PRACTICE EXAM 27 SIMULATION

1. A pilot is vectored toward the final approach course and told "maintain 3,000 until established, cleared ILS Runway 18 approach." The pilot should:

A. Descend to the MDA immediately

B. Maintain 3,000 throughout the approach

C. Climb to 3,000

D. Stay at 3,000 until established on the localizer, then descend on the glide slope

2. A pilot flying an RNAV (GPS) approach finds LPV minimums available with a WAAS receiver. The pilot should fly to a:

A. Minimum descent altitude

B. Circling altitude

C. Maximum altitude

D. Decision altitude, like a precision approach

3. A pilot is cleared for a VOR approach with the glide-slope-less procedure flown to an MDA. This is a:

A. Non-precision approach

B. Precision approach

C. APV approach

D. Visual approach

4. On an ILS, the pilot reaches the decision altitude and sees only the approach lights, but not the red terminating bars. The pilot may descend to:

A. The MDA

B. The runway

C. 100 feet above the touchdown zone elevation, then must see additional references to continue

D. Any altitude

5. A pilot on a non-precision approach reaches the MAP without the runway in sight. The correct action is to:

A. Descend below the MDA

B. Circle at the MDA

C. Land straight ahead

D. Execute the published missed approach

6. A pilot is cleared for an approach with circling minimums because the final approach course is offset from the runway. During circling, the pilot must:

A. Keep the runway environment in sight

B. Descend below the circling MDA

C. Disregard the protected area

D. Maintain a constant heading

7. A pilot flying an LNAV+V approach should treat the advisory vertical guidance as:

A. A precision glidepath

B. Authorization to descend below the MDA

C. Advisory only, with the MDA as the controlling minimum

D. A decision altitude

8. A pilot transitioning from the enroute structure to an approach is given vectors to final. This means ATC will:

A. Cancel the approach

B. Provide headings to intercept the final approach course

C. Require a procedure turn

D. Issue a hold

9. A pilot flying a full approach (pilot-nav) without vectors begins at the:

A. Missed approach point

B. Final approach fix

C. Decision altitude

D. Initial approach fix

10. A pilot is established on the localizer and intercepts the glide slope from below at the published altitude. This avoids:

A. Reverse sensing

B. Loss of DME

C. A false glide slope

D. Excessive sensitivity

11. A pilot flying an approach in weather reported at minimums must ensure that, to descend below DA/MDA, the:

A. Autopilot is engaged

B. Ceiling is above 1,000 feet

C. Flight visibility, position for a normal landing, and required visual references are met

D. ATC issues a special clearance

12. A pilot on a circling approach loses sight of the runway in deteriorating visibility. The pilot should:

A. Continue circling

B. Execute the missed approach

C. Descend to find the runway

D. Land on the nearest taxiway

13. A pilot flying an LNAV-only RNAV approach (no vertical guidance) descends to the:

A. MDA, then continues to the MAP

B. Decision altitude

C. Glide slope intercept

D. Circling altitude only

14. A pilot reaching the DA on an ILS with the runway in sight and meeting 91.175 may:

A. Continue and land

B. Only go missed

C. Circle indefinitely

D. Descend with no conditions

15. A pilot flying a localizer back course approach without corrective equipment should:

A. Fly toward the needle

B. Fly away from the needle deflection (reverse sensing)

C. Disregard the CDI

D. Use the glide slope

16. A pilot is cleared for the approach while still on a vector and not yet established. The pilot must:

A. Intercept and fly the approach as published

B. Continue the vector indefinitely

C. Descend immediately

D. Cancel IFR

17. A pilot flying a precision approach must brief the missed approach beforehand so it can be:

A. Executed immediately at the DA if needed

B. Filed with ATC

C. Disregarded once on glidepath

D. Replaced with a circle

18. A pilot transitions to a visual landing from an instrument approach and should verify the glidepath using the:

A. GPS distance only

B. Reported ceiling

C. Marker beacons

D. VASI/PAPI and the published glidepath

19. A pilot flying a non-precision approach using the CDFA technique computes a descent rate to arrive at the MDA near the MAP, while still respecting the:

