

PRACTICE EXAM 24 SIMULATION

1. An ATC clearance is an authorization for an aircraft to proceed under specified conditions within:

- A. Controlled airspace
- B. Uncontrolled airspace only
- C. Class G only
- D. Any airspace without limit

2. An IFR clearance is delivered in the standard sequence captured by the mnemonic:

- A. PAVE
- B. IMSAFE
- C. CRAFT
- D. DECIDE

3. In the CRAFT format, the elements are Clearance limit, Route, Altitude, Frequency, and:

- A. Fuel
- B. Fix
- C. Transponder
- D. Flight plan

4. A pilot is required to read back which parts of a clearance?

- A. Only the route
- B. Only the transponder code

- C. Nothing; ATC confirms
- D. Hold short instructions, runway assignments, and altitude/heading assignments

5. When ATC issues "cleared as filed," the pilot understands the route is:

- A. Changed entirely
- B. The same as the filed flight plan
- C. Direct to the destination
- D. Canceled

6. Even when "cleared as filed," the pilot must still copy the:

- A. Entire route again
- B. Altitude, departure frequency, and transponder code
- C. Aircraft type
- D. Fuel endurance

7. The clearance limit is the:

- A. Lowest usable altitude
- B. Cruise speed
- C. Transponder code
- D. Point to which the aircraft is cleared

8. A clearance to "maintain 5,000" requires the pilot to:

- A. Climb above 5,000
- B. Descend below 5,000

- C. Maintain 5,000 feet until otherwise cleared
- D. Choose any altitude

9. A pilot who cannot comply with a clearance should:

- A. Comply anyway
- B. Ignore it
- C. Squawk 7700
- D. Advise ATC and state "unable"

10. When a controller issues an amended clearance, the pilot should:

- A. Disregard it
- B. Continue the original clearance
- C. Read it back to confirm
- D. Read back and comply, replacing the previous clearance

11. A pilot must read back a clearance containing a hold-short instruction because:

- A. It is optional
- B. ATC will read it again
- C. Runway-incursion prevention requires confirmation
- D. It cancels the IFR clearance

12. "Cleared for the ILS Runway 27 approach" authorizes the pilot to:

- A. Land on any runway
- B. Hold at the IAF

- C. Fly the published approach procedure
- D. Descend below the MDA

13. When cleared for an approach, the pilot may begin the published procedure and descend according to the:

- A. Pilot's own choosing without limit
- B. Published altitudes and the approach procedure
- C. Cruise altitude only
- D. Transponder code

14. A pilot receiving "maintain 3,000 until established, cleared ILS Runway 9 approach" must:

- A. Stay at 3,000 until established on a segment of the approach, then descend per the procedure
- B. Descend immediately to the MDA
- C. Maintain 3,000 throughout
- D. Climb to 3,000

15. The instruction "resume own navigation" means the pilot:

- A. Resumes navigating on the cleared route after being on vectors
- B. Cancels IFR
- C. Squawks VFR
- D. Begins the approach

16. ATC issues radar vectors to:

- A. Cancel the clearance
- B. Reduce the fuel

- C. Increase speed
- D. Provide headings for separation, sequencing, or navigation assistance

17. A pilot on vectors who is told "fly heading 270" should:

- A. Turn to and maintain heading 270
- B. Fly direct to a fix
- C. Resume own navigation
- D. Descend

18. A required IFR report, made whether or not in radar contact, includes:

- A. The fuel quantity
- B. The cruise speed
- C. Leaving an assigned altitude
- D. The outside temperature

19. Another always-required report is:

- A. The wind speed
- B. The number of passengers
- C. When unable to climb or descend at least 500 feet per minute
- D. The fuel grade

20. A pilot must report a malfunction of navigation or communication equipment to ATC because it:

- A. Affects ATC's ability to provide service
- B. Is optional

- C. Cancels the clearance
- D. Changes the transponder code

21. When not in radar contact, additional position reports are required over:

- A. Compulsory reporting points
- B. Any point the pilot chooses
- C. The destination only
- D. The departure only

22. A position report typically includes the aircraft identification, position, time, altitude, and:

- A. Fuel grade
- B. Wind
- C. Outside temperature
- D. ETA to the next reporting point (and the next point)

23. The phrase "say altitude" from ATC requests the pilot to:

- A. Change altitude
- B. Report the current altitude
- C. Climb
- D. Descend

24. A clearance to "climb and maintain 8,000" authorizes the pilot to:

- A. Maintain the present altitude
- B. Descend to 8,000

- C. Climb to and level at 8,000
- D. Climb above 8,000

25. A "pilot's discretion" climb or descent allows the pilot to:

- A. Begin when ready and choose the rate to the assigned altitude
- B. Exceed the assigned altitude
- C. Descend below the assigned altitude
- D. Ignore the assigned altitude

