1 While on an IFR flight plan, you should notify ATC of a variation in speed when
   A. ground speed changes more than 5 knots.
   B. average TAS changes 10 knots or 5 percent.
   C. ground speed changes by 10 MPH or more.

2 You may cancel an IFR flight plan
   A. at any time as long as you advise ATC.
   B. only in an emergency.
   C. if in VMC outside Class A airspace.

3 While performing a VFR practice instrument approach, Radar Approach Control assigns an altitude or heading that will cause you to enter the clouds. What action should you take?
   A. continue as directed.
   B. advise "unable" and remain clear of clouds.
   C. deviate as needed; then rejoin the approach.

4 If the RVR equipment is inoperative for an IAP that requires a visibility of 2,400 RVR, how should the pilot expect the visibility requirement to be reported in lieu of the published RVR?
   A. As a slant range visibility of 2,400 feet.
   B. As an RVR of 2,400 feet.
   C. As a ground visibility of 1/2 SM.

5 If the ILS outer marker is inoperative, you may substitute
   A. a compass locator or precision radar.
   B. VOR radials that identify the location.
   C. Distant Measuring Equipment (DME).

6 If the plan view on an approach chart does not include a procedure turn barb, that means
   A. a procedure turn is not authorized.
   B. you should fly a teardrop entry.
   C. a racetrack-type turn is required.
7 (Refer to FAA-CT-8080-3E, Addendum A, Figure 227.) Refer to the DEN ILS RWY 35R procedure. The FAF intercept altitude is
A. 7,080 feet MSL.
B. 7,977 feet MSL.
C. 8,000 feet MSL.

PLT083 / IR.I.C.K4 Symbology found on IFR en route and approach charts and diagrams.

8 (Refer to FAA-CT-8080-3E, Figure 242 and Legend 21.) You have been cleared for the RNAV (GPS) RWY 36 approach to LIT. At a ground speed of 105 knots, what are the vertical descent angle and rate of descent on final approach?
A. 2.82 degrees and 524 feet per minute.
B. 3.00 degrees and 557 feet per minute.
C. 4.00 degrees and 550 feet per nautical mile.

PLT083 / IR.VI.A.K1 Procedures and limitations associated with nonprecision approach procedures.

9 You have not yet been cleared for the approach, but you are being vectored to the ILS approach course. It is clear that you will pass through the localizer course unless you take action. You should
A. turn outbound and complete the procedure turn.
B. continue as assigned and query ATC.
C. turn inbound and join the final approach course.

PLT370 / IR.VI.B.K1 Procedures and limitations associated with precision approach.

10 (Refer to FAA-CT-8080-3E, Figures 21, 22, and 24.) If the average fuel consumption is 17.5 GPH, how much fuel would you use on the flight between Grand Junction, CO and Durango, CO?
A. 17 gallons.
B. 20 gallons.
C. 25 gallons.

PLT012 / IR.I.C.S5 Calculate time en route and fuel.

11 Flying clear of clouds on an instrument flight plan, what are the requirements for a contact approach to an airport that has an approved IAP?
A. The controller must determine that the pilot can see the airport at the altitude flown and can remain clear of clouds.
B. The controller must have determined that the visibility was at least 1 mile and be reasonably sure the pilot can remain clear of clouds.
C. The pilot must request the approach, have at least 1 mile visibility, and be reasonably sure of remaining clear of clouds.

PLT292 / IR.III.A.K8
12 During a takeoff into IMC with low ceilings, you should contact departure
   A. before entering the clouds.
   B. when the tower instructs the change.
   C. upon reaching traffic pattern altitude.

   PLT222 / IR.III.A.K8 Procedures involved for departure, en route, and arrival.

13 The greatest DME indication error between actual ground distance and displayed ground distance occurs at
   A. high altitudes far from the VORTAC.
   B. high altitudes close to the VORTAC.
   C. low altitudes far from the VORTAC.

   PLT202 / IR.II.B.K2c General characteristics of navigation instruments: DME.

14 You are planning an IFR flight off established airways below 18,000 feet MSL. If you use VOR navigation to
   define the route, the maximum distance between nav aids should be
   A. 40 NM.
   B. 70 NM.
   C. 80 NM.

   PLT322 / IR.I.C.K9 Altitude and course requirements.

15 If Receiver Autonomous Integrity Monitoring (RAIM) is not available prior to beginning a GPS approach, the
   pilot should
   A. continue the approach, expecting to recapture the satellites before reaching the FAF.
   B. use a navigation or approach system other than GPS for an approach.
   C. continue to the MAP and hold until the satellites are recaptured.

   PLT354 / IR.VI.A.K3 Annunciations expected during a Global Positioning System (GPS) based approach.

