

PRACTICE EXAM 28 SIMULATION

1. To act as pilot in command under IFR, a pilot must hold at least an instrument rating and meet the recency requirements of:

- A. 61.65
- B. 91.205
- C. 61.57
- D. 91.171

2. Under 61.57(c), to remain instrument current, a pilot must, within the preceding 6 calendar months, perform and log a minimum number of:

- A. Takeoffs and landings
- B. Cross-country hours
- C. Instrument approaches, holding, and intercepting/tracking tasks
- D. Night flights

3. The specific instrument experience required within the preceding 6 calendar months includes six instrument approaches, holding procedures, and:

- A. Three takeoffs
- B. A flight review
- C. A night flight
- D. Intercepting and tracking courses using navigation systems

4. If a pilot does not meet the instrument recency requirements and the grace period passes, the pilot must accomplish an:

- A. Additional written test

- B. Instrument proficiency check (IPC)
- C. Annual inspection
- D. Medical exam

5. An instrument proficiency check must be given by an authorized person, such as:

- A. Any pilot
- B. An examiner, instrument instructor, or other authorized person
- C. A mechanic
- D. An air traffic controller

6. The required instruments and equipment for IFR flight are listed in:

- A. 91.205
- B. 61.57
- C. 91.171
- D. 61.65

7. The memory aid "GRABCARD" helps recall the IFR equipment required under 91.205, which includes a generator/alternator, radios, attitude indicator, ball, clock, and:

- A. A second engine
- B. An autopilot
- C. Altimeter (adjustable), rate-of-turn indicator, directional gyro
- D. A parachute

8. Under 91.171, a VOR equipment check for IFR operations must be accomplished within the preceding:

- A. 30 days
- B. 12 calendar months
- C. 24 calendar months
- D. 60 days

9. The acceptable VOR check tolerance using a ground checkpoint is:

- A. Plus or minus 10 degrees
- B. Plus or minus 6 degrees
- C. Plus or minus 2 degrees
- D. Plus or minus 4 degrees

10. Under 91.411, the altimeter and static pressure system must be tested and inspected within the preceding:

- A. 12 calendar months
- B. 24 calendar months
- C. 6 months
- D. 30 days

11. Under 91.413, the transponder must be tested and inspected within the preceding:

- A. 12 calendar months
- B. 24 calendar months
- C. 6 months
- D. 30 days

12. A pilot may not operate IFR in controlled airspace without:

- A. A second pilot
- B. An autopilot
- C. An ATC clearance and a filed flight plan
- D. A parachute

13. The requirement to file an IFR flight plan and receive a clearance before operating IFR in controlled airspace is found in:

- A. 91.205
- B. 61.57
- C. 91.173
- D. 61.65

14. Under 91.167, the fuel required for an IFR flight with an alternate is enough to reach the destination, then the alternate, then fly for:

- A. 30 minutes
- B. 45 minutes at normal cruise speed
- C. 1 hour
- D. 15 minutes

15. The 1-2-3 rule for requiring an alternate (91.169) uses a forecast ceiling of at least 2,000 feet and visibility of at least:

- A. 1 mile
- B. 3 statute miles
- C. 2 miles
- D. 5 miles

16. To obtain an instrument rating under 61.65, an applicant must have logged a specified amount of:

- A. Instrument time, including cross-country and instrument flight training
- B. Night flying only
- C. Multi-engine time only
- D. Tailwheel time

17. Under 61.65, the cross-country flight time required as PIC for the instrument rating includes a minimum of:

- A. 10 hours
- B. 25 hours
- C. 50 hours
- D. 100 hours

18. The required instrument flight training for the rating under 61.65 includes a minimum number of hours, of which a portion must be with an:

- A. Airline pilot
- B. Examiner
- C. Authorized instructor
- D. ATC specialist

19. A pilot logging instrument time may log it when operating the aircraft solely by reference to:

- A. Instruments under actual or simulated instrument conditions
- B. Outside visual references
- C. The autopilot only
- D. ATC instructions only