26. ATC instruction "expedite climb" means the pilot should:

- A. Climb at a leisurely rate
- B. Maintain altitude
- C. Climb at the best rate practical
- D. Descend quickly

27. A pilot must comply with an ATC clearance unless:

- A. The pilot prefers a different route
- B. The weather is good
- C. The flight is short
- D. An amended clearance is obtained, an emergency exists, or compliance would be unsafe

28. Under emergency authority, a pilot in command may deviate from a clearance to the extent required to:

- A. Save fuel
- B. Meet the emergency

- C. Increase speed
- D. Avoid a longer route

29. A pilot who deviates from a clearance due to an emergency should:

- A. Say nothing
- B. Cancel IFR
- C. Squawk VFR
- D. Notify ATC as soon as possible

30. The readback of a clearance allows the controller to:

- A. Cancel the flight
- B. Reduce fuel
- C. Verify the pilot received it correctly
- D. Change the destination

31. "Hold for release" means the pilot:

- A. Must not depart until receiving a release from ATC
- B. May depart immediately
- C. Should cancel the flight
- D. Should squawk 7600

32. A "release time" in a clearance is the:

- A. Time the aircraft must land
- B. Time radios are tested

- C. Time the approach begins
- D. Earliest time the aircraft may depart

33. A "void time" in a clearance at a non-towered airport is the:

- A. Time by which the aircraft must depart or the clearance is canceled
- B. Time the approach begins
- C. Time the transponder is set
- D. Cruise time

34. "Cleared to the [fix], hold as published" instructs the pilot to:

- A. Land at the fix
- B. Proceed to the fix and hold in the charted pattern
- C. Reverse course
- D. Descend to the MDA

35. A pilot receiving "expect further clearance at 1830Z" understands this is the time to:

- A. Land
- B. Expect onward clearance, important if communications are lost
- C. Set the transponder
- D. Begin the descent

36. The phrase "report established on the localizer" requires the pilot to:

- A. Cancel IFR
- B. Squawk 1200

- C. Notify ATC when established on the localizer course
- D. Descend to the MDA

37. A clearance amendment that changes the route requires the pilot to:

- A. Continue the old route
- B. Read back and fly the new route
- C. Ignore it
- D. Cancel IFR

38. When ATC says "maintain VFR," the pilot is expected to:

- A. Maintain VFR conditions and cloud clearances
- B. Climb into IMC
- C. Cancel the clearance
- D. Descend below the MDA

39. A pilot who accepts a clearance becomes responsible for:

- A. ATC's separation
- B. The weather forecast
- C. Complying with its provisions
- D. The fuel planning of other aircraft

40. The pilot in command retains the final authority for:

- A. The safe operation of the aircraft
- B. ATC sequencing

- C. Other aircraft's clearances
- D. The weather

41. A "speed adjustment" issued by ATC, such as "maintain 120 knots," is given to:

- A. Save fuel
- B. Manage spacing and sequencing
- C. Test the aircraft
- D. Cancel the clearance

42. A pilot unable to maintain an assigned speed should:

- A. Maintain it anyway
- B. Squawk 7700
- C. Cancel IFR
- D. Advise ATC

43. The instruction "cleared direct [fix]" authorizes the pilot to:

- A. Land at the fix
- B. Navigate directly to the named fix
- C. Hold at the fix
- D. Descend to the MDA

44. A pilot must read back runway hold-short instructions because they are:

- A. Optional
- B. Advisory only

- C. Critical to preventing runway incursions
- D. Part of the weather

45. "Radar contact" from ATC means the aircraft:

- A. Is identified on the controller's radar
- B. Has lost communications
- C. Must squawk 7600
- D. Is cleared to land

46. "Radar service terminated" means the pilot should:

- A. Continue receiving vectors
- B. Squawk 7700
- C. Cancel IFR
- D. Resume position reporting as required and continue navigation

47. A pilot receiving "traffic, 2 o'clock, 5 miles, opposite direction" should:

- A. Ignore it
- B. Cancel the clearance
- C. Squawk 1200
- D. Look for the traffic and advise if in sight

48. A clearance issued before takeoff at a towered airport is typically obtained from:

- A. Clearance delivery or ground control
- B. The approach controller only

- C. Center only
- D. The destination tower

49. A pilot reading back "maintain 4,000" confirms:

- A. The route
- B. The assigned altitude
- C. The transponder code
- D. The frequency

50. The instruction "contact approach on 119.2" requires the pilot to:

- A. Cancel IFR
- B. Squawk 1200
- C. Switch to and contact approach control on 119.2
- D. Descend

