The FAA computer-assisted testing system is supported by a series of supplement publications. These publications, available through several aviation publishers, include the graphics, legends, and maps that are needed to successfully respond to certain test items. Use the following URL to download a complete list of associated supplement books: [http://www.faa.gov/pilots/testing/supplements/](http://www.faa.gov/pilots/testing/supplements/)

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. It can be located at: [http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf](http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf)

1. **PLT292** IRA
   A Precision Runway Monitoring (PRM) approach may require
   A) monitoring of two communication frequencies simultaneously.
   B) special training and monitoring of two ILS receivers simultaneously.
   C) tracking performance parameters within the "decision region" of: 1/3 dot localizer and 1/2 dot glideslope displacement.

2. **PLT172** IRA
   Under which condition does ATC issue a STAR?
   A) To all pilots wherever STARs are available.
   B) Only if the pilot requests a STAR in the `Remarks` section of the flight plan.
   C) When ATC deems it appropriate, unless the pilot requests `No STAR`.

3. **PLT128** IRA
   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.

4. **PLT105** IRA
   Which is true regarding the use of airborne weather-avoidance radar for the recognition of certain weather conditions?
   A) The radarscope provides no assurance of avoiding instrument weather conditions.
   B) The avoidance of hail is assured when flying between and just clear of the most intense echoes.
   C) The clear area between intense echoes indicates that visual sighting of storms can be maintained when flying between the echoes.

5. **PLT166** IRA
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.

6. PLT036
   If the pitot tube ram air pressure hole and drain hole become obstructed, the airspeed indicator will operate
   A) like an altimeter as the aircraft climbs and descends.
   B) like a very sluggish airspeed indicator lagging all changes by minutes.
   C) normally due to the static port pressure changes.

7. PLT337
   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.

8. 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.

9. 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 adequate.
   C) The pilot has the option to accept or reject all LAHSO clearances regardless of the meteorological conditions.

10. PLT147
    (Refer to figure 136.) Which illustration depicts an ‘on glidepath’ indication?
    A) 8.
    B) 10.
    C) 11.

11. 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.

12. PLT147 IRA
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.

13. PLT141 IRA
(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.

14. PLT161 IRA
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.

15. PLT161 IRA
What minimum aircraft equipment is required for operation within Class C airspace?
A) Two-way communications and Mode C transponder.
B) Two-way communications.
C) Transponder and DME.

16. PLT161 IRA
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.

17. PLT008 IRA
The rate of descent on the glide slope is dependent upon
A) true airspeed.
B) ground speed.
C) indicated airspeed.

18. PLT170 IRA
(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.

19. PLT104 IRA
When a pilot believes advanced avionics enable operations closer to personal or environmental limits,
A) greater utilization of the aircraft is achieved.
B) risk is increased.
C) risk is decreased.

20. PLT104 IRA
Automation in aircraft has proven
A) to present new hazards in its limitations.
B) that automation is basically flawless.
C) effective in preventing accidents.

21. PLT104 IRA
The lighter workloads associated with glass (digital) flight instrumentation
A) are instrumental in decreasing flightcrew fatigue.
B) have proven to increase safety in operations.
C) may lead to complacency by the flightcrew.

22. PLT333 IRA
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.

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

24. PLT141 IRA
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 clearance.
B) Avoid the clouds and inform ATC that altitude/heading will not permit VFR.
C) Abandon the approach and advise ATC of your intentions.

25. PLT225 IRA
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 facility.

26. PLT224 IRA
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.

27. PLT222 IRA
During a takeoff into IFR conditions with low ceilings, when should the pilot contact departure control?
A) Before penetrating the clouds.
B) When advised by the tower.
C) Upon completing the first turn after takeoff.

28. PLT170 IRA
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.

29. PLT292 IRA
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.

30. PLT354 IRA
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 NAVAIDS.
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.

31. PLT321 IRA
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 marker.

32. PLT083 IRA (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.

33. PLT382 IRA 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.

34. PLT406 IRA A pilot is making an ILS approach and is past the OM to a runway which has a VASI. What action should the pilot take if an electronic glide slope malfunction occurs and the pilot has the VASI in sight?
A) The pilot should inform ATC of the malfunction and then descend immediately to the localizer DH and make a localizer approach.
B) The pilot may continue the approach and use the VASI glide slope in place of the electronic glide slope.
C) The pilot must request an LOC approach, and may descend below the VASI at the pilot's discretion.