A. MDA as a hard floor and the step-down altitudes

B. Decision altitude

C. Glide slope

D. Localizer back course

20. A pilot loses the glide slope on an ILS in flight. The approach becomes a:

A. Precision approach

B. Visual approach

C. Localizer-only non-precision approach to an MDA

D. Circling-only approach

21. A pilot determines that the aircraft's approach category, based on speed, sets the:

A. Applicable minimums and circling radius

B. Fuel required

C. Cruise altitude

D. Transponder code

22. A pilot flying an approach at a faster-than-normal speed that pushes into a higher approach category must use the:

A. Higher category's minimums

B. Lower category's minimums

C. Circling minimums only

D. Straight-in minimums always

23. A pilot is cleared for a visual approach. This requires the pilot to:

A. Fly the full instrument procedure

B. Use the glide slope

C. Squawk 1200

D. Have the airport or preceding traffic in sight and maintain visual separation

24. A pilot conducting a contact approach (as opposed to visual) must:

A. Be on an IFR clearance, remain clear of clouds, and have 1 SM visibility, by pilot request

B. Cancel IFR

C. Fly the full procedure

D. Have a control tower

25. A pilot flying a coupled ILS with the autopilot must:

A. Monitor the modes and tracking, ready to take over

B. Ignore the raw data

C. Disengage all instruments

D. Rely solely on the map

26. A pilot flying an approach finds the FAF marked by a Maltese cross on the profile. This marks where the:

A. Missed approach begins

B. Circling starts

C. Initial approach begins

D. Final descent begins

27. A pilot flying a precision approach experiences a momentary descent below the DA during the go-around. This is:

A. A violation

B. Prohibited

C. Expected and accounted for

D. Cause to land

28. A pilot is cleared for an approach with both straight-in and circling minimums published. If aligned with the runway within limits and the straight-in minimums are met, the pilot uses the:

A. Circling minimums

B. Higher minimums

C. Lowest available regardless

D. Straight-in minimums

29. A pilot must not descend below the MDA on a non-precision approach until the:

A. MAP is reached

B. Runway environment is in sight and a normal descent can be made

C. Autopilot is engaged

D. ATC clears the descent

30. A pilot on an approach in a WAAS aircraft sees the LPV minimums downgrade to LNAV due to loss of vertical integrity. The pilot must now use the:

