

07/07/2008

Bank: (Instrument Rating)

Airman Knowledge Test Question Bank

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1. PLT128 IRA

Test data indicate that ice, snow, or frost having a thickness and roughness similar to medium or coarse sandpaper on the leading edge and upper surface of an airfoil can

- A) reduce lift by as much as 50 percent and increase drag by as much as 50 percent.
- B) increase drag and reduce lift by as much as 25 percent.
- C) reduce lift by as much as 30 percent and increase drag by 40 percent.

2. PLT242 IRA

What is the relationship between centrifugal force and the horizontal lift component in a coordinated turn?

- A) Horizontal lift exceeds centrifugal force.
- B) Horizontal lift and centrifugal force are equal.
- C) Centrifugal force exceeds horizontal lift.

3. PLT237 IRA

The rate of turn at any airspeed is dependent upon

- A) the horizontal lift component.
- B) the vertical lift component.
- C) centrifugal force.

4. PLT311 IRA

During a constant bank level turn, what effect would an increase in airspeed have on the rate and radius of turn?

- A) Rate of turn would increase, and radius of turn would increase.
- B) Rate of turn would decrease, and radius of turn would decrease.
- C) Rate of turn would decrease, and radius of turn would increase.

5. PLT311 IRA

Rate of turn can be increased and radius of turn decreased by

- A) decreasing airspeed and shallowing the bank.
- B) decreasing airspeed and increasing the bank.
- C) increasing airspeed and increasing the bank.

6. PLT235 IRA

The primary reason the pitch attitude must be increased, to maintain a constant altitude during a coordinated turn, is because the

- A) thrust is acting in a different direction, causing a reduction in airspeed and loss of lift.
- B) vertical component of lift has decreased as the result of the bank.
- C) use of pedals has increased the drag.

7. PLT168 IRA

The primary reason the angle of attack must be increased, to maintain a constant altitude during a coordinated turn, is because the

- A) thrust is acting in a different direction, causing a reduction in airspeed and loss of lift.
- B) vertical component of lift has decreased as the result of the bank.
- C) use of ailerons has increased the drag.

8. PLT292 IRA

Precision Runway Monitoring (PRM) is:

- A) an airborne RADAR system for monitoring approaches to two runways.
- B) a RADAR system for monitoring approaches to closely spaced parallel runways.
- C) a high update rate RADAR system for monitoring multiple aircraft ILS approaches to a single runway.

9. PLT036 IRA

What information does a Mach meter present?

- A) The ratio of aircraft true airspeed to the speed of sound.
- B) The ratio of aircraft indicated airspeed to the speed of sound.
- C) The ratio of aircraft equivalent airspeed, corrected for installation error, to the speed of sound.

10. PLT337 IRA

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.

11. PLT140 IRA

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.

12. PLT145 IRA

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.

13. PLT141 IRA

(Refer to figure 137.) What is the distance (C) from the beginning of the touchdown zone marker to the beginning of the fixed distance marker?

- A) 1,000 feet.
- B) 500 feet.
- C) 250 feet.

14. PLT141 IRA

When turning onto a taxiway from another taxiway, the 'taxiway directional sign' indicates

- A) direction to the take-off runway.
- B) designation and direction of exit taxiway from runway.
- C) designation and direction of taxiway leading out of an intersection.

15. PLT222 IRA

When should pilots state their position on the airport when calling the tower for takeoff?

- A) When visibility is less than 1 mile.
- B) When parallel runways are in use.
- C) When departing from a runway intersection.

16. PLT509 IRA

What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?

- A) Direct headwind.
- B) Direct tailwind.
- C) Light quartering tailwind.

17. PLT509 IRA

What effect would a light crosswind of approximately 7 knots have on vortex behavior?

- A) The light crosswind would rapidly dissipate vortex strength.
- B) The upwind vortex would tend to remain over the runway.
- C) The downwind vortex would tend to remain over the runway.