35. PLT292 IRA 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.

36. PLT166 IRA What is the primary pitch instrument when establishing a constant altitude standard-rate turn?
A) Altimeter.
B) VSI.
C) Airspeed indicator.

37. PLT185 IRA What is the initial primary bank instrument when establishing a level standard-rate turn?
A) Turn coordinator.
B) Heading indicator.
C) Attitude indicator.

38. PLT185 IRA
Which instrument provides the most pertinent information (primary) for bank control in straight-and-level flight?
A) Turn and slip indicator.
B) Attitude indicator.
C) Heading indicator.

39. PLT185 IRA
What instruments are primary for pitch, bank, and power, respectively, when transitioning into a constant airspeed climb from straight and level flight?
A) Attitude indicator, heading indicator, and manifold pressure gauge or tachometer.
B) Attitude indicator for both pitch and bank; airspeed indicator for power.
C) Vertical speed, attitude indicator, and manifold pressure or tachometer.

40. PLT185 IRA
To level off from a descent to a specific altitude, the pilot should lead the level off by approximately
A) 10 percent of the vertical speed.
B) 30 percent of the vertical speed.
C) 50 percent of the vertical speed.

41. PLT185 IRA
What is the third fundamental skill in attitude instrument flying?
A) Instrument cross-check.
B) Power control.
C) Aircraft control.

42. PLT185 IRA
Which instrument is considered primary for power as the airspeed reaches the desired value during change of airspeed in a level turn?
A) Airspeed indicator.
B) Attitude indicator.
C) Altimeter.

43. PLT297 IRA
Which is the correct sequence for recovery from a spiraling, nose low, increasing airspeed, unusual flight attitude?
A) Increase pitch attitude, reduce power, and level wings.
B) Correct the bank attitude, raise the nose to a level attitude, and reduce power.
C) Reduce power, correct the bank attitude, and raise the nose to level attitude.

44. PLT132 IRA
When an aircraft is accelerated, some attitude indicators will precess and incorrectly indicate a
A) climb.
B) descent.
C) right turn.

45. PLT278 IRA
Errors in both pitch and bank indication on an attitude indicator are usually at a maximum as the aircraft rolls out of a
A) 180° turn.
B) 270° turn.
C) 360° turn.

46. PLT118 IRA
(Refer to figure 143.) When the system is in the free gyro mode, depressing the clockwise manual heading drive button will rotate the remote indicating compass card to the
A) right to eliminate left compass card error.
B) right to eliminate right compass card error.
C) left to eliminate left compass card error.

47. PLT185 IRA
Which instrument indicates the quality of a turn?
A) Attitude indicator.
B) Heading indicator or magnetic compass.
C) Ball of the turn coordinator.

48. PLT445 IRA
You check the flight instruments while taxiing and find that the vertical speed indicator (VSI) indicates a descent of 100 feet per minute. In this case, you
A) may not proceed under IFR until the instrument is corrected by an authorized instrument repairman.
B) may take off under IFR and use 100 feet descent as the zero indication.
C) may take off and proceed under IFR but only in VFR weather conditions.

49. PLT052 IRA
(Refer to figure 210.) At which minimum altitude should you cross the STAKK intersection?
A) 11,800 feet MSL.
B) 10,800 feet MSL.
C) 10,200 feet MSL.

50. PLT052 IRA
(Refer to figure 85.) What route should you take if cleared for the Washoe Two Departure and your assigned route is V6?
A) Climb on the LOC south course to WAGGE where you will be vectored to V6.
B) Climb on the LOC south course to cross WAGGE at 9,000, turn left and fly direct to FMG VORTAC and cross at or above 10,000, and proceed on FMG R 241.
C) Climb on the LOC south course to WAGGE, turn left and fly direct to FMG VORTAC. If at 10,000 turn left and proceed on FMG R 241; if not at 10,000 enter depicted holding pattern and climb to 10,000
before proceeding on FMG R 241.

