



TopFlight Aero, LLC

INSTRUMENT PROFICIENCY CHECK (IPC) WRITTEN EVALUATION AND REVIEW

FAR Part 61.57(d) sets forth the requirements for an IPC. The person giving that check shall use the Instrument ACS when administering the check. A representative number of TASKs, as determined by the examiner/instructor, must be selected to assure the competence of the applicant to operate in the IFR environment. As a minimum, the applicant must demonstrate the ability to perform the following TASKs, listed below. The person giving the check should develop scenarios to assess the pilot's ADM (Aeronautical Decision Making) and risk management skills during the IPC.

Required TASKs (from the Instrument Rating ACS)

- III. B. **Holding Procedures**
- IV. B. **Recovery from Unusual Flight Attitudes**
- V. A. **Intercepting and Tracking Navigational Systems and Arcs**
- VI. A. **Nonprecision Approach**
- VI. B. **Precision Approach**
- VI. C. **Missed Approach**
- VI. D. **Circling Approach**
- VI. E. **Landing from an Instrument Approach**
- VII. B. **One Engine Inoperative (Simulated) during Straight-and-Level Flight and Turns (ME)**
- VII. C. **Instrument Approach and Landing with an Inoperative Engine (Simulated) (ME)**
- VII. D. **Approach with Loss of Primary Flight Instrument Indicators**
- VIII.A. **Postflight – Checking Instruments and Equipment**

References: Instrument Flying Handbook
Instrument Procedures Handbook
Instrument Rating ACS

Instrument Currency Requirements

FAR § 61.57 Recent Flight Experience: Pilot in Command

c) Instrument experience. Except as provided in paragraph (e) of this section, no person may act as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR, unless within the preceding 6 calendar months, that person has:

1. For the purpose of obtaining instrument experience in an aircraft (other than a glider), performed and logged under actual or simulated instrument conditions, either in flight in the appropriate category of aircraft for the instrument privileges sought or in a Flight Simulator or Training Device that is representative of the aircraft category for the instrument privileges sought:
 - I. At least six instrument approaches
 - II. Holding procedures
 - III. Intercepting and tracking courses through the use of navigation systems.

d) Instrument proficiency check. Except as provided in paragraph (e) of this section, a person who does not meet the instrument experience requirements of paragraph (c) of this section within the prescribed time, or within 6 calendar months after the prescribed time, may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until that person passes an instrument proficiency check consisting of a representative number of tasks required by the instrument rating practical test.

INSTRUMENT PROFICIENCY WRITTEN EVALUATION

This written evaluation is intended for use as a tool for use by a pilot and CFI for discussion of IFR procedures for an IPC. There is no minimum score required.

The first 35 questions of this exam are from the *Instrument Proficiency Check Review Guide*, an online course offered for WINGS credit at FAASafety.gov. We strongly recommend that you take this course and complete the exam for WINGS credit prior to taking an IPC with TopFlight Aero. You can find the course at https://www.faasafety.gov/gslac/ALC/course_content.aspx?cid=38&sid=211

1. Today is July 7, 2023. Ceiling and visibility are below VFR minimums, and so you have planned to fly your cross-country trip under IFR. You check your logbook for IFR currency, and find that you have logged 7 approaches (2 in actual conditions, 5 in simulated conditions) since January 31, 2023. Your logbook also shows 4.2 hours of actual instrument flight time, 0.9 hours of simulated instrument time, and 3 holding patterns since January 31, 2023. Are you legally current to file and fly under IFR?
 - Yes
 - No, you need to have logged another 0.9 hours of actual or simulated instrument time.
 - No, you need to have logged intercepting and tracking courses.
 - No, you need to have logged 3 more holding patterns.
2. You were up most of the night tending to a patient, but you got at least 3 hours of sleep. You are leaving shortly to fly your airplane on an IFR cross-country trip to attend a business meeting, and your weather briefing indicates that conditions along your route range from IFR (departure airport) to marginal VFR (destination airport). Can you legally make this trip?
 - Yes, as long as you ensure that you are in compliance with the rest requirements for pilots flying under Part 91.
 - No. The regulations require at least 8 hours of rest before acting as pilot in command under IFR.
 - Yes, but you should carefully consider the possible impact of fatigue, stress, and emotion on your fitness to fly.

