The following sample exam for Instrument Rating Airplane (IRA) is suitable study material for all the Instrument Rating tests including helicopters. Although these questions are airplane based they represent the same type of questions that can be found on all Instrument Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full IRA test contains 60 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at: http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-3, Computer Testing Supplement for Instrument Rating is available at: http://www.faa.gov/training_testing/testing/test_questions/media/FAA-CT-8080-3E.pdf

Addendum A, February 10, 2014
http://www.faa.gov/training_testing/testing/test_questions/media/ir_akts_addendum.pdf

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at: http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf

SAMPLE IRA EXAM:

1 PLT128
A generally recommended practice for autopilot usage during cruise flight in icing conditions is
A) having the autopilot continuously engaged while monitoring the system for abnormal trim, trim rate, or attitude.
B) periodically disengaging the autopilot and hand flying the airplane.
C) periodically disengaging and immediately reengaging the altitude hold function.

2 PLT166
If you are departing from an airport where you cannot obtain an altimeter setting, you should set your altimeter
A) on 29.92 inches Hg.
B) on the last known barometric pressure.
C) to the airport elevation.

3 PLT088
If both the ram air input and drain hole of the pitot system are blocked, what airspeed indication can be expected?
A) Increase of indicated airspeed during a climb.
B) Decrease of indicated airspeed during a climb.
C) Constant indicated airspeed during any change in altitude.

4 PLT140
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
C) The pilot has the option to accept or reject all LAHSO clearances regardless of the meteorological conditions.
5 PLT147
(Refer to figure 136.) Which illustration depicts an 'on glidepath' indication?
A) 8.
B) 10.
C) 11.

6 PLT145
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.

7 PLT147
The middle and far bars of a 3 bar VASI will
A) both appear white to the pilot when on the upper glidepath.
B) constitute a 2 bar VASI for using the lower glidepath.
C) constitute a 2 bar VASI for using the upper glidepath.

8 PLT141
(Refer to figure provided.) While clearing an active runway, you are clear of the ILS critical area when you pass which sign?
A) Top red.
B) Middle yellow.
C) Bottom yellow.

9 PLT161
The vertical extent of the Class A airspace throughout the conterminous U.S. 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.

10 PLT161
The aircraft's transponder fails during flight within Class D airspace.
A) The pilot should immediately request clearance to depart the Class D airspace.
B) No deviation is required because a transponder is not required in Class D airspace.
C) Pilot must immediately request priority handling to proceed to destination.

11 PLT008
The rate of descent on the glide slope is dependent upon
A) true airspeed.
B) ground speed.
C) indicated airspeed.
(Refer to figures 160, 162, and Legend 21.) Using a ground speed of 90 knots on the ILS RWY 16L final approach course, what rate of descent should be used as a reference to maintain the ILS glide slope?

A) 415 feet per minute.
B) 478 feet per minute.
C) 555 feet per minute.
13 PLT170
(Refer to figure 250.) For a stabilized approach, the aircraft would be in a configuration for approach or landing and descending at about
A) 480 feet per minute to MDA.
B) 480 feet per nautical mile below 1,580 feet MSL.
C) with a descent rate of less than 1,000 FPM below 1,080 feet MSL and bank angles of less than 15° below 500 feet AGL.

14 PLT333
Which use of cockpit lighting is correct for night flight?
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) Coloration shown on maps is least affected by the use of direct red lighting.

15 PLT330
Tunnel vision and cyanosis are symptoms of
A) hypoxia.
B) hyperventilation.
C) carbon monoxide poisoning.

16 PLT141
If you are performing a VFR practice instrument approach and Radar Approach Control assigns an altitude or heading that will cause you to enter the clouds, what action should you take?
A) Enter the clouds, since ATC authorization for practice approaches is considered an IFR.
B) Avoid the clouds and inform ATC that altitude/heading will not permit VFR.
C) Abandon the approach and advise ATC of your intentions.

17 PLT225
How is your flight plan closed when your destination airport has IFR conditions and there is no control tower or flight service station (FSS) on the field?
A) The ARTCC controller will close your flight plan when you report the runway in sight.
B) You may close your flight plan any time after starting the approach by contacting any FSS or ATC facility.
C) Upon landing, you must close your flight plan by radio or by telephone to any FSS or ATC.