51. PLT298 IRA
What altitude may a pilot on an IFR flight plan select upon receiving a VFR on Top clearance?
A) Any altitude at least 1,000 feet above or 1,000 feet below the meteorological condition.
B) Any appropriate VFR altitude at or above the MEA in VFR weather conditions.
C) Any VFR altitude appropriate for the direction of flight at least 500 feet above the meteorological condition.

52. PLT012 IRA
(Refer to figures 21, 22, and 24.) What fuel would be consumed on the flight between Grand Junction Co. and Durango, Co. if the average fuel consumption is 17.5 GPH.
A) 17 gallons.
B) 20 gallons.
C) 25 gallons.

53. PLT224 IRA
When may a pilot file a composite flight plan?
A) When requested or advised by ATC.
B) Any time a portion of the flight will be VFR.
C) Any time a landing is planned at an intermediate airport.

54. PLT224 IRA
(Refer to figure 1.) Which equipment determines the code to be entered in block 3 as a suffix to aircraft type on the flight plan form?
A) DME, ADF, and airborne radar.
B) DME, transponder, and ADF.
C) DME, transponder, and RNAV.

55. PLT224 IRA
(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.

56. PLT455 IRA
When your aircraft is equipped with a TSO-C129() or TSO-C196() GPS, an airport may not be qualified for alternate use if
A) the only standard approach procedure is GPS at the destination and alternate.
B) the airport has only AWOS-3 weather reporting and no LAAS equipment operational.
C) the airport is next to a restricted or prohibited area.

57. PLT370 IRA
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.

58. PLT133 IRA
When ATC designs instrument procedures, unless otherwise stated or declared, ATC uses the standard IFR climb gradient of
A) 500 feet per minute.
B) 400 feet per nautical mile.
C) 200 feet per nautical mile.

59. PLT091 IRA
(Refer to figure 105.) If the magnetic heading shown for aircraft 5 is maintained, which ADF illustration would indicate the aircraft is on the 210° magnetic bearing FROM the station?
A) 2.
B) 3.
C) 4.

60. PLT202 IRA
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.

61. PLT202 IRA
(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.

62. PLT354 IRA
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.

63. PLT354 IRA
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.

64. PLT354 IRA
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.

65. PLT049 IRA
(Refer to figures 60A and 61.) What is your position relative to the PLATS intersection, glide slope, and the 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.

66. PLT361 IRA
What is a difference between an SDF and an LDA facility?
A) The SDF course width is either 6° or 12° while the LDA course width is approximately 5°.
B) The SDF course has no glide slope guidance while the LDA does.
C) The SDF has no marker beacons while the LDA has at least an OM.

67. PLT322 IRA
For operations off established airways at 17,000 feet MSL in the contiguous U.S., (H) Class VORTAC facilities used to define a direct route of flight should be no farther apart than
A) 75 NM.
B) 100 NM.
C) 200 NM.

68. PLT322 IRA
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.

69. PLT091 IRA
A VOR receiver with normal five-dot course sensitivity shows a three-dot deflection at 30 NM from the station. The aircraft would be displaced approximately how far from the course centerline?
A) 2 NM.
B) 3 NM.
C) 5 NM.

70. PLT276 IRA
What angular deviation from a VOR course centerline is represented by a full scale deflection of the CDI?
A) 4°.
B) 5°.
C) 10°.

71. PLT322 IRA
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.

72. PLT322 IRA
Which of the following should be considered as station passage when using VOR?
A) The first flickering of the TO FROM indicator and CDI as the station is approached.
B) The first full scale deflection of the CDI.
C) The first complete reversal of the TO FROM indicator.

73. PLT090 IRA
(Refer to figure 24.) At what point should a VOR changeover be made from JNC VOR to MANCA intersection southbound on V187?
A) 36 NM south of JNC.
B) 52 NM south of JNC.
C) 74 NM south of JNC.

74. PLT507 IRA
(Refer to figure 76.) Which indication would be an acceptable accuracy check of both VOR receivers when the aircraft is located on the VOR receiver checkpoint at the Helena Regional Airport?
A) A.
B) B.
C) C.