18. PLT280 IRA

A sloping cloud formation, an obscured horizon, and a dark scene spread with ground lights and stars can create an illusion known as

- A) elevator illusions.
- B) autokinesis.
- C) false horizons.

19. PLT330 IRA

Why is hypoxia particularly dangerous during flights with one pilot?

- A) Night vision may be so impaired that the pilot cannot see other aircraft.
- B) Symptoms of hypoxia may be difficult to recognize before the pilot's reactions are affected.
- C) The pilot may not be able to control the aircraft even if using oxygen.

20. PLT354 IRA

(Refer to figure YYYYYY) Why is there a note stating a temperature limitation for executing this approach with BARO-VNAV equipment?

- A) The descent gradient exceeds the maximum standard of 400-foot per Nautical Mile at low temperatures.
- B) The decision altitude and final approach segment height above obstacles or terrain is unsafe when temperatures are lower than charted.
- C) The missed approach climb gradient exceeds the airplane maximum standard of 40 to 1 at low temperatures.

21. PLT170 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.

22. PLT170 IRA

How can the pilot determine, for an ILS runway equipped with MALSR, that there may be a penetration of the obstacle identification surfaces (OIS), and care should be taken in the visual segment to avoid any obstacles?

- A) The runway has a visual approach slope indicator (VASI.)
- B) The published visibility for the ILS is no lower than 3/4 SM.
- C) The approach chart has a visual descent point (VDP) published.

23. PLT420 IRA

How is ATC radar used for instrument approaches when the facility is approved for approach control service?

- A) Precision approaches, weather surveillance, and as a substitute for any inoperative component of a navigation aid used for approaches.
- B) ASR approaches, weather surveillance, and course guidance by approach control.
- C) Course guidance to the final approach course, ASR and PAR approaches, and the monitoring of nonradar approaches.

24. PLT170 IRA

During a 'no gyro' approach and prior to being handed off to the final approach controller, the pilot should make all turns

- A) one half standard rate unless otherwise advised.
- B) any rate not exceeding a 30° bank.
- C) standard rate unless otherwise advised.

25. 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.

26. PLT185 IRA

When airspeed is decreased in a turn, what must be done to maintain level flight?

- A) Decrease the angle of bank and/or increase the angle of attack.
- B) Increase the angle of bank and/or decrease the angle of attack.
- C) Increase the angle of attack.

27. PLT215 IRA

The gyroscopic heading indicator is inoperative. What is the primary bank instrument in unaccelerated straight-and-level flight?

- A) Magnetic compass.
- B) Attitude indicator.
- C) Miniature aircraft of turn coordinator.

28. PLT278 IRA

What instruments are considered supporting bank instruments during a straight, stabilized climb at a constant rate?

- A) Attitude indicator and turn coordinator.
- B) Heading indicator and attitude indicator.
- C) Heading indicator and turn coordinator.

29. PLT278 IRA

As power is increased to enter a 500 feet per minute rate of climb in straight flight, which instruments are primary for pitch, bank, and power respectively?

- A) Attitude indicator, heading indicator, and manifold pressure gauge or tachometer.
- B) VSI, attitude indicator, and airspeed indicator.
- C) Airspeed indicator, attitude indicator, and manifold pressure gauge or tachometer.

30. PLT125 IRA

To level off at an airspeed higher than the descent speed, the addition of power should be made, assuming a 500 FPM rate of descent, at approximately

- A) 50 to 100 feet above the desired altitude.
- B) 100 to 150 feet above the desired altitude.
- C) 150 to 200 feet above the desired altitude.

31. PLT185 IRA

Approximately what percent of the indicated vertical speed should be used to determine the number of feet to lead the level off from a climb to a specific altitude?

- A) 10 percent.
- B) 20 percent.
- C) 25 percent.

32. PLT185 IRA
What is the correct sequence in which to use the three skills used in instrument flying?
A) Aircraft control, cross-check, and instrument interpretation.
B) Instrument interpretation, cross-check, and aircraft control.
C) Cross-check, instrument interpretation, and aircraft control.