51. A pilot who is "cleared for the approach" while on a vector must:

- A. Continue the vector indefinitely
- B. Intercept and fly the approach as published
- C. Cancel IFR
- D. Squawk 7600

52. When a clearance includes a restriction such as "cross [fix] at or above 6,000," the pilot must:

- A. Be at or above 6,000 when crossing the fix
- B. Be exactly at 6,000

- C. Be at or below 6,000
- D. Descend below 6,000

53. A pilot must request a new clearance before deviating from the cleared route for weather unless:

- A. An emergency requires immediate action
- B. The flight is short
- C. The fuel is low
- D. The weather is good

54. A pilot who wishes to deviate around weather should:

- A. Deviate without telling ATC
- B. Cancel IFR
- C. Squawk 7700
- D. Request a deviation or amended clearance from ATC

55. The phrase "say intentions" from ATC asks the pilot to:

- A. Report the fuel
- B. Report the weather
- C. Read back the clearance
- D. State what the pilot plans to do

56. A pilot must maintain the last assigned altitude until:

- A. Reaching the destination
- B. Cleared to a different altitude

- C. Passing any fix
- D. The approach begins automatically

57. When ATC issues "descend and maintain 4,000" without "pilot's discretion," the pilot should:

- A. Descend at pilot's discretion
- B. Maintain the present altitude
- C. Descend below 4,000
- D. Begin a prompt descent to 4,000

58. A pilot receiving a clearance that is unclear or garbled should:

- A. Guess at the content
- B. Comply with the part heard
- C. Request ATC to "say again"
- D. Cancel IFR

59. A clearance to a clearance limit short of the destination means the pilot:

- A. Lands at the limit
- B. Proceeds to the limit and expects further clearance or holds as instructed
- C. Cancels IFR
- D. Descends to the MDA

60. The fundamental relationship between the pilot and ATC under a clearance is that:

- A. ATC has final authority over the aircraft
- B. The pilot in command retains final authority and responsibility for the safe operation of the aircraft

- C. The pilot must comply even if unsafe
- D. The clearance overrides the pilot's emergency authority

Answer Key

1. A — An ATC clearance authorizes an aircraft to proceed under specified conditions within controlled airspace. It is the basis for IFR separation.
2. C — An IFR clearance is delivered in the CRAFT sequence: Clearance limit, Route, Altitude, Frequency, Transponder. The mnemonic aids accurate copying.
3. C — The CRAFT elements end with Transponder (the squawk code). It is the final element copied.
4. D — The pilot must read back hold-short instructions, runway assignments, and altitude/heading assignments. These safety-critical items require confirmation.
5. B — "Cleared as filed" means the route is the same as the filed flight plan. Only the route is abbreviated.
6. B — Even with "cleared as filed," the pilot copies the altitude, departure frequency, and transponder code. Only the route is abbreviated.
7. D — The clearance limit is the point to which the aircraft is cleared. It is usually the destination.
8. C — "Maintain 5,000" requires the pilot to maintain 5,000 feet until otherwise cleared. The assigned altitude is held.
9. D — A pilot who cannot comply with a clearance should advise ATC and state "unable." This lets ATC issue an alternative.

10. D — An amended clearance is read back and complied with, replacing the previous clearance. The new clearance supersedes the old.

11. C — Hold-short instructions are read back because runway-incursion prevention requires confirmation. The readback verifies the pilot understood.

12. C — "Cleared for the ILS Runway 27 approach" authorizes flying the published approach procedure. It does not authorize any runway or descent below the MDA without meeting the conditions.

13. B — When cleared for an approach, the pilot descends according to the published altitudes and the approach procedure. The procedure governs the descent.

14. A — "Maintain 3,000 until established, cleared ILS Runway 9" means stay at 3,000 until established on a segment of the approach, then descend per the procedure. The altitude is held until established.

15. A — "Resume own navigation" means the pilot resumes navigating on the cleared route after being on vectors. The pilot takes over navigation from ATC vectors.

16. D — Radar vectors provide headings for separation, sequencing, or navigation assistance. ATC issues them to manage traffic.

17. A — "Fly heading 270" means turn to and maintain heading 270. The pilot flies the assigned heading until further instruction.

18. C — Leaving an assigned altitude is a required report whether or not in radar contact. It is one of the always-required reports.

19. C — Being unable to climb or descend at least 500 feet per minute is an always-required report. It tells ATC of a performance limitation.

20. A — A malfunction of navigation or communication equipment must be reported because it affects ATC's ability to provide service. ATC needs to know the aircraft's capabilities.

21. A — When not in radar contact, position reports are required over compulsory reporting points. These keep ATC informed without radar.

22. D — A position report includes identification, position, time, altitude, and the ETA to the next reporting point (and the next point). It gives ATC a complete picture.