75. PLT363 IRA
When using VOT to make a VOR receiver check, the CDI should be centered and the OBS should indicate that the aircraft is on the
A) 090 radial.
B) 180 radial.
C) 360 radial.

76. PLT300 IRA
Which is the maximum tolerance for the VOR indication when the CDI is centered and the aircraft is directly over the airborne checkpoint?
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.

77. PLT058 IRA
(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.

78. PLT058 IRA
(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.

79. PLT100 IRA
On what frequency should you obtain En Route Flight Advisory Service below FL 180?
A) 122.1T/112.8R.
B) 123.6.
C) 122.0.

80. PLT058 IRA
(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.

81. PLT058 IRA
(Refer to figure 53.) What service is indicated by the inverse 'H' symbol in the radio aids to navigation box for PRB VORTAC?
A) VOR with TACAN compatible DME.
B) Availability of HIWAS.
C) En Route Flight Advisory Service available.

82. PLT058 IRA
(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.

83. PLT058 IRA
(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.

(Refer to figure 91.) What lighting is indicated on the chart for Jackson Hole Airport?
A) Lights on prior request.
B) No lighting available.
C) Pilot controlled lighting.

(Refer to figure 210.) What is the THRE elevation for RWY 6?
A) 173 feet MSL.
B) 200 feet AGL.
C) 270 feet MSL.

(Refer to figure 217.) During the approach to DSM before you can begin the ILS RWY 13 procedure, the glide slope fails and you are cleared for the LOC RWY 13 at DSM, what altitude minimum applies?
A) 1,420 feet.
B) 1,380 feet.
C) 1,121 feet.

(Refer to figure 230.) The symbol on the plan view of the VOR/DME or GPS-A procedure at Baldwin (7D3) represents a minimum safe sector altitude within 25 NM of
A) DEANI intersection.
B) White Cloud VOR/DME.
C) Baldwin Municipal Airport.

(Refer to figure 188.) When conducting a missed approach from the LOC/DME RWY 21 approach at PDX, what is the Minimum Safe Altitude (MSA) while maneuvering between the runway and BTG VORTAC?
A) 4,400 feet MSL.
B) 3,500 feet MSL.
C) 6,200 feet MSL.

91. PLT102 IRA
(Refer to figures 167 and 168.) At which point does the BUJ.BUJ3 arrival begin?
A) At the LIT VORTAC.
B) At GLOVE intersection.
C) At the BYP VORTAC.

92. PLT102 IRA
(Refer to figures 174 and 175.) When DFW is landing to the north, at CURLE expect
A) to be instructed to maintain 200 knots.
B) to fly a course of 010°.
C) radar vectors.

93. PLT281 IRA
In which publication can the VOR receiver ground checkpoint(s) for a particular airport be found?
A) Airman's Information Manual.
B) En Route Low Altitude Chart.
C) Airport/Facility Directory.

94. PLT442 IRA
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.

95. PLT442 IRA
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.

96. PLT442 IRA
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.

97. PLT442 IRA
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 clearance.

98. PLT448 IRA
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.

99. PLT379 IRA
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.

100. PLT379 IRA
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.

101. PLT370 IRA
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.

102. PLT415 IRA
The use of certain portable electronic devices is prohibited on aircraft that are being operated under
A) IFR.
B) VFR.
C) DVFR.
103. PLT420 IRA
All helicopters are considered to be in which approach category for a helicopter IAP?
A) A.
B) A or B, depending upon weight.
C) B.

104. PLT382 IRA
Upon what maximum airspeed is the instrument approach criteria for a helicopter based?
A) 100 knots.
B) 90 knots.
C) 80 knots.

105. PLT291 IRA
‘WND’ in the categorical outlook in the Aviation Area Forecast means that the wind during that period is forecast to be
A) sustained surface wind speed of 6 knots or greater.
B) sustained surface wind speed of 15 knots or greater.
C) sustained surface wind speed of 20 knots or greater.

106. PLT291 IRA
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.

107. PLT316 IRA
When are severe weather watch bulletins (WW) issued?
A) Every 12 hours as required.
B) Every 24 hours as required.
C) Unscheduled and issued as required.