A. LPV minimums

B. Decision altitude

C. Glide slope

D. Higher LNAV minimums (MDA)

31. A pilot flying a procedure turn (course reversal) does so to:

A. Hold at the fix

B. Begin the missed approach

C. Reverse course and align with the inbound final approach course

D. Circle to land

32. A pilot is told "cleared straight-in ILS Runway 27 approach," meaning the pilot:

A. Must fly the procedure turn

B. May omit the procedure turn and proceed straight in

C. Must circle

D. Must hold

33. A pilot flying an approach with a step-down fix must cross it:

A. Below the charted altitude

B. At the exact altitude only

C. At or above the charted altitude

D. At any altitude

34. A pilot reaching the DA on an LPV approach without the runway in sight must:

A. Level off and continue

B. Descend to the MDA

C. Execute the missed approach

D. Circle

35. A pilot flies an ILS to CAT I minimums, typically a:

A. 50-foot decision height

B. 200-foot decision height and 1/2 mile or RVR 2400

C. Zero-zero

D. 600-foot ceiling

36. A pilot transitioning to the approach phase in a GPS-equipped aircraft notes the CDI sensitivity:

A. Decreases

B. Increases (becomes more sensitive)

C. Remains constant

D. Reverses

37. A pilot flying a non-precision approach with a VOR off the field uses step-down fixes commonly defined by:

A. The glide slope

B. Marker beacons only

C. DME or crossing radials

D. The localizer

38. A pilot flying an unstable approach on short final should:

A. Go around

B. Force the landing

C. Increase the descent rate

D. Descend below minimums

39. A pilot is cleared for an approach and must determine the MAP, which on a VOR approach without DME is found by:

A. The glide slope flag

B. Timing from the FAF based on groundspeed

C. The outer marker only

D. The aircraft's altitude

40. A pilot flying an approach must remember that the controlling visibility for descending below minimums is the:

A. Reported visibility

B. Forecast visibility

C. Tower visibility

D. Flight visibility observed by the pilot

41. A pilot circling to land must remain within the:

A. Circling approach protected area

B. Localizer course

C. Glide slope beam

D. Final approach course only

42. A pilot flying an approach in a non-WAAS aircraft must, before the FAF, verify:

A. The transponder code

B. RAIM availability for a GPS approach

C. The cruise altitude

D. The fuel grade

43. A pilot reaching the MAP on a precision approach goes missed by:

A. Descending below the DA

B. Leveling at the MDA

C. Circling

D. Following the published missed approach (power up, pitch up, clean up, then the track)

44. A pilot flying a vectors-to-final approach is given a heading to intercept the localizer at an angle of:

A. Roughly 30 degrees or less to avoid overshooting

B. 90 degrees

C. 180 degrees

D. Any angle

45. A pilot must brief the approach using the chart's five sections, beginning with the:

A. Minimums

B. Airport diagram

C. Briefing strip

D. Profile

46. A pilot determines the approach is a precision approach because it provides:

A. Lateral guidance only

B. Distance only

C. Both lateral and vertical guidance to a DA

D. A holding pattern

47. A pilot flying an approach in marginal weather should set personal minimums that are:

A. Below the legal minimums

B. Equal to zero-zero

C. The same as the published minimums always

D. More conservative than the legal minimums based on experience

48. A pilot on an ILS approach should cross-check the glide slope against the altimeter at the:

A. Missed approach point

B. Published FAF altitude

C. Initial approach fix

D. Circling minimum

49. A pilot flying an approach must execute the missed approach if, at the DA or MAP, the:

A. Autopilot disengages

B. Required visual references and conditions are not met

C. Localizer is sensitive

D. Approach lights are visible

50. A pilot flying a circling approach at night should recognize it as:

A. The safest maneuver

B. Equivalent to a straight-in

C. Prohibited always

D. Among the highest-risk maneuvers

51. A pilot flying an approach with an advisory glidepath (LNAV+V) descends to the:

A. Decision altitude

B. MDA (the controlling minimum)

C. Glide slope intercept

D. Circling radius

52. A pilot intercepting the final approach course from a vector should, once established:

A. Continue the vector heading

B. Climb

C. Track the final approach course and descend per the procedure

D. Reverse course

53. A pilot flying an approach must comply with all charted altitude restrictions, where a line under the value means:

A. Maximum, at or below

B. Mandatory

C. Minimum, at or above

D. Block

54. A pilot flying an ILS with the glide slope flag appearing (glide slope unusable) should:

A. Continue on the glidepath

B. Disregard the localizer

C. Descend below the DA

D. Revert to the localizer-only minimums (MDA)

55. A pilot flying a non-precision approach uses the dive-and-drive technique, which is generally less safe than CDFA because it:

A. Eliminates the MDA

B. Requires a glide slope

C. Involves a level segment at low altitude near the MAP, reducing stability

D. Lowers the minimums

56. A pilot reaching the DA on a precision approach with the runway in sight may continue, provided a:

A. Steep descent is made

B. Normal descent to landing can be made and the conditions are met

C. Circling maneuver is flown

D. Hold is entered

57. A pilot flying an approach must recognize that the missed approach point on a non-precision approach may be defined by:

A. The glide slope only

B. The outer marker only

C. The autopilot

D. Time, DME, a fix, or GPS distance

58. A pilot flying a coupled approach to minimums must be prepared to:

A. Continue automatically below DA

B. Take manual control and execute the missed approach if needed

C. Ignore the DA

D. Circle indefinitely

59. A pilot flying an approach should treat the published minimums as:

A. The lowest weather at which the approach may be continued to a landing

B. Advisory only

C. The highest weather

D. Optional

60. The fundamental skill tested across all approach scenarios is the pilot's ability to:

A. Fly the correct procedure for the equipment and conditions and make the correct decision at the DA or MAP

B. Maximize airspeed

C. Minimize fuel

D. Avoid all approaches

Answer Key

1. D — "Maintain 3,000 until established, cleared ILS Runway 18" means stay at 3,000 until established on the localizer, then descend on the glide slope. The altitude is held until established on a published segment.

