PRACTICE EXAM 24 (60 QUESTIONS)

1. You are vectored onto the ILS for runway 9 at 3,000 feet and told to maintain that altitude until established. The glide slope flag is showing on your receiver. What is the most appropriate action?

A. Descend on the localizer using timing to estimate the glide path

B. Continue inbound and disregard the glide slope for the approach

C. Accept the localizer-only approach and use its higher minimums freely

D. Treat the glide slope as unusable and fly the localizer non-precision minimums

2. While established in a hold at 6,000 feet, you receive "expect further clearance 1745." Your clock reads 1715 and you experience a complete radio failure. What should you plan to do at 1745?

A. Remain in the hold indefinitely until the radios are restored

B. Depart the holding fix and proceed per the lost-communications rules

C. Descend immediately to the minimum en route altitude and land

D. Squawk standby and exit the airspace at the nearest boundary

3. Approaching your destination, the AWOS reports a ceiling of 700 feet and visibility 1 mile. The ILS DA is 250 feet with 3/4 mile required. As a Part 91 pilot, may you begin the approach?

A. No, because the reported visibility is below the published minimum

B. Yes, you may begin and continue to the DA to assess the conditions

C. No, because the ceiling is below the circling minimum for the field

D. Yes, but only after declaring a precautionary low-fuel condition

4. During cruise in IMC, your vacuum suction gauge drops to zero and the attitude indicator begins to lag. What is your best immediate course of action?

A. Continue normally since the electric turn coordinator is unaffected

B. Disconnect all electrical instruments to prevent cascading failures

C. Transition to partial panel and advise ATC of the instrument failure

D. Climb to a higher altitude to restore the vacuum pump suction

5. You are cleared for the RNAV (GPS) approach and the receiver annunciates "RAIM not available." What does this mean for your approach?

A. Integrity monitoring is not assured, so the GPS approach may not be usable

B. The receiver has lost all satellites and will shut down momentarily

C. The database has expired and the unit cannot load the procedure

D. The approach can be flown but only to the circling minimum altitude

6. En route, ATC assigns "climb and maintain 9,000, expedite through 7,000 for traffic." What does this require of you?

A. Level off at 7,000 feet and await a further climb clearance

B. Climb at the normal rate and report when reaching 9,000 feet

C. Maintain 9,000 and descend back through 7,000 if traffic appears

D. Climb at an increased rate to pass through 7,000 promptly, then continue

7. You break out at the DA on an ILS and see the approach lights but not the runway threshold or touchdown zone. What are you permitted to do?

A. Land immediately since any approach lighting satisfies the requirement

B. Circle at the DA until the full runway environment becomes visible

C. Execute the missed approach because no visual references are adequate

D. Descend to 100 feet above touchdown zone elevation using the lights

8. While holding, you note a 25-knot wind from the right on the inbound leg. To keep the inbound leg tracking correctly, how should you adjust?

A. Apply no correction since holding patterns self-correct for wind

B. Triple the drift correction on the inbound leg of the pattern

C. Apply wind correction and adjust outbound timing to compensate

D. Increase airspeed to overpower the crosswind on both legs equally

9. You are number two behind slower traffic on the approach and ATC instructs you to reduce to your slowest practical approach speed. What is the primary concern?

A. Whether the autopilot can hold the new airspeed automatically

B. Whether the transponder will continue reporting at the lower speed

C. Maintaining a stabilized approach and adequate stall margin

D. Whether the GPS will sequence waypoints at the reduced speed

10. During an IFR departure you are issued "climb via the SID except maintain 5,000." How does this modify the SID?

A. Ignore all SID altitude restrictions and climb directly to 5,000

B. Climb only to the lowest published SID altitude and hold there

C. Disregard the lateral SID routing but keep the speed restrictions

D. Fly the SID lateral path and restrictions but top altitude is 5,000

11. You are flying a DME arc and notice the DME distance slowly increasing beyond the target. What correction is appropriate?

A. Turn slightly toward the station to bring the distance back in

B. Turn slightly away from the station to widen the arc radius

C. Increase airspeed to regain the proper distance from the station

D. Descend to reduce the slant-range error affecting the reading

12. Your destination forecast is exactly at 2,000 feet ceiling and 3 miles visibility for your ETA window. What does this mean for filing an alternate?