3. The attitude indicator (AI) in the airplane you are about to fly on an IFR cross-country flight has been placarded "inop," but the rest of the vacuum instruments (including the heading indicator) work normally. Conditions are marginal VFR. Can you make this trip under IFR?
- Maybe, but you will first have to have ATC authorization to operate in the system with malfunctioning equipment.
 - Yes, because the vacuum system has not failed.
 - Yes, because the HI is working and you will not be in instrument meteorological conditions (IMC).
 - No, because the AI is required for flight under IFR.
4. You are flying to Orlando, Florida (KMCO) under IFR. Your ETA is 19Z. The current METAR and TAF for KMCO are as follows: TEMPO 1821 1SM TSRA BKN020CB. Do the regulations require you to file an alternate?
- No, because the TAF for your ETA includes a ceiling of at least 2,000.
 - No, because the "TEMPO" notation indicates that conditions are only temporary.
 - Yes, because there are thunderstorms (TS) and cumulonimbus (CB) in the TAF.
 - Yes, because the forecast visibility for your ETA is less than 3 sm.
5. You have filed an IFR flight plan and received a clearance from ATC. What elements should be in the ATC clearance?
- Clearance limit, route of flight, altitude, frequency for departure, transponder code.
 - Route of flight, assigned altitude to initial fix, departure frequency, transponder code.
 - Taxi instructions, departure runway, route of flight, assigned altitude.
 - Frequency for departure, route and altitude to initial fix, transponder code.
6. You are departing under IFR from a non-towered airport. You obtain your clearance by calling Flight Service on the radio, and the specialist concludes with ATC's instruction to "hold for release." When may you legally depart?
- Immediately after you advise Flight Service to let ATC know that you are departing.
 - As soon as you complete your engine run-up and verify that the departure runway is clear.
 - As soon as you request and receive an ATC release time.
7. You are in the run-up area at a non-towered airport. You have obtained your IFR clearance from ATC and completed your run-up. At 1545Z, you received a release for immediate departure with clearance void time of 1548Z. Just as you prepare to taxi onto the runway for departure, you note that another aircraft is on final approach and you wisely choose to wait. When the landing aircraft has cleared the runway, you note that the time is now 1550Z. What should you do?
- Keep the assigned transponder code for your IFR flight, but depart VFR and call departure control as soon as you are airborne.
 - Depart immediately and advise departure control of your late takeoff as soon as you are airborne.
 - Remain on the ground and call ATC to advise of the delay and request a new release time.
8. Use of a Standard Instrument Departure procedure (SID) is at pilot's discretion.
- True
 - False
9. You do not need an explicit clearance to fly an ODP.
- True
 - False

10. You are departing under IFR from a non-towered airport located in mountainous terrain. The weather is IMC. The departure airport has a published obstacle departure procedure (ODP), but the ATC clearance you receive via the remote communications outlet (RCO) makes no mention of the ODP, and clears you direct to a VOR 15 miles from the airport. What should you do?
- After takeoff, fly direct to the fix assigned in your clearance.
 - None of the above.
 - Request an amended clearance that includes the ODP.
 - Follow the ODP after takeoff and proceed to the assigned fix when clear of terrain and obstacles.
11. You are departing from a towered airport that has a published standard instrument departure procedure (SID). Your ATC clearance makes no mention of the SID; instead, you are cleared to fly direct to a VOR 10 miles from the airport. What should you do?
- Fly the SID and then go direct to the assigned fix.
 - Fly the SID.
 - Fly direct to the VOR assigned in your clearance.
 - Request an amended clearance that includes the SID.
12. On an IFR flight in which your course is 160 degrees, which of the following altitudes is appropriate?
- 7,000 MSL
 - 6,500 MSL
 - 6,000 MSL
 - 7,500 MSL
13. What is the minimum enroute altitude (MEA)?
- Lowest published altitude between radio fixes which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes.
 - Lowest altitude at which an intersection can be determined.
 - Lowest published altitude in effect between radio fixes which meets obstacle clearance requirements for the entire route segment and assures acceptable navigational signal coverage within 22 nm of a VOR.
 - Lowest altitude at a certain fix at which an aircraft must cross when proceeding in the direction of a higher published altitude.
14. You are flying along an airway, and ATC gives you the following instruction: Hold NE of WAITN intersection, 045, 10 mile legs, expect further clearance at 1415Z. Which direction do you turn in this holding pattern?
- Ask ATC
 - Left turns
 - Right turns
15. You are flying an aircraft with broadcast flight information service (FIS-B), or “datalink,” capability. When using datalink to keep abreast of inflight weather, one of the most important things to remember is:
- Datalink depicts recent weather, not real-time information.
 - “What you see is what you get” – datalink shows real-time weather.
 - Datalink weather data may be subject to attenuation.