16 When using VOR for navigation, which of the following should be considered as station passage?
   A. The first movement of the CDI as the airplane enters the zone of confusion.
   B. The moment the TO FROM indicator becomes blank.
   C. The first positive, complete reversal of the TO FROM indicator.

   PLT322 / IR.II.B.K2b

17 (Refer to FAA-CT-8080-3E, Figure 240.) If the DME at PUC airport is inoperative, the airborne DME will
   A. continuously indicate "99" as the mileage.
   B. enter "search" mode but fail to lock on.
   C. Not transmit a coded identification audio tone.

   PLT202 / IR.II.B.K2c General characteristics of navigation instruments: DME.
18 When flying directly over a published airborne VOR checkpoint, what is the maximum error allowed for IFR flight?
   A. Plus or minus 6° of the designated radial.
   B. Plus or minus 4° of the designated radial.
   C. Plus 6° or minus 4° of the designated radial.

19 (Refer to FAA-CT-8080-3E, Figures 60A and 61.) Determine your position relative to the PLATS intersection, glide slope, and localizer course.
   A. Past PLATS, below the glide slope, and right of the localizer course.
   B. Approaching PLATS, above the glide slope, and left of the localizer course.
   C. Past PLATS, above the glide slope, and right of the localizer course.

20 (Refer to FAA-CT-8080-3E, Figure 87.) What is indicated by the localizer course symbol at Jefferson County Airport?
   A. A published LDA localizer course with voice capability.
   B. A published SDF localizer course with back course capabilities.
   C. A published ILS localizer course which has an additional navigation function.

21 (Refer to FAA-CT-8080-3E, Figure 91.) When flying a northbound IFR flight on V257, what is the minimum crossing altitude at DBS VORTAC?
   A. 7,500 feet.
   B. 8,600 feet.
   C. 11,100 feet.

22 (Refer to FAA-CT-8080-3E, Addendum A, Figure 230.) The minimum safe altitude (MSA) for the VOR/DME or GPS-A at 7D3 is geographically centered on what position?
   A. DEANI intersection.
   B. WHITE CLOUD VOR/DME.
   C. MAJUB intersection.

23 (Refer to FAA-CT-8080-3E, Figure 24.) While passing near the CORTEZ VOR, southbound on V187, contact is lost with Denver Center. You should attempt to reestablish contact with Denver Center on
   A. 133.425 MHz.
   B. 122.1 MHz and receive on 108.4 MHz.
   C. 122.35 MHz.
24. Military training routes (MTR) above 1,500 feet are depicted on
   A. IFR Planning Charts.
   B. IFR Low Altitude En Route Charts.
   C. IFR High Altitude En Route Charts.

25. (Refer to FAA-CT-8080-3E, Figure 53.) What is indicated by the inverse `H` symbol in the radio aids to
    navigation box for SAN MARCUS VORTAC?
   A. VOR with TACAN compatible DME.
   B. The availability of HIWAS.
   C. The VOR has a high altitude SSV Class Designator.

26. An instrument rated pilot who has not logged any instrument time in 1 year or more cannot serve as pilot in
    command under IFR, unless the pilot
   A. completes the required 6 hours and six approaches, followed by an instrument proficiency check given
      by an FAA-designated examiner.
   B. passes an instrument proficiency check in the category of aircraft involved, given by an approved FAA
      examiner, instrument instructor, or FAA inspector.
   C. passes an instrument proficiency check in the category of aircraft involved, followed by 6 hours and six
      instrument approaches, 3 of those hours in the category of aircraft involved.

27. To meet the minimum required instrument flight experience to act as pilot in command of an aircraft under
    IFR, you must have logged within the 6 calendar months preceding the month of the flight, in the same
    category of aircraft:
   A. holding procedures, intercepting and tracking courses through the use of navigation systems, and six
      instrument approaches.
   B. 6 hours of instrument time in any aircraft, and six instrument approaches.
   C. six instrument approaches, three of which must be in the same category and class of aircraft to be flown,
      and 6 hours of instrument time in any aircraft.

28. Determine the alternate minimums for an airport with a precision approach procedure.
   A. 400 foot ceiling and 2 miles visibility.
   B. 600 foot ceiling and 2 miles visibility.
   C. 800 foot ceiling and 2 miles visibility.
29 A certificated commercial pilot who carries passengers for hire at night or in excess of 50 NM is required to have at least
A. a type rating.
B. a first-class medical certificate.
C. an instrument rating in the same category of aircraft.

When an instrument rating is required.

30 A pilot may satisfy the recent flight experience requirement necessary to act as pilot in command in IMC in powered aircraft by logging within the 6 calendar months preceding the month of the flight
A. six instrument approaches, holding procedures, and intercepting and tracking courses using navigational systems.
B. six instrument approaches and 3 hours under actual or 6 hours in simulated IFR conditions; three of the approaches must be in the category of aircraft involved.
C. 6 hours of instrument time under actual or simulated IFR conditions, including at least six instrument approaches. Three of the 6 hours must be in flight in any category aircraft.