33. PLT186 IRA
What are the three fundamental skills involved in attitude instrument flying?
A) Instrument interpretation, trim application, and aircraft control.
B) Cross-check, instrument interpretation, and aircraft control.
C) Cross-check, emphasis, and aircraft control.

34. PLT297 IRA
If a helicopter is in an unusual flight attitude and the attitude indicator has exceeded its limits, which instruments should be relied on to determine pitch attitude before starting recovery?
A) Turn indicator and VSI.
B) Airspeed, VSI and altimeter.
C) VSI and airspeed to detect approaching VSI or VMO.

35. PLT297 IRA
During recoveries from unusual attitudes, level flight is attained the instant
A) the horizon bar on the attitude indicator is exactly overlapped with the miniature airplane.
B) a zero rate of climb is indicated on the VSI.
C) the altimeter and airspeed needles stop prior to reversing their direction of movement.

36. PLT297 IRA
(Refer to figure 145.) What is the correct sequence for recovery from the unusual attitude indicated?
A) Reduce power, increase back elevator pressure, and level the wings.
B) Reduce power, level the wings, bring pitch attitude to level flight.
C) Level the wings, raise the nose of the aircraft to level flight attitude, and obtain desired airspeed.

37. PLT041 IRA
(Refer to figure 83.) Which altimeter depicts 12,000 feet?
A) 2.
B) 3.
C) 4.

38. PLT445 IRA

What pretakeoff check should be made of the attitude indicator in preparation for an IFR flight?

- A) The horizon bar does not vibrate during warmup.
- B) The miniature airplane should erect and become stable within 5 minutes.
- C) The horizon bar should erect and become stable within 5 minutes.

39. PLT132 IRA

When an aircraft is accelerated, some attitude indicators will precess and incorrectly indicate a

- A) climb.
- B) descent.
- C) right turn.

40. PLT118 IRA

Which condition during taxi is an indication that an attitude indicator is unreliable?

- A) The horizon bar tilts more than 5° while making taxi turns.
- B) The horizon bar vibrates during warmup.
- C) The horizon bar does not align itself with the miniature airplane after warmup.

41. PLT118 IRA

Which practical test should be made on the electric gyro instruments prior to starting an engine?

- A) Check that the electrical connections are secure on the back of the instruments.
- B) Check that the attitude of the miniature aircraft is wings level before turning on electrical power.
- C) Turn on the electrical power and listen for any unusual or irregular mechanical noise.

42. PLT215 IRA

What should be the indication on the magnetic compass as you roll into a standard-rate turn to the left from an east heading in the Northern Hemisphere?

- A) The compass will initially indicate a turn to the right.
- B) The compass will remain on east for a short time, then gradually catch up to the magnetic heading of the aircraft.
- C) The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

43. PLT215 IRA

What should be the indication on the magnetic compass as you roll into a standard rate turn to the left from a north heading in the Northern Hemisphere?

- A) The compass will indicate a turn to the left, but at a faster rate than is actually occurring.
- B) The compass will initially indicate a turn to the right.
- C) The compass will remain on north for a short time, then gradually catch up to the magnetic heading of the aircraft.

44. PLT215 IRA

What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a westerly heading in the Northern Hemisphere?

- A) The compass will initially show a turn in the opposite direction, then turn to a northerly indication but lagging behind the actual heading of the aircraft.
- B) The compass will remain on a westerly heading for a short time, then gradually catch up to the actual heading of the aircraft.
- C) The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

45. PLT118 IRA

What indication should be observed on a turn coordinator during a right turn while taxiing?

- A) The miniature aircraft will show a turn to the left and the ball remains centered.
- B) The miniature aircraft will show a turn to the right and the ball moves to the left.
- C) Both the miniature aircraft and the ball will remain centered.

46. PLT187 IRA

What indications should you observe on the turn and slip indicator during taxi?