20. Simulated instrument time requires the use of a:

- A. Second engine
- B. Parachute
- C. Night environment
- D. View-limiting device and a safety pilot

21. A safety pilot, required when a pilot logs simulated instrument time, must possess at least a:

- A. Student certificate
- B. Sport certificate
- C. Private pilot certificate and appropriate category/class ratings
- D. Commercial certificate only

22. The grace period for instrument currency means a pilot whose 6-month window lapses has an additional 6 months to:

- A. Regain currency by performing the required tasks before needing an IPC
- B. Fly IFR without restriction
- C. Take a written test
- D. Renew the medical

23. A pilot who lets both the 6-month currency window and the 6-month grace period lapse must:

- A. Take a written test
- B. Complete an instrument proficiency check
- C. Get a new medical
- D. Log 50 hours

24. Under 91.205, the required pitot-static instruments for IFR include the altimeter (sensitive, adjustable), airspeed indicator, and:

- A. A second altimeter
- B. A vertical speed indicator (clock and other items also required)
- C. A radar altimeter
- D. An angle-of-attack indicator

25. The clock required under 91.205 for IFR must display:

- A. Only minutes
- B. Only hours
- C. Hours, minutes, and seconds (a sweep-second or digital presentation)
- D. The date

26. A pilot must ensure the aircraft has a current and appropriate:

- A. Paint scheme
- B. Navigation database (for IFR GPS) and required inspections
- C. Tail number color
- D. Seating arrangement

27. Under 91.171, the VOR check tolerance for a dual-VOR cross-check (comparing two receivers) is:

- A. 2 degrees
- B. 6 degrees
- C. 10 degrees
- D. 4 degrees

28. The VOR check using an airborne checkpoint allows a tolerance of:

- A. 2 degrees
- B. 4 degrees
- C. 6 degrees
- D. 10 degrees

29. A pilot must log the VOR check with the date, place, bearing error, and:

- A. The fuel quantity
- B. The weather
- C. The signature of the person performing the check
- D. The aircraft's weight

30. The required instruments and equipment for IFR are in addition to those required for:

- A. VFR (day and night)
- B. Aerobatic flight
- C. Multi-engine flight
- D. Seaplane operations

31. A pilot operating IFR must hold a medical certificate appropriate to the operation, at least a:

- A. Third-class (or BasicMed where applicable)
- B. First-class always
- C. Second-class always
- D. No medical

32. A flight review (61.56) is required every:

- A. 12 calendar months
- B. 24 calendar months
- C. 6 months
- D. 30 days

33. Instrument currency (61.57) and the flight review (61.56) are:

- A. The same requirement
- B. Both met by a medical exam
- C. Both 12-month cycles
- D. Separate requirements with different intervals

34. A pilot who completes an instrument proficiency check has the currency requirement:

- A. Reset, restoring instrument currency
- B. Permanently waived
- C. Replaced by a written test
- D. Extended to 24 months

35. Under 91.169, standard alternate minimums for an airport with a precision approach are a ceiling of:

- A. 600 feet and 2 miles
- B. 800 feet and 2 miles
- C. 1,000 feet and 3 miles
- D. 400 feet and 1 mile

36. Standard alternate minimums for an airport with only a non-precision approach are:

- A. 600 feet and 2 miles
- B. 400 feet and 1 mile
- C. 800 feet and 2 miles
- D. 1,000 feet and 1 mile

37. Under 91.167, when no alternate is required, the IFR fuel rule still requires reserve fuel of:

- A. 30 minutes
- B. 15 minutes
- C. 1 hour
- D. 45 minutes at normal cruise

38. A pilot must maintain the assigned altitude and comply with the clearance unless:

- A. An amended clearance is obtained or an emergency requires deviation
- B. The flight is short
- C. The weather is good
- D. The pilot prefers otherwise

39. A pilot must report to ATC, among the always-required reports:

- A. Vacating an altitude and time/altitude reaching a holding fix
- B. The fuel grade
- C. The number of passengers
- D. The outside temperature