A. No alternate is required because the forecast meets the 1-2-3 criteria

B. An alternate is required because the forecast is marginal at those values

C. An alternate is required regardless of any forecast for IFR flights

D. No alternate is needed only if the destination has a precision approach

13. Mid-approach, you become task-saturated and realize you are behind the aircraft on a steep descent. What is the safest decision?

A. Increase the descent rate to reach the runway and reduce workload

B. Continue and accept a slightly unstabilized approach this one time

C. Execute a go-around or request a delay to regain situational awareness

D. Disregard radio calls until the aircraft is established on final

14. You are cleared "direct GIPSY then as filed." How should you navigate after reaching GIPSY?

A. Proceed direct to GIPSY, then resume the originally filed route

B. Hold at GIPSY until ATC issues a separate route clearance

C. Continue on the present heading past GIPSY until vectored

D. Climb to the filed altitude only after passing the GIPSY fix

15. During the missed approach, the published procedure says "climb to 2,000 then climbing right turn to 4,000 direct ABC VOR and hold." What do you do first?

A. Turn right immediately while climbing toward 4,000 feet

B. Proceed direct to ABC VOR before beginning any climb

C. Enter the hold at ABC and then climb to the holding altitude

D. Climb straight ahead to 2,000 before starting the right turn

16. You experience an alternator failure in IMC with the battery as your only electrical source. What is the priority action?

A. Shed nonessential electrical loads and plan to land soon

B. Continue to the original destination without changing the plan

C. Turn off the battery to preserve it for the approach later

D. Climb to extend gliding range in case of total power loss

17. Approaching the FAF on a non-precision approach, you have not yet been cleared for the approach. What should you do?

A. Begin the descent at the FAF since you are established on course

B. Maintain the last assigned altitude and query ATC for the clearance

C. Execute the missed approach procedure and return for sequencing

D. Descend to the MDA and circle until the clearance is received

18. Your GPS unit is in OBS mode as you cross the holding fix. What effect does this have on waypoint sequencing?

A. The unit automatically sequences to the next approach waypoint

B. The unit suspends automatic sequencing, holding the active waypoint

C. The unit reverts to the nearest VOR for course guidance

D. The unit recalculates the entire flight plan from the present position

19. You are issued a clearance with a crossing restriction "cross WILMA at or above 8,000." Descending from 11,000, how do you comply?

A. Cross WILMA at exactly 8,000 feet regardless of your descent profile

B. Descend immediately to 8,000 and maintain it until reaching WILMA

C. Remain at 11,000 until directly over WILMA and then descend

D. Plan the descent so you are at or above 8,000 when crossing WILMA

20. During an approach briefing, you identify that the missed approach holding fix requires a teardrop entry. When should you determine the entry type?

A. After reaching the holding fix during the missed approach climb

B. Only if ATC specifically assigns a holding entry procedure

C. During the briefing, before commencing the approach itself

D. Once established in the hold by observing the wind drift

21. You are flying an ILS and the localizer needle becomes increasingly sensitive as you near the runway. How should your corrections change?

A. Make smaller, smoother corrections as the course narrows on final

B. Make larger corrections to keep the needle centered near the runway

C. Disregard the localizer and transition to the glide slope only

D. Increase the descent rate to reach the runway before drifting off

22. ATC advises "radar contact lost, resume position reporting." What does this require of you?

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

B. Climb to the minimum en route altitude for radar reacquisition

C. Squawk the emergency code to help ATC relocate your aircraft

D. Make position reports over compulsory reporting points as required

23. You encounter unexpected moderate icing while level at 8,000 feet in cloud on an IFR clearance. What is the most appropriate first action?

A. Maintain altitude and increase airspeed to shed the accumulating ice

B. Request a climb or descent from ATC to exit the icing conditions

C. Continue to the destination since the ice will sublimate eventually

D. Reduce power immediately and begin an emergency descent through it

24. During a partial-panel approach after gyro failure, which technique helps you turn to a heading accurately?

A. Bank steeply and roll out when the compass shows the new heading

B. Use a timed standard-rate turn based on the heading change needed

C. Rely on the failed heading indicator and ignore the discrepancy

D. Use the GPS track readout exclusively without timing the turn

25. You are cleared for the approach but the weather drops below minimums while you are inbound on the final segment. As a Part 91 pilot, what may you do?