16. Which of the following is NOT one of the terms ATC will use to describe precipitation intensity to pilots?
- Moderate
 - Trace
 - Light
 - Heavy
 - Extreme
17. You filed a flight plan to the Charlottesville Airport (KCHO) via Casanova (CSN) direct. Your clearance was for V140 to WITTO intersection, direct, and ATC has advised you to expect the RNAV GPS (Y) for runway 21. This approach begins at WITTO. While on V140, you lose your communications radios, and all efforts to troubleshoot are unsuccessful. You are in IFR conditions. What should you do?
- Fly the remainder of the trip according to what you filed in your flight plan, and remain at or above the MEA.
 - Proceed direct to WITTO at or above the MEA and fly the approach.
 - Continue along V140 to WITTO, and start the RNAV GPS (Y) for runway 21 as close as possible to your ETA.
18. You have just departed from a non-towered airport into IMC. You have been cleared as filed to the Richmond International Airport (KRIC), with instructions to climb and maintain 3000 MSL and expect 7000 MSL 10 minutes after takeoff. When you attempt to contact departure, you discover that your communications radios have failed. What should you do?
- Maintain an altitude at or above the MOCA for the route segment being flown.
 - Maintain 3000 MSL.
 - Climb and maintain the expected altitude, 7000 MSL.
 - Climb and maintain the MEA.
19. As you approach the airport, the controller instructs you to “Descend via the Weasel One arrival.” That instruction means that you should:
- Fly the STAR according to published route but maintain last assigned altitude until ATC clears you for the approach.
 - Fly the STAR according to published route and altitudes.
 - Descend at pilot’s discretion to, but not below, altitudes published on the STAR.
20. When ATC clears you to enter a terminal arrival area (TAA), you should:
- Fly directly to the IF in the area of entry and maintain last assigned altitude until you receive approach clearance.
 - Fly directly to the IAF or IF, whichever is closer to your position, and maintain published altitudes until cleared to descend.
 - Fly directly to the IAF associated with the area in which you enter and maintain the depicted altitude unless otherwise instructed.
21. You are reviewing instrument approach procedures for your destination airport, and you find the following approach charts: RNAV(GPS) Z RWY 17; RNAV(GPS) Y RWY 17. What do the letters mean?
- An approach with a letter in the title provides only circling minimums.
 - You must have special equipment and authorization to fly these approaches.
 - This runway has multiple approaches with the same guidance.

22. The notation “LPV” denotes minimums for an approach with vertical guidance (APV) that provides:
- Electronic lateral and vertical guidance.
 - Lateral and vertical guidance for aircraft equipped with baro-VNAV.
 - Lateral guidance only.
23. The notation “LNAV” is an approach minimum for:
- Lateral guidance for all aircraft, and vertical guidance for WAAS-equipped aircraft.
 - Lateral guidance only.
 - Lateral and vertical guidance.
24. The notation “LNAV/VNAV” identifies approach with vertical guidance (APV) minimums that may be flown with approach-certified baro-VNAV or:
- Certain kinds of WAAS equipment
 - IFR-certified GPS
 - A second glideslope
25. Under what circumstances may you operate below MDA or continue an approach below DA?
- You are continuously in a position to descend at a normal rate of descent, you have the required flight visibility, and you have one of the required visual references for the intended runway.
 - You are able to see the runway end identifier lights at MDA or DA.
 - You have the approach light system and REILs in sight.
26. At what point are you required to execute the missed approach procedure?
- You reach MDA without having the required flight visibility.
 - You arrive at the missed approach point without having the runway or any of the required visual references in sight.
 - You do not have the runway or any of the required visual references in sight at MDA.
27. While in controlled airspace, the regulations regarding IFR communication state that you must:
- Continually monitor the appropriate frequency.
 - Make position reports to ATC each time you change course.
28. If an instrument approach procedure title includes a slash (e.g., VOR/DME), this notation means that:
- You must have both VOR and DME in order to fly this approach.
 - You must have VOR, but DME is optional.
 - You may fly the approach using either VOR or DME.
29. You have been cleared to the Charlottesville Airport (KCHO) via V140 to WITTO intersection, direct, and to expect the RNAV GPS (Y) for runway 21. This approach begins at WITTO. While on V140, you lose your communications radios, and all efforts to troubleshoot are unsuccessful. You are in Visual Meteorological Conditions (VMC). What should you do?
- Turn back to your departure airport.
 - Remain in VMC and land as soon as practicable.
 - Squawk 7700 and land at the nearest airport.
30. You are holding at a VOR. After crossing the station inbound, how long should you wait before turning to the outbound leg?
- Fly for one mile before turning outbound.
 - Fly for one minute before turning outbound.
 - Turn at reversal of the to/from indicator.