- A) The ball moves freely opposite the turn, and the needle deflects in the direction of the turn.
- B) The needle deflects in the direction of the turn, but the ball remains centered.
- C) The ball deflects opposite the turn, but the needle remains centered.

47. PLT086 IRA

If a half standard-rate turn is maintained, how long would it take to turn 360°?

- A) 1 minute.
- B) 2 minutes.
- C) 4 minutes.

48. PLT391 IRA

What action should you take if your No. 1 VOR receiver malfunctions while operating in controlled airspace under IFR? Your aircraft is equipped with two VOR receivers. The No. 1 receiver has VOR/Localizer/Glide Slope capability, and the No. 2 receiver has only VOR/Localizer capability.

- A) Report the malfunction immediately to ATC.
- B) Continue the flight as cleared; no report is required.
- C) Continue the approach and request a VOR or NDB approach.

49. PLT224 IRA

Preferred IFR routes beginning with a fix, indicate that departing aircraft will normally be routed to the fix by

- A) the established airway(s) between the departure airport and the fix.
- B) an instrument departure procedure (DP), or radar vectors.
- C) direct route only.

50. PLT052 IRA

(Refer to figure 30.) Which restriction to the use of the OED VORTAC would be applicable to the (GNATS1.MOURN) departure?

- A) R 333 beyond 30 NM below 6,500 feet.
- B) R 210 beyond 35 NM below 8,500 feet.
- C) R 251 within 15 NM below 6,100 feet.

51. PLT041 IRA

While you are flying at FL 250, you hear ATC give an altimeter setting of 28.92 inches Hg in your area. At what pressure altitude are you flying?

- A) 24,000 feet.
- B) 25,000 feet.
- C) 26,000 feet.

52. PLT033 IRA

MEA is an altitude which assures

- A) obstacle clearance, accurate navigational signals from more than one VORTAC, and accurate DME mileage.
- B) a 1,000-foot obstacle clearance within 2 miles of an airway and assures accurate DME mileage.
- C) acceptable navigational signal coverage and meets obstruction clearance requirements.

53. PLT033 IRA

Acceptable navigational signal coverage at the MOCA is assured for a distance from the VOR of only

- A) 12 NM.
- B) 22 NM.
- C) 25 NM.

54. PLT220 IRA

Unless otherwise specified on the chart, the minimum en route altitude along a jet route is

- A) 18,000 feet MSL.
- B) 24,000 feet MSL.
- C) 10,000 feet MSL.

55. PLT033 IRA

The lowest published altitude which meets obstacle clearance requirements and assures acceptable navigational signal coverage is the

- A) MEA.
- B) MRA.
- C) MOCA.

56. PLT004 IRA

To comply with ATC instructions for altitude changes of more than 1,000 feet, what rate of climb or descent should be used?

- A) As rapidly as practicable to 500 feet above/below the assigned altitude, and then at 500 feet per minute until the assigned altitude is reached.
- B) 1,000 feet per minute during climb and 500 feet per minute during descents until reaching the assigned altitude.
- C) As rapidly as practicable to 1,000 feet above/below the assigned altitude, and then between 500 and 1,500 feet per minute until reaching the assigned altitude.

57. PLT100 IRA

(Refer to figure 87.) At STRUT intersection headed eastbound, ATC instructs you to hold west on the 10 DME fix west of LCH on V306, standard turns, what entry procedure is recommended?

- A) Direct.
- B) Teardrop.
- C) Parallel.

58. PLT146 IRA

(Refer to figure 114.) A pilot receives this ATC clearance:

'...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS...'

What is the recommended procedure to enter the holding pattern?

- A) Teardrop only.
- B) Parallel only.
- C) Direct only.

59. PLT146 IRA

(Refer to figure 114.) A pilot receives this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Teardrop only.
- B) Parallel only.
- C) Direct only.

60. PLT298 IRA

What altitude may a pilot select upon receiving a VFR on Top clearance?