A. You must immediately abandon the approach upon the weather report

B. You must circle at the FAF until the weather improves above minimums

C. You must divert to the alternate without continuing the approach

D. You may continue and descend to the DA or MDA to assess references

26. While being vectored, ATC says "fly heading 270, vector for spacing." What is your responsibility?

A. Resume own navigation directly to the approach fix immediately

B. Fly the assigned heading and expect further vectors for sequencing

C. Climb to the filed altitude and proceed on the filed airway route

D. Enter a hold at the nearest fix until spacing has been achieved

27. Your aircraft's pitot tube becomes blocked while the static port remains clear during a climb. What will the airspeed indicator show?

A. A steadily decreasing airspeed as the aircraft continues to climb

B. An airspeed that remains frozen at the value when the blockage began

C. An increasing airspeed as the aircraft climbs with the ram inlet blocked

D. An immediate drop to zero with no further movement of the needle

28. You are planning an IFR flight and the only suitable alternate has a GPS approach. Your aircraft has an IFR-approved WAAS GPS. May you use it as your alternate?

A. Yes, a suitably equipped aircraft may plan a GPS approach at the alternate

B. No, GPS approaches may never be used at a filed alternate airport

C. Yes, but only if the alternate also has an ILS as a backup approach

D. No, unless a second independent GPS unit is installed in the panel

29. Cleared for takeoff IFR from a towered field, you enter IMC at 400 feet. The published ODP requires a 300 ft/NM climb gradient. What must you ensure?

A. Your aircraft can meet or exceed the required climb gradient for the ODP

B. You level off at 400 feet until ATC issues a further climb clearance

C. You disregard the ODP because the tower cleared you for takeoff

D. You request radar vectors instead of complying with the published ODP

30. During an approach, you receive a "low altitude alert" from ATC. What is the appropriate response?

A. Continue the descent since the approach profile is already established

B. Check your altitude immediately and climb if below a safe altitude

C. Acknowledge but maintain the current descent to the runway

D. Disregard the alert because ATC has primary terrain responsibility

31. You are holding and ATC clears you "cleared to the airport via present position direct, descend and maintain 4,000." What do you do?

A. Continue holding until a separate approach clearance is issued

B. Maintain the holding altitude and request vectors to the airport

C. Exit the hold, proceed direct to the airport, and descend to 4,000

D. Descend to 4,000 within the holding pattern before proceeding

32. Your attitude indicator fails in IMC and you must maintain level flight. Which combination of instruments best replaces it for pitch and bank?

A. Altimeter and VSI for pitch, turn coordinator for bank control

B. Airspeed indicator alone for both pitch and bank reference

C. Magnetic compass for pitch and the heading indicator for bank

D. Tachometer for pitch and the inclinometer ball for bank control

33. Approaching minimums on a non-precision approach, you reach the MDA before the missed approach point with no runway in sight. What should you do?

A. Begin an immediate descent below the MDA to search for the runway

B. Initiate the missed approach as soon as the MDA is reached

C. Maintain the MDA and continue to the MAP before deciding to go missed

D. Circle at the MDA until the runway environment becomes visible

34. You file IFR and your route crosses an area with a forecast of embedded thunderstorms. What is the most prudent planning action?

A. File the route as planned since IFR clearance ensures separation from storms

B. Plan an alternate routing or strategy to avoid the embedded convective activity

C. Rely on ATC to vector you around all of the embedded storm cells

D. Climb above the freezing level to remain clear of the thunderstorms

35. During the approach, your single communication radio fails but navigation equipment is working in VMC. What should you do?

A. Immediately execute the missed approach and climb to a safe altitude

B. Squawk standby and continue the approach without any further action

C. Squawk 7600, continue under the lost-communications rules, and land

D. Reverse course and return to the departure airport for landing

36. You are assigned to hold at a fix and the inbound course is 090 with standard turns. Arriving on a heading of 350, which entry is appropriate?