31. You are suffering from a head cold. Since you have to make a business trip in your airplane, you have chosen not to take any kind of medication. Although you will fly under instrument flight rules (IFR), the flight will take place in visual meteorological conditions (VMC). Can you legally make this trip?
- Yes, because you have chosen not to take any medication.
 - Yes, but it's not a good idea to fly while suffering from any illness.
 - Yes, but you must be sure to remain in VMC.
 - Yes, but only if you get written authorization from an aviation medical examiner.
32. What is a release time?
- A departure window that specifies the earliest time that an aircraft may depart under IFR.
 - An arrival window that specifies the earliest time that an aircraft not in communication with ATC may commence the instrument approach procedure.
 - A holding restriction that specifies the earliest time that an aircraft may depart a holding fix.
33. You want to file Daytona Beach (KDAB) as an alternate on a planned IFR trip to Orlando (KMCO). KDAB has a range of instrument approach procedures available, including ILS, VOR, LOC BC, and RNAV(GPS). If you have to divert to KDAB, your ETA would be 21Z and you would request an ILS approach. The TAF at KDAB is as follows: TEMPO 2023 3SM TSRA BKN030CB. Can you legally file KDAB as an alternate?
- No, because the forecast visibility is less than 5 sm.
 - No, because the TAF includes thunderstorms (TS) and cumulonimbus (CB) at your ETA.
 - Yes, because conditions for a 21Z ETA are at least 800-2.
 - Yes, because conditions for a 21Z ETA are at least 600-2.
34. You are flying under IFR to Montgomery, Alabama (KMGM). Your ETA is 21Z. The current TAF for KMGM is as follows: FM2000 26006KT 6SM -SHRA VCTS BKN035CB. Do the regulations require you to file an alternate?
- Yes, because the TAF for ETA \pm 1 hour includes cumulonimbus (CB).
 - Yes, because the TAF for ETA \pm 1 hour calls for a broken ceiling less than 5,000 feet.
 - No, because the ceiling is only broken, not overcast.
 - No, because the TAF for ETA \pm 1 calls for a ceiling of at least 2,000 and at least 3sm of visibility.
35. At the party you attended last night, you had several glasses of beer. Since you knew you would be departing at 8:00 am this morning for an IFR cross-country flight, you were very careful to stop drinking before midnight. You have a bad headache this morning, but you have just finished your coffee and taken an aspirin, which usually helps. Should you make this trip?
- Yes. You stopped drinking in time to put 8 hours between bottle and throttle.
 - No. Your performance could be impaired by the hangover.
 - No. You have consumed alcohol within the last 24 hours.
36. Your transponder was checked on May 15, 2021. Today is May 20, 2023. Can you fly IFR through the SLC Class B airspace?
- Yes
 - No
37. Your VOR check was accomplished 29 days ago. The required information is recorded on a note pad that is located on the rear seat. Can you fly IFR today?
- Yes
 - No

38. Position and anti-collision lights must be on at night. Your aircraft has strobes but no rotating beacon. Can you legally turn off the strobes at night while on an IFR flight in IMC?
- Yes
 - No
39. Allowable VOR accuracy when checking a VOR receiver with a VOT is:
- plus or minus 2 degrees.
 - plus or minus 4 degrees.
 - plus or minus 6 degrees.
40. What are the correct instrument indications when checking a VOR on a VOT signal?
- The CDI should be centered when the OBS is set to 000° and the flag should read "TO."
 - The CDI should be centered when the OBS is set to 180° and the flag should read "TO."
 - The CDI should be centered when the OBS is set to 000° and the flag should read "FROM."
 - Both answer 2 and 3.
41. You are flying on an IFR flight plan. ATC must provide you separation from IFR and VFR traffic.
- True
 - False
42. You are approaching the airport from the west on an IFR Flight Plan; they are using the LDA Runway 29 approach. Visibility is 2 miles in haze; you don't want to take the extra time required to fly the approach. You may request _____ which allows you to _____.
- a Visual Approach / maintain VMC and proceed to the airport.
 - a Contact Approach / maintain clear of clouds and proceed to the airport.
 - to cancel IFR / proceed to the airport under VFR.
43. In order to fly under IFR, you must carry enough fuel to
- complete the flight to the first point of intended landing.
 - fly to your destination, then fly to your alternate.
 - fly to your destination, then fly to your alternate, then fly after that for 45 minutes.
44. On an ILS, where is the missed approach point?
- At the Minimum Descent Altitude. (MDA)
 - At the Decision Altitude (DA) on the glide slope.
 - At the Final Approach Fix. (FAF)
45. You are approaching a VOR while enroute on a Victor Airway at 8000 ft MSL. The Minimum Enroute Altitude (MEA) is 10000 ft MSL after the VOR. When should you begin your climb to the new MEA?
- Once you cross the VOR.
 - 3 miles before the VOR.
 - Soon enough so that you are at 10,000 ft MSL prior to reaching the VOR.

46. You are being radar vectored to intercept the Seal Beach 120° radial inbound about 8 nm southeast of the SLI VOR for the Long Beach, CA (LGB) VOR RWY 30 approach; when cleared for the approach you are at 2000 ft MSL. When can you start your descent?

- At the SLI VOR.
- As soon as you are established inbound on the SLI R-120.
- Once you begin the procedure turn.