23. B — "Say altitude" requests the pilot to report the current altitude. It is a request for information, not a clearance to change.

24. C — "Climb and maintain 8,000" authorizes the pilot to climb to and level at 8,000. The aircraft levels at the assigned altitude.

25. A — A "pilot's discretion" climb or descent lets the pilot begin when ready and choose the rate to the assigned altitude. It does not authorize exceeding the altitude.

26. C — "Expedite climb" means the pilot should climb at the best rate practical. ATC needs the altitude change promptly.

27. D — A pilot must comply with a clearance unless an amended clearance is obtained, an emergency exists, or compliance would be unsafe. These are the exceptions.

28. B — Under emergency authority, the pilot may deviate from a clearance to the extent required to meet the emergency. Safety takes priority.

29. D — A pilot who deviates due to an emergency should notify ATC as soon as possible. Notification lets ATC protect other traffic.

30. C — The readback of a clearance lets the controller verify the pilot received it correctly. It is a safety cross-check.

31. A — "Hold for release" means the pilot must not depart until receiving a release from ATC. The aircraft waits for the release.

32. D — A "release time" is the earliest time the aircraft may depart. It is part of the departure clearance at non-towered fields.

33. A — A "void time" is the time by which the aircraft must depart or the clearance is canceled. It bounds the validity of the clearance.

34. B — "Cleared to the [fix], hold as published" instructs the pilot to proceed to the fix and hold in the charted pattern. The charted hold defines the geometry.

35. B — "Expect further clearance at 1830Z" is the time to expect onward clearance, important if communications are lost. It governs lost-comm timing.

36. C — "Report established on the localizer" requires notifying ATC when established on the localizer course. The report confirms the aircraft's position on the approach.

37. B — A route amendment requires the pilot to read back and fly the new route. The amendment replaces the prior routing.

38. A — "Maintain VFR" means the pilot must maintain VFR conditions and cloud clearances. The pilot keeps visual separation from clouds.

39. C — A pilot who accepts a clearance is responsible for complying with its provisions. The clearance becomes binding once accepted.

40. A — The pilot in command retains final authority for the safe operation of the aircraft. This authority is never transferred to ATC.

41. B — A speed adjustment such as "maintain 120 knots" is given to manage spacing and sequencing. It helps ATC order the traffic flow.

42. D — A pilot unable to maintain an assigned speed should advise ATC. ATC can then adjust the plan.

43. B — "Cleared direct [fix]" authorizes the pilot to navigate directly to the named fix. The aircraft proceeds straight to the fix.

44. C — Runway hold-short instructions are read back because they are critical to preventing runway incursions. The readback confirms understanding.

45. A — "Radar contact" means the aircraft is identified on the controller's radar. ATC can then provide radar services.

46. D — "Radar service terminated" means the pilot should resume position reporting as required and continue navigation. Radar services end and the pilot reverts to non-radar procedures.

47. D — A traffic advisory calls for the pilot to look for the traffic and advise if in sight. The pilot acknowledges and watches for the traffic.

48. A — A clearance before takeoff at a towered airport is typically obtained from clearance delivery or ground control. These positions issue the IFR clearance.

49. B — Reading back "maintain 4,000" confirms the assigned altitude. The altitude assignment requires readback.

50. C — "Contact approach on 119.2" requires switching to and contacting approach control on 119.2. It is a frequency-change instruction.

51. B — A pilot "cleared for the approach" while on a vector must intercept and fly the approach as published. The vector transitions to the published procedure.

52. A — "Cross [fix] at or above 6,000" requires being at or above 6,000 when crossing the fix. It sets a floor at the fix.

53. A — A pilot must request a new clearance before deviating for weather unless an emergency requires immediate action. The emergency exception allows immediate deviation.

54. D — A pilot wishing to deviate around weather should request a deviation or amended clearance from ATC. Coordination keeps the aircraft separated.

55. D — "Say intentions" asks the pilot to state what the pilot plans to do. ATC needs to know the pilot's plan to provide service.

56. B — A pilot maintains the last assigned altitude until cleared to a different altitude. The assignment holds until amended.

57. D — "Descend and maintain 4,000" without "pilot's discretion" calls for a prompt descent to 4,000. It is not a pilot's-discretion descent.

58. C — An unclear or garbled clearance should prompt the pilot to request ATC to "say again." Confirming the content prevents errors.

59. B — A clearance to a clearance limit short of the destination means the pilot proceeds to the limit and expects further clearance or holds as instructed. The limit is the next decision point.

60. B — The fundamental relationship is that the pilot in command retains final authority and responsibility for the safe operation of the aircraft. ATC provides clearances and separation, but the PIC has final authority.