A. A parallel entry, turning to parallel the inbound course outbound

B. A direct entry, turning right to follow the holding pattern

C. A teardrop entry, flying outbound at a thirty-degree offset

D. A reverse entry, turning opposite to the holding pattern direction

37. Your destination has deteriorated and you decide to divert. What is the most important immediate consideration?

A. Selecting the alternate with the longest available runway surface

B. Confirming you have adequate fuel and a suitable approach at the divert field

C. Choosing the alternate closest to your original filed destination

D. Ensuring the alternate has a control tower in operation at the time

38. You are cleared for the visual approach behind traffic you have in sight. What is your responsibility regarding that traffic?

A. Maintain visual separation and follow the preceding aircraft to the runway

B. Pass the preceding aircraft to expedite your own arrival sequence

C. Maintain instrument approach minimums regardless of the traffic

D. Request radar vectors to avoid following the preceding aircraft

39. During an instrument approach, you notice the altimeter setting you were given is 0.30 inHg lower than the actual local setting. What is the effect if uncorrected?

A. The aircraft will fly higher than the indicated altitude on the approach

B. The altimeter will read the correct altitude despite the wrong setting

C. The error affects only the vertical speed indicator, not the altimeter

D. The aircraft will fly lower than indicated, reducing obstacle clearance

40. You are flying an LPV approach and the WAAS coverage degrades, downgrading the approach. What is the likely result on your display?

A. The approach continues unchanged with the same low LPV minimums

B. The receiver automatically switches to an ILS frequency for guidance

C. The glide slope sensitivity increases to provide tighter guidance

D. The approach reverts to LNAV with higher, non-precision minimums

41. During cruise, ATC issues a reroute that you copy but do not fully understand. What is the correct action?

A. Comply with your best interpretation and adjust if a problem develops

B. Request that ATC repeat or clarify the reroute before complying

C. Continue on the original route and ignore the reroute clearance

D. Read back a partial version and proceed on that interpretation

42. You are established on a published feeder route inbound to an IAF. What altitude are you authorized to fly?

A. Any altitude above the minimum en route altitude for the airway

B. The last altitude assigned by ATC regardless of the chart

C. The minimum altitude published for that feeder route segment

D. The decision altitude shown for the final approach segment

43. Your aircraft enters an area of forecast severe turbulence at cruise. What is the recommended airspeed and technique?

A. Maintain cruise speed and use the autopilot to hold exact altitude

B. Increase airspeed to penetrate the turbulence as quickly as possible

C. Make large control inputs to keep the wings precisely level throughout

D. Slow to maneuvering speed and hold a level attitude, accepting altitude variation

44. You are cleared for an approach with a procedure turn, but ATC vectors you onto the final approach course inside the procedure turn fix. What do you do?

A. Fly the full procedure turn anyway to align with the final course

B. Request a delay vector to allow time to fly the procedure turn

C. Do not fly the procedure turn since you are being vectored to final

D. Climb to the procedure turn altitude and complete the course reversal

45. During an IFR flight you realize your fuel will reach reserves earlier than planned due to headwinds. What should you do?

A. Continue to the destination and use the reserve fuel as needed

B. Reduce airspeed to maximum endurance and continue without advising ATC

C. Advise ATC and consider declaring minimum fuel or diverting

D. Maintain the planned cruise speed to reach the destination sooner

46. You are on a coupled ILS approach with the autopilot flying it. At what point should you be prepared to take manual control?

A. By the decision altitude, and immediately if the autopilot malfunctions

B. Only after the aircraft has touched down on the runway surface

C. At the final approach fix when the glide slope is first captured

D. Only if ATC specifically instructs you to disconnect the autopilot

47. Your destination weather is reported as a 300-foot ceiling with 1 mile visibility, and the ILS minimums are 200-1/2. As a Part 91 pilot inbound, what governs your decision to land?

A. The reported ceiling, which prohibits beginning the approach at all

B. The circling minimums published on the approach chart for the field

C. ATC approval, which must be obtained before descending below minimums

D. The required flight visibility and visual references at the DA

48. While being vectored for the approach, you are told "maintain 3,000 until established on the localizer, cleared ILS runway 27." When may you descend below 3,000?