40. A pilot logging the six approaches for currency must accomplish them:

- A. In day VMC only
- B. With a flight instructor only
- C. At a towered airport only
- D. In actual or simulated instrument conditions (or an approved device)

41. Under 61.51, a pilot may log instrument time only for the portion of flight conducted:

- A. At night
- B. In a multi-engine aircraft
- C. Above 18,000 feet
- D. Solely by reference to instruments

42. A pilot who uses a flight simulator or training device for currency must ensure it is:

- A. Owned by the pilot
- B. At a towered airport
- C. Approved and the tasks performed per the regulations
- D. Used at night only

43. A pilot must verify that the aircraft's altimeter, static system, and transponder inspections are current before:

- A. VFR day flight only
- B. Any flight
- C. Aerobatic flight only
- D. IFR flight in controlled airspace

44. The required equipment under 91.205 for IFR builds upon the VFR-night equipment, adding items such as:

- A. A second engine
- B. A two-way radio, navigation equipment, gyroscopic instruments, and a clock
- C. A parachute
- D. An angle-of-attack indicator

45. A pilot's instrument rating remains valid as long as the pilot:

- A. Flies every day
- B. Holds a first-class medical
- C. Maintains currency or completes an IPC as required
- D. Files IFR monthly

46. Under 91.171, if a VOR check cannot be performed by other means, a pilot may use a:

- A. Magnetic compass
- B. Dual-VOR cross-check or a designated airborne/ground checkpoint or VOT
- C. GPS only
- D. Transponder

47. A VOT (VOR test facility) check requires the receiver to indicate within:

- A. Plus or minus 4 degrees
- B. Plus or minus 6 degrees
- C. Plus or minus 10 degrees
- D. Plus or minus 2 degrees

48. A pilot operating IFR must have, per 91.205, navigation equipment appropriate to:

- A. The aircraft color
- B. The ground facilities or RNAV to be used
- C. The number of passengers
- D. The cruising speed

49. The instrument rating knowledge (written) test must be passed before the:

- A. First solo
- B. Private checkride
- C. Medical exam
- D. Instrument practical test

50. A pilot who has not flown IFR recently but is within the 6-month currency window:

- A. Is current and may act as PIC under IFR
- B. Needs an IPC
- C. Needs a written test
- D. Cannot fly IFR

51. Under 91.167, the fuel calculation for an IFR flight begins with fuel to fly to the:

- A. Alternate first
- B. First airport of intended landing (destination)
- C. Nearest airport
- D. Departure airport

52. A pilot must ensure the required IFR inspections are logged, including the altimeter/static (24 months), transponder (24 months), and:

- A. The annual or 100-hour inspections as applicable
- B. A daily inspection
- C. A weekly inspection
- D. A monthly inspection

53. A pilot operating under BasicMed may act as PIC under IFR if:

- A. Never
- B. Only in day VMC
- C. Only below 10,000 feet
- D. The BasicMed requirements and limitations are met

54. A pilot must comply with the recency requirement of six approaches within the preceding 6 calendar months to:

- A. Act as PIC under IFR or in IMC
- B. Fly VFR only
- C. Hold the rating
- D. Pass the written test

55. The flight review required by 61.56 includes a minimum of 1 hour of ground and:

- A. 1 hour of night flying
- B. 1 hour of multi-engine time
- C. 1 hour of instrument time
- D. 1 hour of flight training

56. A pilot must hold an instrument rating to file and fly IFR; the rating is obtained by meeting:

- A. Only an age requirement
- B. Only a medical requirement
- C. Only a written test
- D. The aeronautical experience, training, and testing requirements of 61.65

57. A pilot whose transponder inspection has lapsed:

- A. May still fly IFR in all airspace
- B. May not operate the transponder-required IFR operations until inspected
- C. May fly VFR only forever
- D. Must take a written test

58. A pilot must carry and comply with the required documents and inspections; for IFR, the additional inspection beyond the VFR requirements is the:

- A. Altimeter/static system inspection (91.411)
- B. Annual only
- C. 100-hour only
- D. ELT only