18 PLT224
When may a pilot cancel the IFR flight plan prior to completing the flight?
A) Any time.
B) Only if an emergency occurs.
C) Only in VFR conditions when not in Class A airspace.

19 PLT170
For which speed variation should you notify ATC?
A) When the ground speed changes more than 5 knots.
B) When the average true airspeed changes 5 percent or 10 knots, whichever is greater.
C) Any time the ground speed changes 10 MPH.
20       PLT222
During a takeoff into IFR conditions with low ceilings, when should the pilot contact departure
A) Before penetrating the clouds.
B) When advised by the tower.
C) Upon completing the first turn after takeoff.

21       PLT292
What does the absence of the procedure turn barb on the plan view on an approach chart indicate?
A) A procedure turn is not authorized.
B) Teardrop-type procedure turn is authorized.
C) Racetrack-type procedure turn is authorized.

22       PLT083
(Refer to 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.

23       PLT354
Your onboard GPS-based FMS/RNAV unit is IFR certified under TSO-C129() or TSO-C196(). Your
destination is below minimums for the GPS RNAV approach and you proceed to your filed
alternate. You know that
A) GPS units certified under TSO-C129() or TSO-C196() are not authorized for alternate approach
requirements; subsequently, you must use an approach procedure based on ground based
B) once diverted to the alternate airport, you may fly a GPS-based approach as long as there is an
operational ground-based NAVAID and appropriate airborne receiver for use as a backup.
C) if your aircraft is equipped with a second TSO-C129() certified GPS as a backup in place of a
ground-based NAVAID receiver, you may complete the approach even if the IAP is based on
ground-based NAVAIDS.

24       PLT083
(Refer to 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.

25       PLT321
Which substitution is permitted when an ILS component is inoperative?
A) A compass locator or precision radar may be substituted for the ILS outer or middle marker.
B) ADF or VOR bearings which cross either the outer or middle marker sites may be substituted for
these markers.
C) DME, when located at the localizer antenna site, should be substituted for the outer or middle

26       PLT382
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.
27 PLT292
What are the requirements for a contact approach to an airport that has an approved IAP, if the pilot is on an instrument flight plan and clear of clouds?
A) The controller must determine that the pilot can see the airport at the altitude flown and can remain clear of clouds.
B) The pilot must agree to the approach when given by ATC and 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.

28 PLT224
(Refer to figure 1.) What information should be entered in block 7 of an IFR flight plan if the flight has three legs, each at a different altitude?
A) Altitude for first leg.
B) Average cruise altitude.
C) Highest altitude.

29 PLT370
You are being vectored to the ILS approach course, but have not been cleared for the approach. It becomes evident that you will pass through the localizer course. What action should be taken?
A) Turn outbound and make a procedure turn.
B) Continue on the assigned heading and query ATC.
C) Start a turn to the inbound heading and inquire if you are cleared for the approach.

30 PLT202
(Refer to figure 240.) How should a pilot determine when the DME at PUC airport is inoperative?
A) The airborne DME will always indicate ‘0’ mileage.
B) The airborne DME will ‘search,’ but will not ‘lock on.’
C) The airborne DME may appear normal, but there will be no code tone.

31 PLT202
Where does the DME indicator have the greatest error between ground distance to the VORTAC and displayed distance?
A) High altitudes far from the VORTAC.
B) High altitudes close to the VORTAC.
C) Low altitudes far from the VORTAC.

32 PLT354
During IFR en route operations using an approved TSO-C129() or TSO-C196() GPS system for navigation,
A) the aircraft must have an approved and operational alternate navigation system appropriate for the route.
B) active monitoring of an alternate navigation system is always required.
C) no other navigation system is required.

33 PLT354
A hand-held GPS system
A) may be used for IFR operations in VFR weather conditions.
B) is not authorized for IFR navigation.
C) may be used in IFR weather conditions only for en route navigation.
34 PLT354
If Receiver Autonomous Integrity Monitoring (RAIM) is not available when setting up a GPS approach, the pilot should
A) continue the approach, expecting to recapture the satellites before reaching the FAF.
B) use a navigation system other than GPS for the approach.
C) continue to the MAP and hold until the satellites are recaptured.

35 PLT277
Which indications will a pilot receive when passing over an inner marker (IM) on a front course ILS approach?
A) One dot per second and a steady amber light.
B) Four dots and a flashing white light.
C) Alternating dashes and a blue light.