A. As soon as you receive the approach clearance from the controller

B. Once you intercept and are established on the localizer course

C. When you cross the outer marker inbound on the final approach

D. After completing the procedure turn at the intermediate altitude

49. You experience a static system blockage in IMC and switch to the alternate static source. What change might you notice in the indications?

A. A slight change in airspeed and altimeter readings from cabin pressure

B. A complete loss of all pitot-static instrument indications at once

C. An immediate failure of the gyroscopic attitude and heading indicators

D. A reversal of the vertical speed indicator during level flight

50. You are planning to depart a non-towered airport IFR. ATC gives a clearance "void if not off by 1620, if not off by 1625 advise intentions." What does the second time mean?

A. You must depart between 1620 and 1625 to use the clearance legally

B. You may depart any time before 1625 without further coordination

C. By 1625, if not airborne, you must advise ATC of your intentions

D. The clearance remains valid until 1625 regardless of your departure

51. During the approach, the controller asks you to "say airspeed." Why might this be relevant to sequencing?

A. To verify your transponder is reporting altitude data correctly

B. To confirm you have the runway environment in sight on final

C. To manage spacing between you and other aircraft on the approach

D. To determine the correct altimeter setting for your approach

52. You are holding at an intersection defined by two VOR radials. One VOR's identifier becomes unreadable on the audio. What should you do?

A. Treat the fix as unreliable and advise ATC of the navaid problem

B. Continue holding using the single remaining VOR radial alone

C. Descend to a lower altitude to improve the VOR signal reception

D. Switch both receivers to GPS and disregard the VOR holding fix

53. On an IFR cross-country, you encounter a region where your assigned altitude is below the MEA for the next segment. What must you ensure?

A. You climb to at least the MEA before entering that route segment

B. You maintain the assigned altitude since ATC has terrain responsibility

C. You descend below the MEA to remain in radar contact with ATC

D. You request a direct routing to bypass the higher MEA segment

54. You are cleared for an approach and the autopilot is tracking the localizer well, but the glide slope fails to capture at the normal point. What should you do?

A. Force the autopilot into glide slope mode repeatedly until it captures

B. Be prepared to fly the localizer non-precision minimums or go missed

C. Descend at a steep rate to intercept the glide slope from above

D. Continue to the runway using the localizer with no altitude reference

55. During an approach in IMC, you begin to feel a strong sensation that you are turning when the instruments show wings level. What is the correct response?

A. Make a control input to counter the sensed turning motion immediately

B. Close your eyes briefly to let the disorientation resolve on its own

C. Increase power and climb until the false sensation fully subsides

D. Trust the instruments showing level flight and disregard the sensation

56. You are issued "cross the 15 DME fix at and maintain 6,000." Currently 25 DME at 10,000. How should you plan the descent?

A. Descend immediately at maximum rate to reach 6,000 well before the fix

B. Plan a descent so you arrive at 6,000 by the 15 DME fix smoothly

C. Maintain 10,000 until the 15 DME fix and then descend rapidly

D. Descend to 6,000 only after passing the 15 DME fix inbound

57. Your destination has a published RNAV approach, and your aircraft has a non-WAAS IFR GPS. What approach minimums can you typically expect to use?

A. The LPV minimums with vertical guidance from the GPS receiver

B. The precision ILS minimums substituted by the GPS approach

C. The LNAV lateral-only minimums without vertical guidance

D. No GPS approach is available without WAAS equipment installed

58. During an IFR flight you are handed off to a new controller but cannot establish contact on the assigned frequency. What is the first step?

A. Squawk 7600 immediately and proceed under lost-communications rules

B. Return to the previous controller's frequency and report the problem

C. Continue on course silently until the next scheduled handoff occurs

D. Climb to a higher altitude to improve the radio reception range

59. You are flying an approach and recognize you are fixating on the localizer needle while your altitude is slowly deviating. What does this indicate?

A. The localizer signal is unreliable and should be disregarded entirely

B. The autopilot has failed and must be disconnected immediately

C. The glide slope receiver is providing incorrect vertical guidance

D. Your instrument cross-check has broken down and must be restored

60. You complete a missed approach and ATC asks for your intentions. You have enough fuel for one more attempt or a diversion. What is the key factor in your decision?