- A) Any altitude at least 1,000 feet above 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 1,000 feet above the meteorological condition.

61. PLT100 IRA

(Refer to figures 76 and 77.) Which en route low altitude navigation chart would cover the proposed routing at the BOZEMAN VORTAC?

- A) L 2.
- B) L 7.
- C) L 9.

62. 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 15 GPH.

- A) 17 gallons.
- B) 20 gallons.
- C) 25 gallons.

63. PLT012 IRA

(Refer to figures 21 and 21A, 22 and 22A, 23, 24, 25, and 26.) After departing GJT and arriving at Durango Co., La Plata Co. Airport, you are unable to land because of weather.

How long can you hold over DRO before departing for return flight to the alternate, Grand Junction Co., Walker Field Airport?

Total useable fuel on board, 68 gallons.

Wind and velocity at 16,000, 2308-16°.

Average fuel consumption 15 GPH.

- A) 1 hour 33 minutes.
- B) 1 hour 37 minutes.
- C) 1 hour 42 minutes.

64. PLT012 IRA

(Refer to figure 91.) What should be the approximate elapsed time from BZN VOR to DBS VORTAC, if the wind is 24 knots from 260° and your intended TAS is 185 knots? (VAR 17 °E.)

- A) 33 minutes.
- B) 37 minutes.

C) 39 minutes.

65. 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.

66. PLT455 IRA

An airport may not be qualified for alternate use if

- A) the airport has AWOS-3 weather reporting.
- B) the airport is located next to a restricted or prohibited area.
- C) the NAVAIDS used for the final approach are unmonitored.

67. PLT091 IRA

(Refer to figure 105.) If the magnetic heading shown for aircraft 7 is maintained, which ADF illustration would indicate the aircraft is on the 120° magnetic bearing FROM the station?

- A) 2.
- B) 4.
- C) 5.

68. PLT014 IRA

(Refer to figure 101.) What is the magnetic bearing TO the station?

- A) 060°.
- B) 260°.
- C) 270°.

69. PLT202 IRA

Which DME indication should you receive when you are directly over a VORTAC site at approximately 6,000 feet AGL?

- A) 0.
- B) 1.
- C) 1.3.

70. PLT202 IRA

(Refer to figures 46 and 48.) What is your position relative to the 9 DME ARC and the 206° radial of the instrument departure procedure?

- A) On the 9 DME arc and approaching R 206.

- B) Outside the 9 DME arc and past R 206.
- C) Inside the 9 DME arc and approaching R 206.

71. PLT354 IRA

What are the primary benefits of satellite based area navigation (RNAV)?

- A) Provides optimal routing and altitudes.
- B) Radio tuning and controller communication is minimized.
- C) Standard terminal arrival routes and departure procedures are not required.

72. PLT507 IRA

Full scale deflection of a CDI occurs when the course deviation bar or needle

- A) deflects from left side of the scale to right side of the scale.
- B) deflects from the center of the scale to either far side of the scale.
- C) deflects from half scale left to half scale right.

73. PLT079 IRA

(Refer to figure 78.) When eastbound on V86 between Whitehall and Livingston, the minimum altitude that you should cross BZN is

- A) 10,400 feet.
- B) 9,300 feet.
- C) 8,500 feet.

74. 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.

75. PLT100 IRA

(Refer to figure 89.) When flying from Milford Municipal to Bryce Canyon via V235 and V293, what minimum altitude should you be at when crossing Cedar City VOR?

- A) 11,400 feet.
- B) 12,000 feet.
- C) 13,000 feet.

76. PLT100 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.

77. PLT089 IRA

(Refer to figure 47.) En route on V112 from BTG VORTAC to LTJ VORTAC, the minimum altitude crossing Gymme intersection is

- A) 6,400 feet.
- B) 6,500 feet.
- C) 7,000 feet.

78. PLT089 IRA

(Refer to figure 47.) En route on V468 from BTG VORTAC to YKM VORTAC, the minimum altitude at TROTS intersection is

- A) 7,100 feet.
- B) 10,000 feet.
- C) 11,500 feet.

