IFR and in instrument meteorological conditions.
15. A. Lost comms route (vectored) — Proceed direct from the failure point to the fix specified in the vector clearance (the "V" in AVEF).
16. B. Lost comms altitude — Fly the highest of assigned, MEA, or expected for each segment.
17. B. 91.183 reporting — Position reports over each compulsory reporting point when not in radar contact.
18. A. XC for instrument rating — Includes a landing at a point more than 50 NM from the origin.
19. D. 61.65 instrument time — Minimum 40 hours actual or simulated instrument time.

20. B. 91.175 below DA/MDA — The required flight visibility and visual references must be present.
21. B. 61.65 XC distance — A 250 NM cross-country along airways or ATC-directed routing (with an approach at each airport).
22. D. 91.103 preflight — Become familiar with all available information concerning the flight.
23. A. Airworthiness responsibility — The pilot in command determines airworthiness before flight.
24. A. 91.123 emergency deviation — Notify ATC of the deviation as soon as possible.
25. B. Night special VFR — Pilot must be instrument rated and the aircraft instrument-equipped.
26. D. 91.177 non-mountainous — At least 1,000 ft above the highest obstacle within 4 NM.
27. D. 91.177 mountainous — 2,000 ft above the highest obstacle within 4 NM.
28. A. MDA — The lowest altitude to which descent is authorized without the runway environment in sight.
29. C. 61.51 instrument time — Time operated solely by reference to instruments in actual or simulated conditions.
30. B. 91.167 exception — No alternate fuel required if destination weather meets the 1-2-3 criteria.
31. C. 91.187 reporting — Report any malfunction of navigation, approach, or communication equipment.
32. C. Safety pilot — Must hold at least a private certificate with category and class ratings appropriate to the aircraft.

33. D. 91.205 IFR equipment — Gyroscopic rate-of-turn indicator, slip-skid indicator, and a sensitive altimeter (adjustable for barometric pressure).
34. D. VOR out of tolerance — The VOR may not be used for IFR until the error is corrected.
35. B. Simulated conditions — Accomplished using a view-limiting device while flying by reference to instruments.
36. D. Transponder in Class A — An operating transponder with Mode C is required.
37. D. Nonprecision alternate minimums — 800 ft ceiling and 2 SM visibility.
38. A. 91.175 under Part 91 — There is no Part 91 prohibition on commencing an instrument approach based on reported visibility; the pilot may fly the approach, but may only descend below DA/MDA and land if the required flight visibility and the runway visual references are present. Option B is the rule for Part 121/135 operators (the reported-visibility commencement restriction), not Part 91. Option C ignores the flight-visibility requirement, and option D invents an ATC-approval step that does not exist.
39. D. Instrument instructor — Must be an authorized instructor holding an instrument rating on the CFI certificate (CFII).
40. B. 91.181 course — Operate along the airway centerline or, on a direct route, the direct course assigned.
41. D. Decision altitude — A specified altitude on a precision approach at which a missed approach must begin if the required visual references are not visible.
42. A. 91.205 directional — A gyroscopic direction indicator (or equivalent) is required for IFR.
43. D. Alternate reference time — Based on forecast conditions from 1 hour before to 1 hour after the ETA.

44. C. 91.3 PIC authority — The PIC is directly responsible for, and the final authority as to, the operation.
45. B. IPC administration — Given by an examiner, an authorized instructor, or other authorized person.
46. C. 91.205 clock — A clock displaying hours, minutes, and seconds (sweep or digital).
47. A. Oxygen for occupants — Above 15,000 ft MSL, each occupant must be provided supplemental oxygen.
48. A. 61.65 practical test — Passing a practical test on the areas of operation in the regulation.
49. C. Lost comms in VFR — Continue VFR and land as soon as practicable.
50. D. 91.205 navigation — Navigation equipment appropriate to the ground facilities to be used.
51. B. 61.51 logging — Record the location and type of each approach and the conditions of flight.
52. B. 91.167 — Carry alternate fuel as if an alternate were required when conditions warrant it.
53. C. Controlled airspace — Airspace within which ATC service is provided to IFR flights.
54. A. Special VFR — Prohibited below 1 SM visibility for fixed-wing aircraft.
55. A. Simulator currency timeframe — Within the same 6-calendar-month period as aircraft currency.
56. B. 91.205 rate-of-turn — A gyroscopic rate-of-turn indicator is required for IFR.
57. B. Standard alternate minimums — 600-2 (precision), 800-2 (nonprecision) when none are published.

58. A. 91.123 compliance — Comply unless an amended clearance is obtained or an emergency exists.
59. C. 61.65 knowledge test — A knowledge test on the aeronautical knowledge areas appropriate to the rating.
60. C. 91.205 slip-skid — A slip-skid indicator must be installed and operational for IFR.