A. Whether the runway has high-intensity lights for a second attempt

B. Whether the preceding traffic has successfully landed already

C. Whether another attempt is likely to succeed given the conditions and fuel

D. Whether the tower prefers that you attempt the approach again soon

+ Answer Key

1. D — A glide slope flag means the vertical guidance is unreliable and must not be used, so the approach becomes a localizer-only procedure flown to its higher non-precision minimums. The localizer remains valid for lateral guidance. Using a flagged glide slope would be hazardous.

2. B — At the EFC time with a radio failure, the pilot departs the holding fix and proceeds per the lost-communications rules. The EFC time exists precisely for this NORDO scenario. The pilot continues the flight as planned for route and altitude.

3. B — Under Part 91, the pilot may begin the approach despite the reported visibility and continue to the DA to assess the actual conditions. Reported visibility does not bar starting the approach. The decision to land depends on visual references at the DA.

4. C — A failing vacuum system calls for transitioning to partial panel using the electric and pitot-static instruments and advising ATC of the failure. Informing ATC enables assistance such as no-gyro vectors. Maintaining control on partial panel is the priority.

5. A — "RAIM not available" means GPS integrity monitoring is not assured, so the GPS approach may not be usable. Without integrity monitoring, position errors could go undetected. The pilot should plan an alternative approach or timing.

6. D — "Expedite through 7,000" directs an increased climb rate to pass through that altitude promptly for traffic, then continue the climb to 9,000. The expedite applies to the specified altitude band. The pilot increases performance within safe limits.

7. D — Seeing the approach lights at the DA allows descent to 100 feet above the touchdown zone elevation; below that, the red terminating or side-row bars or another runway reference must be visible to continue. The approach light system is a qualifying reference to a limited point. Further descent requires additional visual cues.

8. C — A crosswind on the inbound leg requires applying wind correction and adjusting outbound timing so the inbound leg still tracks correctly and times to one minute. Holding patterns do not self-correct. Both drift and timing are managed for the wind.

9. C — When slowing behind traffic, the primary concern is maintaining a stabilized approach with adequate stall margin. Excessive slowing can erode the safety margin. The pilot balances spacing with safe approach speed.

10. D — "Climb via the SID except maintain 5,000" means fly the SID's lateral path and all restrictions, but the top altitude becomes 5,000 instead of the SID's published top. The "except" amends only the ceiling. The rest of the SID is flown as charted.

11. A — If the DME distance increases beyond the target on an arc, the pilot turns slightly toward the station to bring the distance back in. Small corrections maintain the constant radius. Turning away would widen the arc further.

12. A — A forecast of exactly 2,000 feet and 3 miles meets the 1-2-3 criteria, so no alternate is required. The rule requires the forecast to be at or above those values. Meeting both relieves the alternate requirement.

13. C — When task-saturated and behind the aircraft, the safest decision is to execute a go-around or request a delay to regain situational awareness. Creating space restores control of the situation. Pressing on while overloaded raises accident risk.

14. A — "Direct GIPSY then as filed" means proceed direct to GIPSY, then resume the originally filed route. The clearance restores the filed routing after the fix. Navigation follows the flight plan from GIPSY onward.

15. D — The published sequence requires climbing straight ahead to 2,000 before beginning the climbing right turn to 4,000 and proceeding to the VOR. The altitude condition precedes the turn. Following the published order ensures obstacle protection.

16. A — An alternator failure leaving only the battery calls for shedding nonessential electrical loads and planning to land soon. Conserving battery power preserves essential avionics. A prompt landing avoids total electrical loss in IMC.

17. B — Without an approach clearance at the FAF, the pilot maintains the last assigned altitude and queries ATC for the clearance. Descending without clearance is not authorized. The pilot confirms before proceeding inbound.

18. B — In OBS mode the GPS suspends automatic sequencing and holds the active waypoint, which is appropriate for holding. The pilot manually controls course selection. Un-suspending resumes normal sequencing.

19. D — "Cross WILMA at or above 8,000" requires planning the descent so the aircraft is at or above 8,000 when crossing the fix. The restriction sets a floor, not an exact altitude. The pilot may cross higher but not lower.