79. PLT102 IRA

What does the symbol T within a black triangle in the minimums section of the IAP for a particular airport indicate?

- A) Takeoff minimums are 1 mile for aircraft having two engines or less and 1/2 mile for those with more than two engines.
- B) Instrument takeoffs are not authorized.
- C) Takeoff minimums are not standard and/or departure procedures are published.

80. PLT083 IRA

(Refer to figure 130.) How should the pilot identify the missed approach point for the S LDA GS 6 approach to Roanoke Regional?

- A) Arrival at 1,540 feet on the glide slope.
- B) Arrival at 1.0 DME on the LDA course.
- C) Time expired for distance from OM to MAP.

81. PLT083 IRA

(Refer to figure 131.) Other than VOR/DME RNAV, what additional navigation equipment is required to conduct the VOR/DME RNAV RWY 4R approach at BOS?

- A) None.
- B) VNAV.
- C) Transponder with altitude encoding and Marker Beacon.

82. PLT083 IRA

(Refer to figure 133.) What is the minimum altitude descent procedure if cleared for the S ILS 9 approach from Seal Beach VORTAC?

- A) Descend and maintain 3,000 to JASER INT, descend to and maintain 2,500 until crossing SWAN LAKE, descend and maintain 1,260 until crossing AGNES, and to 991 (DH) after passing AGNES.
- B) Descend and maintain 3,000 to JASER INT, descend to 2,800 when established on the LOC course, intercept and maintain the GS to 991 (DH).
- C) Descend and maintain 3,000 to JASER INT, descend to 2,500 while established on the LOC course in bound, intercept and maintain the GS to 991 (DH).

83. PLT083 IRA

(Refer to figure 131.) The control tower at BOS reports tall vessels in the approach area. What are the VOR/DME RNAV RWY 4R straight-in approach minimums for Category A aircraft?

- A) 840/40.
- B) 890/24.
- C) 890/40.

84. PLT292 IRA

How does a pilot determine if DME is available on an ILS/LOC?

- A) IAP indicate DME\TACAN channel in LOC frequency box.
- B) LOC\DME are indicated on en route low altitude frequency box.
- C) LOC\DME frequencies available in the Airman's Information Manual.

85. PLT083 IRA

(Refer to figure 128.) What is the purpose of the 10,300 MSA on the Price/Carbon County Airport Approach Chart?

- A) It provides safe clearance above the highest obstacle in the defined sector out to 25 NM.
- B) It provides an altitude above which navigational course guidance is assured.
- C) It is the minimum vector altitude for radar vectors in the sector southeast of PUC between 020° and 290° magnetic bearing to PUC VOR.

86. PLT083 IRA

(Refer to figure 129.) What is the position of LABER relative to the reference facility?

- A) 316°, 24.3 NM.
- B) 177°, 10 NM.
- C) 198°, 8 NM.

87. PLT083 IRA

(Refer to figure 130.) What are the procedure turn restrictions on the LDA RWY 6 approach at Roanoke Regional?

- A) Remain within 10 NM of CLAMM INT and on the north side of the approach course.
- B) Remain within 10 NM of the airport on the north side of the approach course.
- C) Remain within 10 NM of the outer marker on the north side of the approach course.

88. PLT083 IRA

(Refer to figure 130.) What are the restrictions regarding circle to land procedures for LDA RWY/GS 6 approach at Roanoke Regional?

- A) Circling to runway 24 not authorized.
- B) Circling not authorized NW of RWY 6 24.
- C) Visibility increased 1/2 mile for circling approach.

89. PLT083 IRA

(Refer to figure 124.) The point on the teardrop procedure where the turn in bound (LOC RWY 35) Duncan/Halliburton, is initiated is determined by

- A) DME and timing to remain within the 10-NM limit.
- B) Timing for a 2 minute maximum.
- C) Estimating ground speed and radius of turn.