47. Wind speed and direction on ATIS is given in:

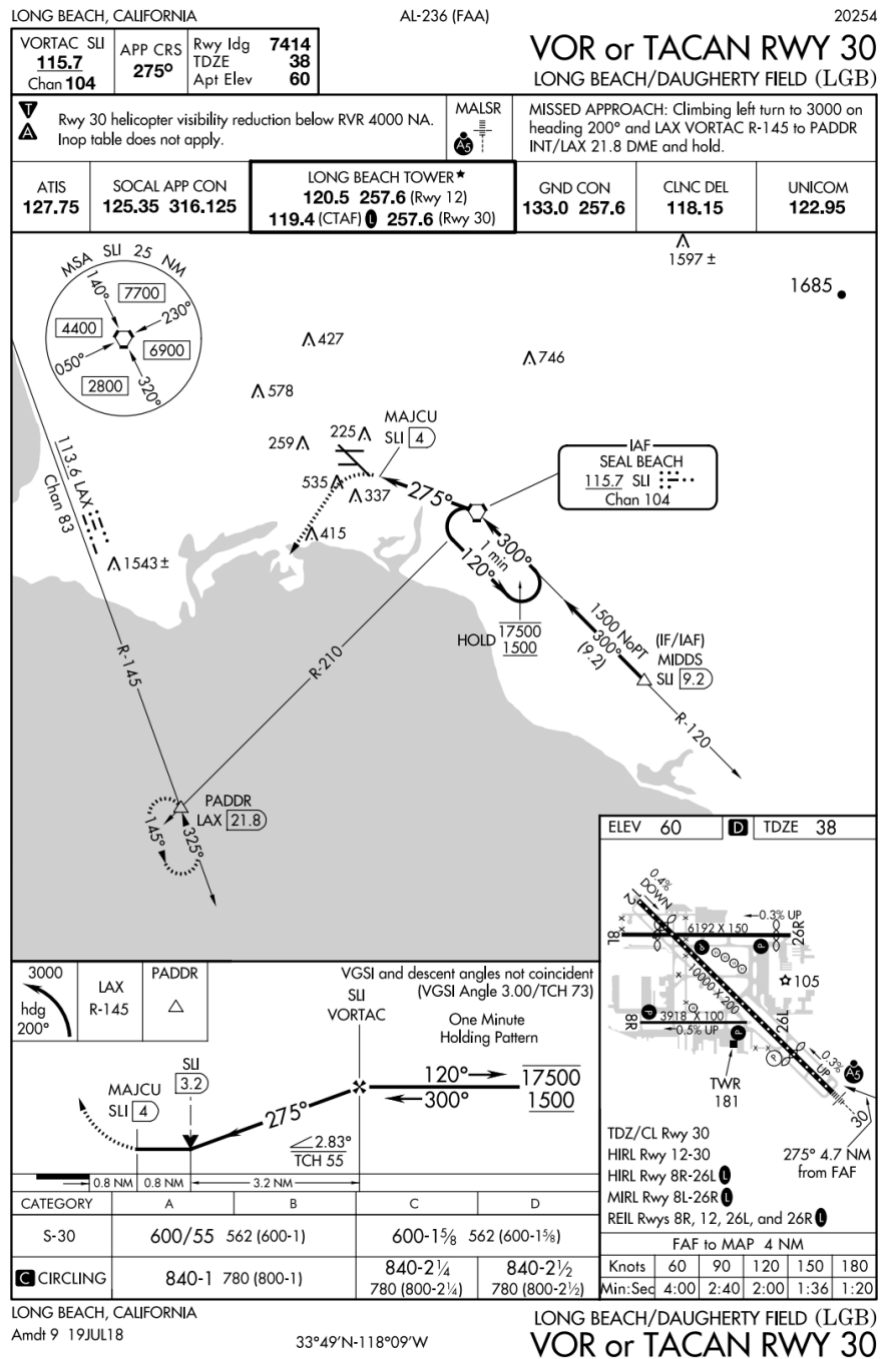
- MPH / True
- MPH / Magnetic
- Knots / True
- Knots / Magnetic

48. ATC will generally issue holding instructions or further clearance how soon prior to your reaching the clearance limit or fix?

- 1 minute
- 3 minutes
- 5 minutes

49. If you are approaching your clearance limit and have not received further clearance, what do you do?

- Call ATC and tell them that you will proceed according to your filed flight plan.
- Call ATC and request further clearance prior to the fix. If you cannot obtain further clearance prior to reaching the fix, you are expected to hold as published. If a holding pattern is not published, hold on the inbound course, right turns.
- Slow to holding speed and proceed as filed.



50. You are cleared for the Santa Anna, CA (KSNA) LOC BC 2L approach and you are using an HSI. Your course selector should be set to

- 196°
- 016°
- 337°

51. You are flying the KSNA LOC BC 2L; the runway is in sight at NEWPO. When can you descend below the MDA?

- At 0.5 DME from I-SNA.
- At 1.0 DME from I-SNA.
- At the MAP
- When you are in a position from which a descent to landing on Runway 2L can be made at a normal rate of descent using normal maneuvers.

52. KSNA clearance delivery gives you a clearance which will take you over the Pacific Ocean to Santa Barbara. You must accept the over-water routing because you must comply with an ATC clearance.

- True
- False

53. You are arriving at KSNA from the west. The airport is VFR and is in sight. SoCal approach clears you for a visual approach. Your IFR flight is now canceled by ATC and you proceed VFR to the airport.

- True
- False

SANTA ANNA, CALIFORNIA AL-377 (FAA) 19171

LOC/DME I-SNA 111.75 Chan 54 (Y)	APP CRS 016°	Rwy Idg TDZE Apt Elev 5701 56 56	LOC BC RWY 2L JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
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▼ When local altimeter setting not received, use Fullerton altimeter setting and increase all MDA 40 feet, increase S-2L Cats C and D and Circling Cat C visibility ¼ SM, and increase WUNAD fix S-2L Cats C and D visibility ½ SM; Circling Cat C visibility ¼ SM.