20. C — The holding entry type should be determined during the briefing, before commencing the approach. Pre-planning the entry reduces workload at the missed approach point. It ensures a correct, timely entry under stress.

21. A — As the localizer needle becomes more sensitive near the runway, the pilot makes smaller, smoother corrections because the course narrows. Large corrections would overcontrol close in. Fine inputs keep the aircraft centered.

22. D — "Radar contact lost, resume position reporting" requires making position reports over compulsory reporting points. Without radar, procedural reporting maintains separation. The pilot reverts to non-radar reporting procedures.

23. B — Encountering icing calls for requesting a climb or descent from ATC to exit the conditions. Leaving the icing environment is the priority. ATC coordination enables a safe altitude change.

24. B — On partial panel, a timed standard-rate turn based on the heading change needed allows accurate turns without the heading indicator. Three degrees per second yields predictable timing. The turn coordinator provides the rate reference.

25. D — Under Part 91, with the weather dropping below minimums while inbound, the pilot may continue and descend to the DA or MDA to assess the visual references. The approach is not automatically prohibited. The landing decision is made at the minimums.

26. B — "Fly heading 270, vector for spacing" requires flying the assigned heading and expecting further vectors for sequencing. The pilot complies with the vector until told otherwise. Spacing vectors position the aircraft in the arrival flow.

27. C — A blocked pitot tube with a clear static port acts like an altimeter during a climb: trapped pressure makes the airspeed indicator read an increasing airspeed as the aircraft climbs. The indication is erroneous. The pilot must recognize and disregard it.

28. A — A suitably equipped (WAAS) aircraft may plan a GPS approach at the filed alternate, subject to the applicable alternate requirements. WAAS provides the integrity needed. The alternate planning rules for GPS are met by the equipment.

29. A — Complying with the ODP's 300 ft/NM gradient requires ensuring the aircraft can meet or exceed that climb gradient. Obstacle clearance depends on the climb performance. The pilot verifies capability before relying on the ODP.

30. B — A "low altitude alert" requires checking altitude immediately and climbing if below a safe altitude. The alert warns of possible terrain or obstacle conflict. Prompt verification and correction are essential.

31. C — "Cleared to the airport via present position direct, descend and maintain 4,000" means exit the hold, proceed direct to the airport, and descend to 4,000. The clearance ends the hold and authorizes the descent. The pilot navigates directly as cleared.

32. A — Without the attitude indicator, the altimeter and VSI provide pitch information while the turn coordinator provides bank control. These performance and electric instruments substitute for the failed attitude reference. This is the standard partial-panel scan.

33. C — Reaching the MDA before the MAP with no runway in sight requires maintaining the MDA and continuing to the MAP before deciding to go missed. The MDA is a floor, not a point to go missed early. The missed approach begins at the MAP if references are still absent.

34. B — A forecast of embedded thunderstorms calls for planning an alternate routing or strategy to avoid the convective activity. IFR clearance does not guarantee storm avoidance. Proactive planning is the prudent course.

35. C — A single comm failure with working navigation in VMC calls for squawking 7600, continuing under the lost-communications rules, and landing. The transponder code alerts ATC. The pilot completes the flight per the NORDO procedures.

36. A — Arriving on heading 350 to hold on a 090 inbound course with standard right turns places the aircraft in the parallel-entry sector, so the pilot turns to parallel the inbound course outbound. The entry depends on the heading relative to the holding course. A parallel entry positions the aircraft to intercept inbound.

37. B — The most important immediate diversion consideration is confirming adequate fuel and a suitable approach at the divert field. These ensure the diversion can be completed safely. Runway length and tower status are secondary to fuel and approach availability.

38. A — Cleared for a visual approach behind traffic in sight, the pilot must maintain visual separation and follow the preceding aircraft to the runway. The pilot accepts responsibility for separation from that traffic. Passing or ignoring the traffic is not authorized.

39. D — An altimeter setting 0.30 inHg too low makes the aircraft fly lower than the indicated altitude, reducing obstacle clearance. "High to low (or low setting), look out below." Uncorrected, it is a terrain hazard on the approach.