90. PLT083 IRA

(Refer to figure 122.) The missed approach point of the ATL S-LOC 8L procedure is located how far from the LOM?

- A) 4.8 NM.
- B) 5.1 NM.
- C) 5.2 NM.

91. PLT083 IRA

(Refer to figure 123.) What minimum navigation equipment is required to complete the VOR/DME-A procedure?

- A) One VOR receiver.
- B) One VOR receiver and DME.
- C) Two VOR receivers and DME.

92. PLT083 IRA

(Refer to figure 124.) What options are available concerning the teardrop course reversal for LOC RWY 35 approach to Duncan/Halliburton Field?

- A) If a course reversal is required, only the teardrop can be executed.
- B) The point where the turn is begun and the type and rate of turn are optional.

C) A normal procedure turn may be made if the 10 DME limit is not exceeded.

93. PLT083 IRA

(Refer to figure 126.) What landing minimums apply for a 14 CFR part 91 operator at Dothan, AL, using a category C aircraft during a circling LOC 31 approach at 120 knots? (DME available).

- A) MDA 860 feet MSL and visibility 2 SM.
- B) MDA 860 feet MSL and visibility 1 and 1/2 SM.
- C) MDA 720 feet MSL and visibility 3/4 SM.

94. PLT083 IRA

(Refer to figure 126.) What is the ability to identify the RRS 2.5 stepdown fix worth in terms of localizer circle-to-land minimums for a category C aircraft?

- A) Decreases MDA by 20 feet.
- B) Decreases visibility by 1/2 SM.
- C) Without the stepdown fix, a circling approach is not available.

95. PLT083 IRA

(Refer to figure 127.) If cleared for NDB RWY 28 approach (Lancaster/Fairfield) over ZZV VOR, the flight would be expected to

Category A aircraft

Last assigned altitude 3,000 feet

- A) proceed straight in from CRISY, descending to MDA after Caser.
- B) proceed to CRISY, then execute the teardrop procedure as depicted on the approach chart.
- C) proceed direct to CASER, then straight in to S-28 minimums of 1620-1.

96. PLT083 IRA

(Refer to figure 123.) The symbol on the plan view of the VOR/DME-A procedure at 7D3 represents a minimum safe sector altitude within 25 NM of

- A) DEANI intersection.
- B) White Cloud VORTAC.
- C) Baldwin Municipal Airport.

97. PLT083 IRA

(Refer to figure 130.) How does an LDA facility, such as the one at Roanoke Regional, differ from a standard ILS approach facility?

- A) The LOC is wider.
- B) The LOC is offset from the runway.
- C) The GS is unusable beyond the MM.

98. PLT361 IRA

How wide is an SDF course?

- A) Either 3° or 6°.
- B) Either 6° or 12°.
- C) Varies from 5° to 10°.

99. PLT354 IRA

When using GPS for navigation and instrument approaches, any required alternate airport must have

- A) authorization to fly approaches under IFR using GPS avionics systems.
- B) a GPS approach that is anticipated to be operational and available at the ETA.
- C) an approved operational instrument approach procedure other than GPS.

100. PLT360 IRA

What international morse code identifier is used to identify a specific interim standard microwave landing system?

- A) A two letter Morse Code identifier preceded by the Morse Code for the letters `IM`.
- B) A three letter Morse Code identifier preceded by the Morse Code for the letter `M`.
- C) A three letter Morse Code identifier preceded by the Morse Code for the letters `ML`.

101. 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) select another type of navigation and approach system.
- C) continue to the MAP and hold until the satellites are recaptured.

102. PLT359 IRA

By which means may a pilot determine if a Loran C equipped aircraft is approved for IFR operations?

- A) Not necessary; Loran C is not approved for IFR.
- B) Check aircraft logbook.
- C) Check the Airplane Flight Manual Supplement.

103. PLT354 IRA

During IFR operation using an approved 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.