2. D — An LPV approach with WAAS is flown to a decision altitude, like a precision approach. It provides vertical guidance.

3. A — A VOR approach flown to an MDA without a glide slope is a non-precision approach. It provides lateral guidance only.

4. C — Using the approach lights alone, the pilot may descend to 100 feet above the touchdown zone elevation, then must see additional references (such as the red terminating bars) to continue. The lights alone do not authorize descent below 100 feet.

5. D — Reaching the MAP without the runway in sight, the pilot executes the published missed approach. Descending or circling would be unsafe.

6. A — During circling, the pilot must keep the runway environment in sight. Loss of visual contact requires the missed approach.

7. C — LNAV+V advisory vertical guidance is advisory only, with the MDA as the controlling minimum. It does not lower the minimums.

8. B — Vectors to final means ATC will provide headings to intercept the final approach course. The vectors guide the aircraft onto the approach.

9. D — A full approach (pilot-nav) without vectors begins at the initial approach fix. The IAF is where the approach starts from the enroute structure.

10. C — Intercepting the glide slope from below at the published altitude avoids a false glide slope. The false lobes lie above the true glidepath.

11. C — To descend below DA/MDA, the flight visibility, position for a normal landing, and required visual references must be met. All three 91.175 conditions apply.

12. B — Losing sight of the runway during circling, the pilot executes the missed approach. The loss of visual contact mandates the go-around.

13. A — An LNAV-only RNAV approach descends to the MDA, then continues to the MAP. It has no vertical guidance.

14. A — Reaching the DA with the runway in sight and meeting 91.175, the pilot may continue and land. The conditions being met authorizes the landing.

15. B — On a back course without corrective equipment, the pilot flies away from the needle deflection because of reverse sensing. The CDI moves opposite the expected direction.

16. A — Cleared for the approach while still on a vector and not established, the pilot must intercept and fly the approach as published. The vector transitions to the procedure.

17. A — The missed approach is briefed beforehand so it can be executed immediately at the DA if needed. Pre-briefing ensures a prompt go-around.

18. D — Transitioning to a visual landing, the pilot verifies the glidepath using the VASI/PAPI and the published glidepath. These guard against visual illusions.

19. A — A CDFA still respects the MDA as a hard floor and the step-down altitudes. The continuous descent does not override these limits.

20. C — Losing the glide slope makes the approach a localizer-only non-precision approach to an MDA. The loss of vertical guidance changes the procedure.

21. A — The aircraft's approach category, based on speed, sets the applicable minimums and circling radius. Faster categories have higher minimums and larger radii.

22. A — Flying faster into a higher approach category requires using the higher category's minimums. The minimums must match the actual speed.

23. D — A visual approach requires having the airport or preceding traffic in sight and maintaining visual separation. It is flown visually under an IFR clearance.

24. A — A contact approach is flown on an IFR clearance, remaining clear of clouds with 1 SM visibility, by pilot request. It must be requested by the pilot, not offered by ATC.

25. A — On a coupled ILS, the pilot must monitor the modes and tracking, ready to take over. Mode awareness and supervision remain essential.

26. D — The Maltese cross marks where the final descent begins (the FAF). The lightning bolt, by contrast, marks the missed approach.

27. C — A momentary descent below the DA during the go-around is expected and accounted for. The DA anticipates this brief altitude loss.

28. D — Aligned with the runway within limits and meeting the straight-in minimums, the pilot uses the straight-in minimums. Straight-in is preferred when alignment and minimums permit.

29. B — The pilot must not descend below the MDA until the runway environment is in sight and a normal descent can be made. Reaching the MAP alone does not authorize descent.