40. D — When WAAS coverage degrades and the LPV downgrades, the approach typically reverts to LNAV with higher, non-precision minimums and loss of vertical guidance. The receiver annunciates the downgrade. The pilot flies the higher minimums or goes missed.

41. B — A reroute not fully understood requires requesting that ATC repeat or clarify it before complying. Acting on a misunderstood clearance is hazardous. Controllers expect confirmation rather than guessing.

42. C — Established on a published feeder route, the pilot is authorized the minimum altitude published for that segment. The chart altitude provides obstacle clearance and navaid reception. The pilot flies the charted feeder altitude.

43. D — Severe turbulence calls for slowing to maneuvering speed and holding a level attitude, accepting altitude variation. This protects the airframe from excessive loads. Chasing altitude with large inputs risks overstress.

44. C — When vectored onto final inside the procedure turn fix, the pilot does not fly the procedure turn. The vector establishes the aircraft on the final approach course. The course reversal is unnecessary and not authorized in that case.

45. C — Reaching reserves earlier than planned due to headwinds calls for advising ATC and considering declaring minimum fuel or diverting. Early communication preserves options. Using reserves silently erodes the safety margin.

46. A — On a coupled approach, the pilot should be prepared to take manual control by the decision altitude, and immediately if the autopilot malfunctions. The autopilot is monitored throughout. Readiness to intervene is essential.

47. D — As a Part 91 pilot, the decision to land is governed by the required flight visibility and the visual references available at the DA. Reported ceiling does not bar the approach. The pilot continues only if the references and visibility allow.

48. B — "Maintain 3,000 until established on the localizer" permits descent below 3,000 once intercepted and established on the localizer course. "Established" is the controlling condition. Premature descent before intercept is not authorized.

49. A — Switching to the alternate static source, often drawing cabin air, typically produces a slight change in airspeed and altimeter readings. The cabin pressure differs slightly from the true static pressure. The pilot accounts for small indication errors.

50. C — "If not off by 1625 advise intentions" means that by 1625, if not airborne, the pilot must advise ATC of intentions. This lets ATC release the protected airspace. The clearance void time and this advisory work together.

51. C — "Say airspeed" relates to sequencing because it lets the controller manage spacing between the aircraft and others on the approach. Speed information helps maintain separation in the arrival flow. It supports orderly sequencing.

52. A — If one VOR identifier is unreadable, the intersection fix is unreliable and the pilot should advise ATC of the navaid problem. Positive identification of both radials is required to define the fix. Without it, the holding fix cannot be reliably used.

53. A — When the assigned altitude is below the MEA for the next segment, the pilot must climb to at least the MEA before entering that segment. The MEA ensures obstacle clearance and navaid reception. The pilot is responsible for not descending below it.

54. B — If the glide slope fails to capture on a coupled approach, the pilot should be prepared to fly the localizer non-precision minimums or go missed. Reverting to lateral-only guidance is the safe option. Forcing capture or descending steeply is hazardous.

55. D — A strong false turning sensation with wings-level instruments requires trusting the instruments and disregarding the sensation. The vestibular cue is unreliable in IMC. Acting on the sensation would induce an actual deviation.

56. B — "Cross the 15 DME fix at and maintain 6,000," currently at 25 DME and 10,000, requires planning a smooth descent to arrive at 6,000 by the fix. A planned descent avoids a rushed, steep arrival. The pilot manages the descent over the available distance.

57. C — With a non-WAAS IFR GPS, the pilot typically uses the LNAV lateral-only minimums without vertical guidance. LPV requires WAAS. The LNAV line of minimums is the applicable one.

58. B — Failing to reach a new controller, the first step is to return to the previous controller's frequency and report the problem. The prior controller can reissue the frequency or assist. This is the standard lost-frequency recovery step before squawking 7600.

59. D — Fixating on the localizer while altitude drifts indicates the instrument cross-check has broken down and must be restored. Returning to a continuous scan recovers control of all parameters. Fixation is a common approach-phase error.

60. C — After a missed approach with fuel for one more attempt or a diversion, the key factor is whether another attempt is likely to succeed given the conditions and fuel. Realistic assessment drives a safe decision. If success is doubtful, diverting preserves the margin.