D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 343.625	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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BACK COURSE

ELEV 56	D	TDZE 56	
REIL Rwy 20L MIRL Rwy 2R-20L HIRL Rwy 2L-20R			

	MINOE I-SNA 10.9	NEWPO INT I-SNA 4.5	WUNAD INT I-SNA 1.8	ZUSED I-SNA 0.5	I-SNA DME ANTENNA		
3000		1600		*560			
Disregard GS indications.							
6.4 NM		2.7 NM		1.3 NM		0.7 NM	

CATEGORY	A	B	C	D
S-2L	560-1	504 (600-1)	560-1 3/8	504 (600-1 3/8)
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)
WUNAD FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-2L	480-1	424 (500-1)	480-1 1/4	424 (500-1 1/4)
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SANTA ANNA, CALIFORNIA JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
 Amdt 13 10NOV16 33°41'N-117°52'W

54. You are cleared for the Fullerton, CA (KFUL) VOR-A approach from WILMA intersection. ATC radar is out of service. At the Seal Beach VOR (SLI) you can turn left, descend and follow the final approach course to the airport.

- True
- False

55. When ATC assigns you to climb to a new altitude, what rate of climb you expected to use?

- At least 500 fpm.
- At most 500 fpm.
- The highest rate that is operationally feasible.

56. Both of your communication radios have failed; your handheld radio is also not working. How can you receive voice communications from ATC?

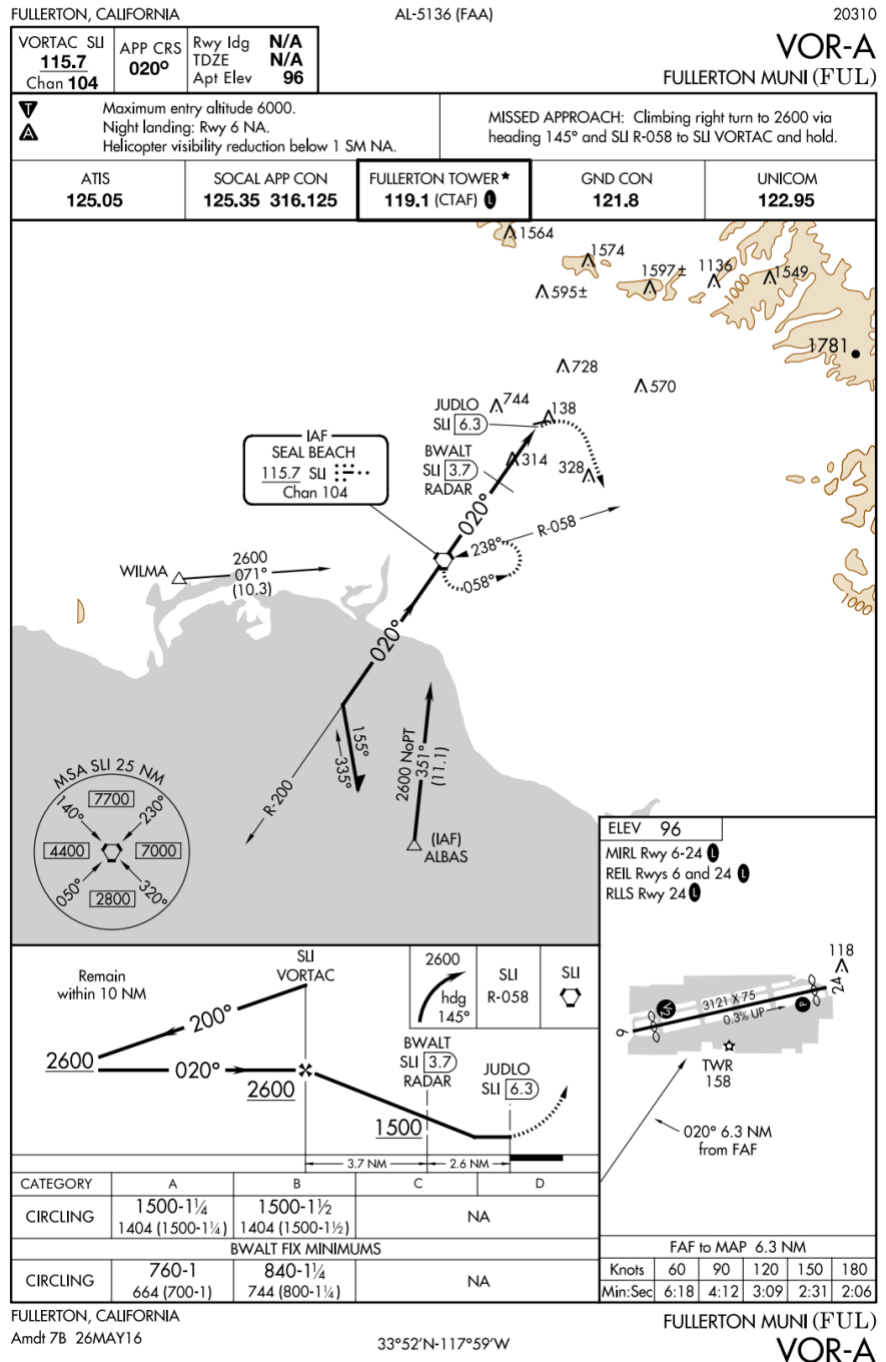
- You can contact ATC with a cell phone.
- ATC may try to contact you over a VOR, VORTAC, NDB, or localizer frequency
- Both answer 1 and answer 2 are correct.