59. The instrument currency tasks (approaches, holding, intercepting/tracking) ensure the pilot maintains:

- A. A current medical
- B. Night currency
- C. Proficiency in instrument procedures
- D. A flight review

60. The fundamental purpose of the IFR regulatory framework (ratings, currency, equipment, clearances) is to:

- A. Increase aircraft speed
- B. Reduce fuel costs
- C. Limit the number of pilots
- D. Ensure pilots and aircraft are qualified and equipped for safe instrument flight

Answer Key

1. C — Acting as PIC under IFR requires an instrument rating and the recency requirements of 61.57. That regulation governs instrument currency.
2. C — Under 61.57(c), within the preceding 6 calendar months the pilot must perform and log instrument approaches, holding, and intercepting/tracking tasks. These maintain instrument proficiency.
3. D — The required experience includes six instrument approaches, holding procedures, and intercepting and tracking courses using navigation systems. All three task types are required.
4. B — If recency lapses and the grace period passes, the pilot must accomplish an instrument proficiency check (IPC). The IPC restores currency.
5. B — An IPC must be given by an examiner, instrument instructor, or other authorized person. Not just any pilot may administer it.
6. A — The required IFR instruments and equipment are listed in 91.205. It specifies what must be installed and operational.
7. C — GRABCARD includes the adjustable altimeter, rate-of-turn indicator, and directional gyro, among the listed items. The mnemonic captures the 91.205 IFR equipment.
8. A — Under 91.171, a VOR check for IFR must be within the preceding 30 days. This is a short interval relative to other inspections.

9. D — The VOR check tolerance using a ground checkpoint is plus or minus 4 degrees. The airborne checkpoint allows 6 degrees.

10. B — Under 91.411, the altimeter and static system must be tested within the preceding 24 calendar months. It is a 24-month inspection.

11. B — Under 91.413, the transponder must be tested within the preceding 24 calendar months. It shares the 24-month cycle.

12. C — A pilot may not operate IFR in controlled airspace without an ATC clearance and a filed flight plan. Both are required.

13. C — The requirement to file and receive a clearance before IFR in controlled airspace is in 91.173. It is the basis for IFR operations.

14. B — Under 91.167, with an alternate the fuel must reach the destination, then the alternate, then provide 45 minutes at normal cruise. The 45-minute reserve is the standard.

15. B — The 1-2-3 rule uses a forecast ceiling of at least 2,000 feet and visibility of at least 3 statute miles. Below either, an alternate is required.

16. A — The instrument rating under 61.65 requires logged instrument time, including cross-country and instrument flight training. The experience requirements are specific.

17. C — Under 61.65, the cross-country PIC time required is a minimum of 50 hours. This is part of the aeronautical experience.

18. C — The required instrument flight training under 61.65 must include time with an authorized instructor. Dual instruction is required.

19. A — Instrument time is logged when operating solely by reference to instruments under actual or simulated instrument conditions. Outside visual reference does not count.

20. D — Simulated instrument time requires a view-limiting device and a safety pilot. The safety pilot watches for traffic.

21. C — A safety pilot must hold at least a private pilot certificate with the appropriate category and class ratings. This ensures a qualified second pilot.

22. A — The grace period gives a lapsed pilot an additional 6 months to regain currency by performing the required tasks before needing an IPC. The tasks may still restore currency during the grace period.

23. B — Letting both the 6-month window and the 6-month grace period lapse requires completing an instrument proficiency check. Only the IPC then restores currency.

24. B — The required pitot-static IFR instruments include the altimeter, airspeed indicator, and a vertical speed indicator (with the clock and other items). These are part of 91.205.

25. C — The clock required for IFR must display hours, minutes, and seconds. A sweep-second or digital presentation satisfies this.

26. B — The pilot must ensure a current navigation database (for IFR GPS) and the required inspections. Currency of both is necessary.

27. D — A dual-VOR cross-check under 91.171 is acceptable if the two receivers differ by no more than 4 degrees. It shares the 4-degree tolerance.

28. C — The VOR check using an airborne checkpoint allows a tolerance of 6 degrees. Ground, VOT, and dual checks use 4 degrees.