Recent instrument flight experience requirements.

31 What are the requirements to log an ILS approach in VMC conditions for instrument currency?
A. The flight must remain on an IFR flight plan throughout the approach and landing.
B. The ILS approach can be credited only if you use a view-limiting device and log the name of the safety
C. The ILS approach can be credited regardless of actual weather if you are issued an IFR clearance.

Recent instrument flight experience requirements.

32 When is an IFR clearance required during VFR weather conditions?
A. When operating in the Class E airspace.
B. When operating in a Class A airspace.
C. When operating in airspace above 14,500 feet.

Airspace, cloud clearance, and visibility requirements.

33 For an airplane, determine the weather minimum conditions required at the destination airport to avoid listing an alternate on your IFR flight plan.
A. From 2 hours before to 2 hours after ETA, forecast ceiling 2,000, and visibility 2 and 1/2 miles.
B. From 2 hours before to 2 hours after ETA, forecast ceiling 3,000, and visibility 3 miles.
C. From 1 hour before to 1 hour after ETA, forecast ceiling 2,000, and visibility 3 miles.

Correlate weather information to determine alternate requirements.

34 (Refer to figure 13.) How will the aircraft in position 4 be affected by a microburst encounter?
A. Performance increasing with a tailwind and updraft.
B. Performance decreasing with a tailwind and downdraft.
C. Performance decreasing with a headwind and downdraft.

Hazardous weather conditions that may affect the planned flight.
35 Area forecasts generally include a forecast period of 18 hours and cover a geographical
A. terminal area.
B. area less than 3,000 square miles.
C. area the size of several states.

36 When the visibility is greater than 6 SM on a TAF it is
A. expressed as 6PSM.
B. expressed as P6SM.
C. omitted from the report.

37 Which weather product is a concise statement of the expected weather for an airport's runway complex?
A. Area Forecast (FA.)
B. Weather Depiction Charts.
C. Terminal Aerodrome Forecast (TAF.)

38 Decode the excerpt from the Winds and Temperature Aloft Forecast (FB) for OKC at 39,000 feet.

FT 3000 9000 12000 24000 39000
OKC 9900 2018+00 2130-06 2361-30 830558
A. Wind 130° at 50 knots, temperature -58 °C.
B. Wind 330° at 105 knots, temperature -58 °C.
C. Wind 330° at 205 knots, temperature -58 °C.

39 Use the TAF to determine the wind shear forecast.

TAF
KCVG 231051Z 231212 12012KT 4SM -RA BR OVC008
WS005/27050KT TEMPO 1719 1/2SM -RA FG
FM1930 09012KT 1SM -DZ BR VV003 BECMG 2021 5SM HZ=
A. Wind shear at 500 feet MSL from 270° at 50 KT.
B. Wind shear at 500 feet AGL from 270° at 50 KT.
C. Wind shear from the surface to 500 feet AGL from 270° at 50 KT.
40 Interpret the remarks section of METAR surface report for KBNA?
METAR KBNA 211250Z 33018KT 290V260 1/2SM R31/2700FT +SN
BLSNFG VV008 00/M03 A2991 RMK RAE42SNB42
A. The wind is variable from 290° to 360.
B. Heavy blowing snow and fog on runway 31.
C. Rain ended 42 past the hour, snow began 42 past the hour.

PLT059 / IR.I.B.S1 Use available aviation weather resources to obtain an adequate weather briefing.

41 If you encounter in-flight icing and ATC asks you to report your conditions, what are the official reportable icing values that you are expected to use?
A. Light, moderate, severe, extreme.
B. Trace, light, moderate, severe.
C. Few, light, moderate, severe.

PLT294 / IR.I.B.1 Current and forecast weather for departure, arrival, and en route.

42 (Refer to FAA-CT-8080-3E, Figure 7.) Interpret the weather conditions depicted within the area indicated by arrow F?
A. 2/8 to 6/8 coverage, occasional embedded thunderstorms, tops at FL 540.
B. 1/8 to 4/8 coverage, occasional embedded thunderstorms, maximum tops at 51,000 feet MSL.
C. Occasional embedded cumulonimbus, bases below 25,000 feet with tops to 48,000 feet.

PLT068 / IR.I.B.1 Use available aviation weather resources to obtain an adequate weather briefing.

43 In what localities is advection fog most likely to occur?
A. Coastal areas.
B. Mountain slopes.
C. Level inland areas.

PLT226 / IR.I.B.K4f Meteorology to include: Fog.

44 To find the VOR receiver ground checkpoint(s) for an accuracy check, which publication should you consult?
A. Airman’s Information Manual.
B. En Route Low Altitude Chart.
C. Airport/Facility Directory.