30. D — An LPV-to-LNAV downgrade requires using the higher LNAV minimums (MDA). The loss of vertical integrity raises the minimums.

31. C — A procedure turn reverses course and aligns the aircraft with the inbound final approach course. It is a course-reversal maneuver.

32. B — "Cleared straight-in" means the pilot may omit the procedure turn and proceed straight in. The course reversal is not required.

33. C — A step-down fix must be crossed at or above the charted altitude. The step-downs allow progressive descent as obstacles are cleared.

34. C — Reaching the DA on an LPV without the runway in sight, the pilot executes the missed approach. There is no level-off and continuation.

35. B — An ILS to CAT I minimums is typically a 200-foot decision height and 1/2 mile or RVR 2400. Lower categories require additional equipment.

36. B — Transitioning to the approach phase, the GPS CDI sensitivity increases (becomes more sensitive). The tighter scaling supports the approach precision.

37. C — A VOR approach with an off-field VOR uses step-down fixes commonly defined by DME or crossing radials. These mark progressive descent points.

38. A — An unstable approach on short final calls for a go-around. Forcing the landing is a documented accident cause.

39. B — On a VOR approach without DME, the MAP is found by timing from the FAF based on groundspeed. A timing table identifies the MAP.

40. D — The controlling visibility for descending below minimums is the flight visibility observed by the pilot. Reported and forecast values do not control.

41. A — A circling aircraft must remain within the circling approach protected area. Straying outside risks obstacle contact.

42. B — Before the FAF in a non-WAAS aircraft, the pilot must verify RAIM availability for a GPS approach. RAIM provides the integrity.

43. D — Going missed on a precision approach, the pilot follows the published missed approach: power up, pitch up, clean up, then the track. The published procedure is flown.

44. A — A vectors-to-final heading should intercept the localizer at roughly 30 degrees or less to avoid overshooting. A shallow intercept prevents blowing through the course.

45. C — The approach is briefed beginning with the briefing strip, the first of the five chart sections. The briefing strip consolidates the setup data.

46. C — A precision approach provides both lateral and vertical guidance to a DA. The vertical guidance distinguishes it from non-precision.

47. D — In marginal weather, the pilot sets personal minimums more conservative than the legal minimums based on experience. This builds a safety margin.

48. B — The glide slope is cross-checked against the altimeter at the published FAF altitude. The agreement confirms the true glidepath.

49. B — The pilot executes the missed approach if, at the DA or MAP, the required visual references and conditions are not met. The conditions must be met to continue.

50. D — A circling approach at night is among the highest-risk maneuvers. Many operators restrict it for this reason.

51. B — An LNAV+V approach descends to the MDA, the controlling minimum. The advisory glidepath does not create a decision altitude.

52. C — Established from a vector, the pilot tracks the final approach course and descends per the procedure. The vector transitions to the published approach.

53. C — A line under an altitude value means a minimum, at or above. The underline denotes the floor.

54. D — With the glide slope flag appearing (unusable), the pilot reverts to the localizer-only minimums (MDA). Continuing on the failed glidepath is unsafe.

55. C — Dive-and-drive is less safe than CDFA because it involves a level segment at low altitude near the MAP, reducing stability. The CDFA's continuous descent is more stable.

56. B — Reaching the DA with the runway in sight, the pilot may continue provided a normal descent to landing can be made and the conditions are met. Both the visual reference and a normal descent are required.

57. D — The MAP on a non-precision approach may be defined by time, DME, a fix, or GPS distance. Different approaches use different MAP determinations.

58. B — On a coupled approach to minimums, the pilot must be prepared to take manual control and execute the missed approach if needed. The automation does not relieve the pilot of the decision.

59. A — Published minimums are the lowest weather at which the approach may be continued to a landing. They define the legal floor for the approach.

60. A — The fundamental skill across all approach scenarios is flying the correct procedure for the equipment and conditions and making the correct decision at the DA or MAP. Sound procedure and judgment are the core competencies.