29. C — The VOR check is logged with the date, place, bearing error, and the signature of the person performing it. These document the check.

30. A — The IFR equipment is in addition to that required for VFR (day and night). IFR builds on the VFR-night equipment.

31. A — A pilot operating IFR must hold at least a third-class medical (or BasicMed where applicable). The medical must be appropriate to the operation.

32. B — A flight review under 61.56 is required every 24 calendar months. It is a separate requirement from instrument currency.

33. D — Instrument currency (61.57) and the flight review (61.56) are separate requirements with different intervals. They are not the same.

34. A — Completing an IPC resets the currency requirement, restoring instrument currency. The IPC re-establishes proficiency.

35. A — Standard alternate minimums for a precision approach are a 600-foot ceiling and 2 miles. Non-precision uses 800-2.

36. C — Standard alternate minimums for a non-precision approach are 800 feet and 2 miles. The precision standard is the lower 600-2.

37. D — Under 91.167, with no alternate required, the reserve is 45 minutes at normal cruise. The reserve requirement is unchanged.

38. A — A pilot must comply with the clearance unless an amended clearance is obtained or an emergency requires deviation. These are the exceptions.

39. A — Always-required reports include vacating an altitude and the time/altitude reaching a holding fix. These keep ATC informed.

40. D — The six approaches for currency must be in actual or simulated instrument conditions (or an approved device). They cannot be flown in day VMC without a view-limiting device.

41. D — Under 61.51, instrument time is logged only for the portion flown solely by reference to instruments. The instrument condition defines loggable time.

42. C — A flight simulator or training device used for currency must be approved and the tasks performed per the regulations. Approval and compliance are required.

43. D — The altimeter/static, transponder, and other IFR inspections must be current before IFR flight in controlled airspace. These are IFR prerequisites.

44. B — The IFR equipment builds on VFR-night equipment, adding a two-way radio, navigation equipment, gyroscopic instruments, and a clock. These are the IFR additions.

45. C — The instrument rating remains valid as long as the pilot maintains currency or completes an IPC as required. The rating does not expire, but currency must be maintained.

46. B — A VOR check may use a dual-VOR cross-check, a designated airborne/ground checkpoint, or a VOT. These are the acceptable check methods.

47. A — A VOT check requires the receiver to indicate within plus or minus 4 degrees. It shares the 4-degree tolerance.

48. B — Per 91.205, navigation equipment must be appropriate to the ground facilities or RNAV to be used. The equipment must match the planned navigation.

49. D — The instrument rating knowledge test must be passed before the instrument practical test. The written precedes the checkride.

50. A — A pilot within the 6-month currency window is current and may act as PIC under IFR. Recent qualifying experience maintains currency.

51. B — Under 91.167, the fuel calculation begins with fuel to the first airport of intended landing (destination). The alternate and reserve are added.

52. A — The required IFR inspections include the altimeter/static (24 months), transponder (24 months), and the annual or 100-hour inspections as applicable. All must be current.

53. D — A pilot may act as PIC under IFR under BasicMed if the BasicMed requirements and limitations are met. BasicMed permits IFR within its limits.

54. A — Six approaches within the preceding 6 calendar months are required to act as PIC under IFR or in IMC. This maintains instrument currency.

55. D — The flight review under 61.56 includes a minimum of 1 hour of ground and 1 hour of flight training. Both components are required.

56. D — The instrument rating is obtained by meeting the aeronautical experience, training, and testing requirements of 61.65. All are required, not just one element.

57. B — A pilot whose transponder inspection has lapsed may not conduct transponder-required IFR operations until it is inspected. The inspection must be current.

58. A — The additional IFR inspection beyond the VFR requirements is the altimeter/static system inspection (91.411). It is specific to IFR.

59. C — The instrument currency tasks ensure the pilot maintains proficiency in instrument procedures. Recent practice preserves the skills.

60. D — The fundamental purpose of the IFR regulatory framework is to ensure pilots and aircraft are qualified and equipped for safe instrument flight. The rules establish the safety baseline.