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

109. PLT288 IRA
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).
110. PLT288 IRA
What is the wind shear forecast in the following TAF?
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) 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.

111. PLT284 IRA
Decode the excerpt from the Winds and Temperature Aloft Forecast (FB) for OKC at 39,000 feet.

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<th>24000</th>
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<td>2130-06</td>
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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.

112. PLT294 IRA
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.

113. PLT059 IRA
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.

114. PLT026 IRA
A ceiling is defined as the height of the
A) highest layer of clouds or obscuring phenomena aloft that covers over 6/10 of the sky.
B) lowest layer of clouds that contributed to the overall overcast.
C) lowest layer of clouds or obscuring phenomena aloft that is reported as broken or overcast.

115. PLT061 IRA
Interpret this PIREP.
MRB UAOV MRB/TM1430/FL060/TPC182/SK BKN BL/WX RA/TB MDT.
A) Ceiling 6,000 feet intermittently below moderate thundershowers; turbulence increasing westward.
B) FL 60,000, intermittently below clouds; moderate rain, turbulence increasing with the wind.
C) At 6,000 feet; between layers; moderate turbulence; moderate rain.

116. PLT290 IRA
Sigmets 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.

117. PLT051 IRA
Which weather forecast describes prospects for an area coverage of both severe and general thunderstorms during the following 24 hours?
A) Terminal Aerodrome Forecast.
B) Convective outlook.
C) Radar Summary Chart.

118. PLT068 IRA
(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.

119. PLT068 IRA
(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.

120. PLT066 IRA
(Refer to figure 9.) What type of thunderstorm activity is expected over Montana on April 4th at 0800Z?
A) General.
B) None.
C) A slight risk of severe thunderstorms.

121. PLT066 IRA
(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 turbulence.
C) A 24-hour severe weather outlook for possible thunderstorm activity.

122. PLT317 IRA
(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.

123. PLT226 IRA
In what localities is advection fog most likely to occur?
A) Coastal areas.
B) Mountain slopes.
C) Level inland areas.

124. PLT226 IRA
Fog is usually prevalent in industrial areas because of
A) atmospheric stabilization around cities.
B) an abundance of condensation nuclei from combustion products.
C) increased temperatures due to industrial heating.

125. PLT226 IRA
Which weather condition can be expected when moist air flows from a relatively warm surface to a colder surface?
A) Increased visibility.
B) Convective turbulence due to surface heating.
C) Fog.

126. PLT173 IRA
Stability can be determined from which measurement of the atmosphere?
A) Low level winds.
B) Ambient lapse rate.
C) Atmospheric pressure.

127. PLT492 IRA
If the air temperature is +8 °C at an elevation of 1,350 feet and a standard (average) temperature lapse rate exists, what will be the approximate freezing level?
A) 3,350 feet MSL.
B) 5,350 feet MSL.
C) 9,350 feet MSL.

128. PLT495 IRA
What are the requirements for the formation of a thunderstorm?
A) A cumulus cloud with sufficient moisture.
B) A cumulus cloud with sufficient moisture and an inverted lapse rate.
C) Sufficient moisture, an unstable lapse rate, and a lifting action.

129. PLT495 IRA
Which thunderstorms generally produce the most severe conditions, such as heavy hail and destructive
winds?
A) Warm front.
B) Squall line.
C) Air mass.

130. PLT495 IRA
Which weather phenomenon is always associated with a thunderstorm?
A) Lightning.
B) Heavy rain showers.
C) Supercooled raindrops.

131. PLT518 IRA
What is an important characteristic of wind shear?
A) It is an atmospheric condition that is associated exclusively with zones of convergence.
B) The Coriolis phenomenon in both high and low level air masses is the principal generating force.
C) It is an atmospheric condition that may be associated with a low level temperature inversion, a jet stream, or a frontal zone.

132. PLT518 IRA
What effect will a change in wind direction have upon maintaining a 3° glide slope at a constant true airspeed?
A) When ground speed decreases, rate of descent must increase.
B) When ground speed increases, rate of descent must increase.
C) Rate of descent must be constant to remain on the glide slope.