57. To be certified for IFR use, a GPS receiver must

- be panel-mounted
- have an external CDI
- be able to predict RAIM
- all of the above

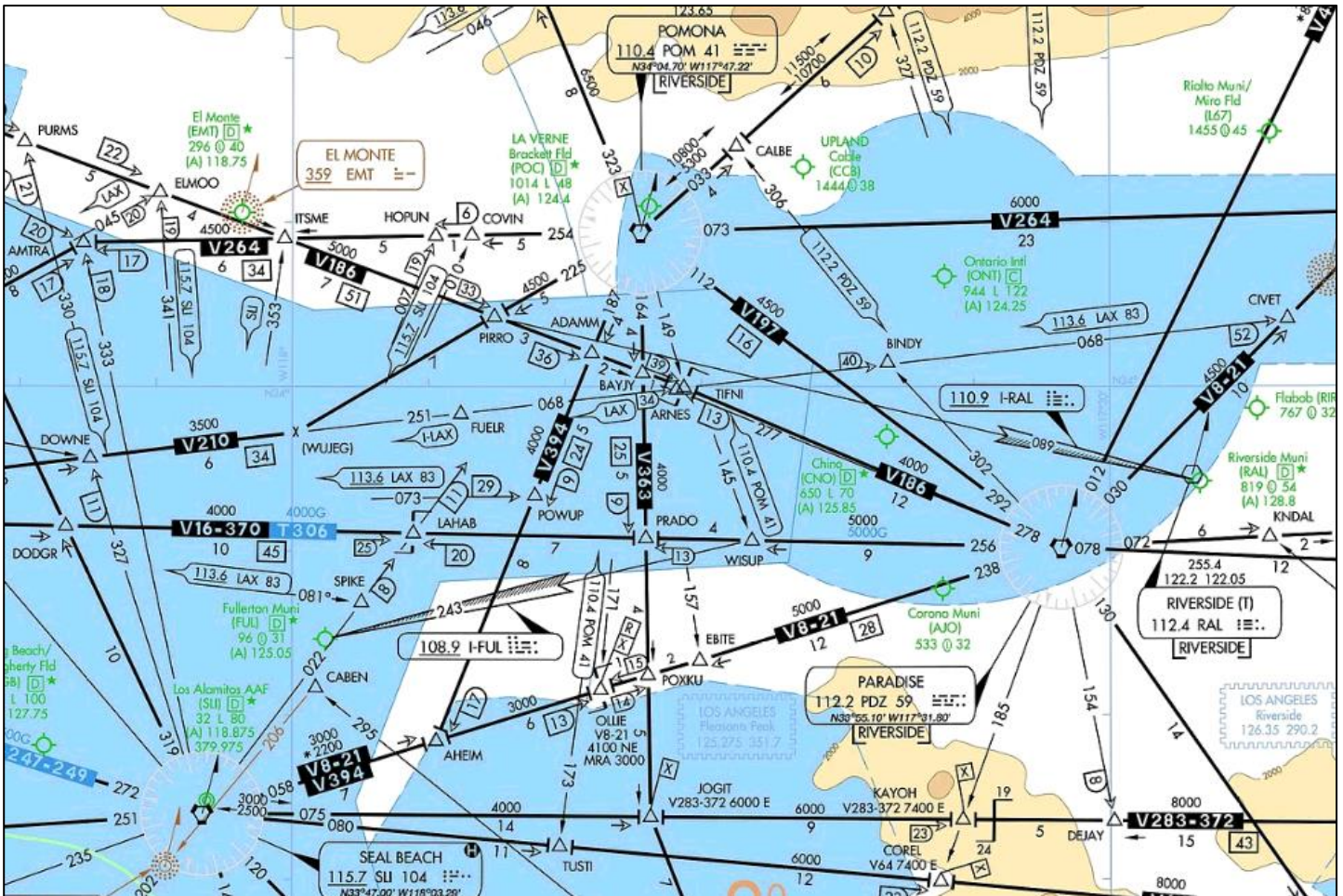
58. If current paper charts are on the aircraft, a GPS with an expired database may be used to fly an GPS approach.

- True
- False



59. You are on Victor 8 eastbound out of the Seal Beach VOR (SLI). What is the lowest altitude where you can be assured to identify the OLLIE intersection using the POM 171 degree radial?