PLT281 / IR.II.B.K2b General characteristics of navigation instruments: NAVAIMs

45 Your transponder is inoperative. What are the requirements for flying in Class D airspace?
A. The entry into Class D is prohibited.
B. Continue the flight as planned.
C. Pilot must immediately request priority handling to proceed to destination.

PLT161 / IR.I.C.K11 Airspace, cloud clearance, and visibility requirements.
46 The vertical extent of the Class A airspace extends from
A. 18,000 feet to and including FL 450.
B. 18,000 feet to and including FL 600.
C. 12,500 feet to and including FL 600.
*PLT161 / IR.I.C.K11 Airspace, cloud clearance, and visibility requirements.*

47 ATC has approved your request for VFR-on-top while on an IFR clearance. Therefore, you
A. should set your transponder to code 1200.
B. must fly appropriate IFR altitudes.
C. must fly appropriate VFR altitudes.
*PLT161 / IR.I.C.R1 Appropriate IFR altitudes.*

48 If while in level flight, it becomes necessary to use an alternate source of static pressure vented inside the airplane, which of the following variations in instrument indications should the pilot expect?
A. The altimeter will read lower than normal, airspeed lower than normal, and the VSI will momentarily show a descent.
B. The altimeter will read higher than normal, airspeed greater than normal, and the VSI will momentarily show a climb.
C. The altimeter will read lower than normal, airspeed greater than normal, and the VSI will momentarily show a climb and then a descent.
*PLT337 / IR.IV.A.K3 Concepts of instrument flight references.*

49 If both the ram air input and drain hole of the pitot system become blocked, the indicated airspeed will
A. increase during a climb.
B. decrease during a climb.
C. remain constant regardless of altitude change.
*PLT088 / IR.IV.A.K3 Normal and abnormal instrument indications.*

50 What is the rule for a pilot receiving a "Land and Hold Short Operation (LAHSO) clearance?"
A. The pilot is required to accept the controller’s clearance in visual meteorological conditions.
B. The pilot must accept the clearance if the pavement is dry and the stopping distance is adequate.
C. The pilot has the option to accept or reject all LAHSO clearances regardless of the meteorological
*PLT140 / IR.VI.E.K5 Land and hold short operations (LAHSO) or option to refuse LAHSO restriction.*

51 Which type of runway lighting consists of a pair of synchronized flashing lights, one on each side of the runway threshold?
A. RAIL.
B. HIRL.
C. REIL.
*PLT145 / IR.VI.E.K4 Approach lighting systems.*
52 A Precision Runway Monitor (PRM) approach may require
   A. simultaneously monitoring two frequencies.
   B. special training to monitor two ILS receivers simultaneously.
   C. tracking performance parameters at the decision point.
   
   Procedures and limitations associated with precision approach.

53 (FAA CT 8080-3E, figure 136.) An 'on glidepath' indication is
   A. 8.
   B. 10.
   C. 11.

Approach lighting systems.

54 Which sign indicates you’re holding short of the ILS critical area?
   A. Top red.
   B. Middle yellow.
   C. Bottom yellow.

Airport lighting, signs, and markings.

55 The rate of descent on the glide slope depends on
   A. true airspeed.
   B. ground speed.
   C. indicated airspeed.

Decent rates needed to follow the vertical guidance.
56 Unless otherwise stated, instrument procedures use the standard IFR climb gradient of
A. 500 feet per minute.
B. 400 feet per nautical mile.
C. 200 feet per nautical mile.

*PLT133 / IR.III.A.K5  Terrain clearance requirements associated with departure procedures.*

57 To preserve night vision, the most appropriate cockpit lighting is
A. Reducing the interior lighting intensity to a minimum level.
B. The use of regular white light, such as a flashlight, will not impair night adaptation.
C. Increase the interior intensity to slightly above the outside level.

*PLT333 / IR.IV.A.R3  Physiological factors that can degrade instrument cross-check.*

58 The advancement of avionics in light general aviation airplanes has enhanced situational awareness for properly trained pilots. However, there is concern that this technology could lead to
A. complacency.
B. fatigue.
C. resignation.

*PLT104 / IR.II.B.R1  Automation management.*

59 If you experience tunnel vision and cyanosis you may have the symptoms of
A. hypoxia.
B. hyperventilation.
C. carbon monoxide poisoning.

*PLT330 / IR.I.A.K6  Physiological factors that might affect the pilot’s ability to fly under instrument conditions.*

60 The use of airborne weather-avoidance radar
A. provides no assurance of avoiding instrument weather conditions.
B. assures the avoidance of hail.
C. allows you to fly safely between echoes.

*PLT105 / IR.I.B.R2  Limitations of inflight aviation weather resources.*