36 PLT322
For IFR operations off of established airways below 18,000 feet, VOR navigational aids used to describe the `route of flight` should be no more than
A) 40 NM apart.
B) 70 NM apart.
C) 80 NM apart.

37 PLT058
(Refer to figure 87.) Which VHF frequencies, other than 121.5, can be used to receive De Ridder FSS in the Lake Charles area?
A) 122.1, 126.4.
B) 123.6, 122.65.
C) 122.2, 122.3.

38 PLT058
(Refer to figure 87.) What is indicated by the localizer course symbol at Jefferson County Airport?
A) A published LDA localizer course.
B) A published SDF localizer course.
C) A published ILS localizer course, which has an additional navigation function.

39 PLT058
(Refer to figure 91.) What is the minimum crossing altitude at DBS VORTAC for a northbound IFR flight on V257?
A) 7,500 feet.
B) 8,600 feet.
C) 11,100 feet.

40 PLT058
(Refer to figures 70 and 71.) Which VORTAC along the proposed route of flight could provide HIWAS information?
A) SPARTA VORTAC.
B) HUGUENOT VORTAC.
C) KINGSTON VORTAC.
(Refer to figure 24.) Proceeding southbound on V187, (vicinity of Cortez VOR) 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.

Which aeronautical chart depicts Military Training Routes (MTR) above 1,500 feet?

A) IFR Planning Chart.
B) IFR Low Altitude En Route Chart.
C) IFR High Altitude En Route Chart.

(Refer to figure 53.) What service 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) Availability of HIWAS.
C) The VOR has an "H" (high altitude) SSV Class Designator.

Enroute weather conditions are IMC. However, during the descent to your destination for an ILS approach, you encounter VMC weather conditions prior to reaching the initial approach fix. You know that to log the ILS approach toward instrument currency requirements,

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.
C) the ILS approach can be credited regardless of actual weather if you are issued an IFR

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.

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

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.
47 PLT448
A certificated commercial pilot who carries passengers for hire at night or in excess of 50 NM is required to have at least
A) an associated type rating if the airplane is of the multiengine class.
B) a First-Class Medical Certificate.
C) an instrument rating in the same category of aircraft.

48 PLT379
For aircraft other than helicopters, what minimum conditions must exist at the destination airport to avoid listing an alternate airport on an IFR flight plan when a standard IAP is available?
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.

49 PLT379
What are the alternate minimums that must be forecast at the ETA for an airport that has 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.

50 PLT370
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.

51 PLT288
When the visibility is greater than 6 SM on a TAF it is expressed as
A) 6P6M.
B) P6SM.
C) 6SMP.

52 PLT288
Which primary source should be used to obtain forecast weather information at your destination for the planned ETA?
A) Area Forecast.
B) Radar Summary and Weather Depiction Charts.
C) Terminal Aerodrome Forecast (TAF).

53 PLT288
What is the wind shear forecast in the following TAF?
A) 5 feet AGL from 270° at 50 KT.
B) 50 feet AGL from 270° at 50 KT.
C) 500 feet AGL from 270° at 50 KT.
54 PLT284
Decode the excerpt from the Winds and Temperature Aloft Forecast (FB) for OKC at 39,000 feet.
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.

55 PLT294
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.

56 PLT059
What is meant by the entry in 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.

57 PLT290
Sigmetes are unscheduled weather products that are valid for
A) a period not to exceed 4 hours, but may be reissued for additional 4 hour periods.
B) 2 to 12 hours, depending on the severity of the weather.
C) 6 hours, unless associated with hurricanes or tropical cyclones.

58 PLT068
(Refer to figure 7.) What weather conditions are 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.

59 PLT068
(Refer to figure 18, SFC-400MB.) The U.S. Low Level Significant Weather Surface Prog Chart at
00Z indicates that northwestern Colorado and eastern Utah can expect
A) moderate or greater turbulence from the surface to FL 240.
B) moderate or greater turbulence above FL 240.
C) no turbulence is indicated.

60 PLT066
(Refer to figure 9.) The Severe Weather Outlook Chart, which is used primarily for advance
planning, provides what information?
A) An 18-hour categorical outlook with a 48-hour valid time for severe weather watch,
thunderstorm lines, and of expected tornado activity.
B) A preliminary 12-hour outlook for severe thunderstorm activity and probable convective
C) A 24-hour severe weather outlook for possible thunderstorm activity.