- 3000 ft AGL
- 3000 ft MSL
- 4100 ft MSL
- 4100 ft AGL



60. What is the minimum IFR crossing altitude at OLLIE? (eastbound on V8)

- 4000 ft AGL
- 4000 ft MSL
- 4100 ft MSL
- 3000 ft AGL

61. Terminal Area Forecasts (TAFs) are issued ___ times per day.

- 2
- 3
- 4

62. Terminal Area Forecasts (TAFs) for most airports are valid for

- 12 hours
- 24 hours
- 30 hours

63. Terminal Area Forecasts (TAFs) for KSLC are valid for

- 12 hours
- 24 hours
- 30 hours

64. What is the standard length of the inbound leg of a holding pattern?

- 3 minutes
- 3 nautical miles
- 1 minute
- 5 nautical miles

65. When do you begin timing the outbound leg of a holding pattern?

- When you cross the holding fix inbound
- When you complete the outbound turn
- When you are abeam the holding fix outbound
- When you complete the outbound turn, or when you are abeam the holding fix outbound, whichever occurs last.

66. Which of the following approaches may be flown using an IFR-certified GPS for primary navigation?

- GPS RWY 29
- NDB or GPS RWY 22
- ILS RWY 11
- Answer 1 and Answer 2

67. Course width using an IFR certified GPS while in **enroute** mode is

- 5 nm.
- 10 degrees on either side of the course centerline.
- 5 nm on either side of the course centerline.
- 4 nm on either side of the course centerline.

68. Course width using an IFR certified GPS while in **approach** mode is

- 0.2 nm on either side of the course centerline.
- 0.3 nm on either side of the course centerline.
- 1.0 nm on either side of the course centerline.
- Course width varies depending on terrain and other factors.

ANSWERS

1. No, you need to have logged intercepting and tracking courses.
2. Yes, but you should carefully consider the possible impact of fatigue, stress, and emotion on your fitness to fly.
3. No, because the AI is required for flight under IFR.
4. Yes, because the forecast visibility for your ETA is less than 3 sm.
5. Clearance limit, route of flight, altitude, frequency for departure, transponder code.
6. As soon as you request and receive an ATC release time.
7. Remain on the ground and call ATC to advise of the delay and request a new release time.
8. False
9. True
10. Follow the ODP after takeoff and proceed to the assigned fix when clear of terrain and obstacles.
11. Fly direct to the VOR assigned in your clearance.
12. 7,000 MSL
13. Lowest published altitude between radio fixes which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes.
14. Right turns
15. Datalink depicts recent weather, not real-time information.
16. Trace
17. Continue along V140 to WITTO, and start the RNAV GPS (Y) for runway 21 as close as possible to your ETA.
18. Climb and maintain the expected altitude, 7000 MSL.
19. Fly the STAR according to published route and altitudes.
20. Fly directly to the IAF associated with the area in which you enter and maintain the depicted altitude unless otherwise instructed.
21. This runway has multiple approaches with the same guidance.
22. Electronic lateral and vertical guidance.
23. Lateral guidance only.
24. Certain kinds of WAAS equipment
25. You are continuously in a position to descend at a normal rate of descent, you have the required flight visibility, and you have one of the required visual references for the intended runway.
26. You arrive at the missed approach point without having the runway or any of the required visual references in sight.
27. Continually monitor the appropriate frequency.
28. You must have both VOR and DME in order to fly this approach.
29. Remain in VMC and land as soon as practicable.
30. Turn at reversal of the to/from indicator.
31. Yes, but it's not a good idea to fly while suffering from any illness.
32. A departure window that specifies the earliest time that an aircraft may depart under IFR.
33. Yes, because conditions for a 21Z ETA are at least 600-2.
34. No, because the TAF for ETA ± 1 calls for a ceiling of at least 2,000 and at least 3sm of visibility.
35. No. Your performance could be impaired by the hangover.
36. Yes

37. Yes
38. Yes
39. plus or minus 4 degrees.
40. Both answer 2 and 3.
41. False
42. a Contact Approach / maintain clear of clouds and proceed to the airport.
43. fly to your destination, then fly to your alternate, then fly after that for 45 minutes.
44. At the Decision Altitude (DA) on the glide slope.
45. Once you cross the VOR.
46. As soon as you are established inbound on the SLI R-120.
47. Knots / Magnetic
48. 5 minutes
49. Call ATC and request further clearance prior to the fix. If you cannot obtain further clearance prior to reaching the fix, you are expected to hold as published. If a holding pattern is not published, hold on the inbound course, right turns.
50. 196°
51. When you are in a position from which a descent to landing on Runway 2L can be made at a normal rate of descent using normal maneuvers.
52. False
53. False
54. False
55. The highest rate that is operationally feasible.
56. ATC may try to contact you over a VOR, VORTAC, NDB, or localizer frequency
57. all of the above
58. False
59. 3000 ft MSL
60. 4100 ft MSL
61. 4
62. 24 hours
63. 30 hours
64. 1 minute
65. When you complete the outbound turn, or when you are abeam the holding fix outbound, whichever occurs last.
66. Answer 1 and Answer 2
67. 5 nm on either side of the course centerline.
68. 0.3 nm on either side of the course centerline.