104. PLT354 IRA

During IFR en route and terminal operations using an approved GPS system for navigation, ground based navigational facilities

- A) must be operational only if RAIM predicts an outage.
- B) must be operational along the entire route.
- C) are only required during the approach portion of the flight.

105. PLT354 IRA

Hand - held GPS systems, and GPS systems certified for VFR operation, may be used during IFR operations as

- A) the primary source of navigation.
- B) the principal reference to determine enroute waypoints.
- C) an aid to situational awareness.

106. PLT078 IRA

(Refer to figure 58.) On which frequencies could you communicate with the Montgomery County FSS while on the ground at College Station?

- A) 122.65, 122.2, 122.1, 113.3.
- B) 122.65, 122.2.
- C) 118.5, 122.65, 122.2.

107. PLT323 IRA

What information is contained in the Notices to Airman Publication (NTAP)?

- A) Current NOTAM (D) and FDC NOTAMs.
- B) All Current NOTAMs.
- C) Current NOTAM (L) and FDC NOTAMs.

108. PLT442 IRA

No pilot may act as pilot-in-command of an aircraft, under IFR or in weather conditions less than the minimums prescribed for VFR unless that pilot has, within the preceding 6 calendar months, completed at least

- A) three instrument approaches and logged 3 hours.
- B) six instrument flights under actual IFR conditions.
- C) six instrument approaches, holding procedures, intercepting and tracking courses using navigational systems, or passed an instrument proficiency check.

109. PLT442 IRA

A pilot's recent IFR experience expires on July 1 of this year. What is the latest date the pilot can meet the IFR experience requirement without having to take an instrument proficiency check?

- A) December 31, this year.
- B) June 30, next year.
- C) July 31, this year.

110. PLT442 IRA

After your recent IFR experience lapses, how much time do you have before you must pass an instrument competency check to act as pilot in command under IFR?

- A) 6 months.
- B) 90 days.
- C) 12 months.

111. PLT442 IRA

To meet instrument experience requirements of 14 CFR part 61, section 61.57(c), a pilot enters the condition of flight in the pilot logbook as simulated instrument conditions. What other qualifying information must be entered?

- A) Location and type of each instrument approach completed and name of safety pilot.
- B) Number and type of instrument approaches completed and route of flight.
- C) Name and pilot certificate number of safety pilot and type of approaches completed.

112. PLT442 IRA

What portion of dual instruction time may a certificated instrument flight instructor log as instrument flight time?

- A) All time during which the instructor acts as instrument instructor, regardless of weather conditions.
- B) All time during which the instructor acts as instrument instructor in actual instrument weather conditions.
- C) Only the time during which the instructor flies the aircraft by reference to instruments.

113. PLT379 IRA

What are the minimum weather conditions that must be forecast to list an airport as an alternate when the airport has no approved IAP?

- A) The ceiling and visibility at ETA, 2,000 feet and 3 miles, respectively.
- B) The ceiling and visibility from 2 hours before until 2 hours after ETA, 2,000 feet and 3 miles, respectively.
- C) The ceiling and visibility at ETA must allow descent from MEA, approach, and landing, under basic VFR.

114. PLT379 IRA

What minimum weather conditions must be forecast for your ETA at an alternate airport, that has only a VOR approach with standard alternate minimums, for the airport to be listed as an alternate on the IFR flight plan?

- A) 800 foot ceiling and 1 statute mile visibility.
- B) 800 foot ceiling and 2 statute miles visibility.
- C) 1,000 foot ceiling and visibility to allow descent from minimum en route altitude (MEA), approach, and landing under basic VFR.

115. PLT379 IRA

For aircraft other than helicopters, what minimum weather conditions must be forecast for your ETA at an alternate airport that has a precision approach procedure, with standard alternate minimums, in order to list it as an alternate for the IFR flight?

- A) 600 foot ceiling and 2 SM visibility at your ETA.
- B) 600 foot ceiling and 2 SM visibility from 2 hours before to 2 hours after your ETA.
- C) 800 foot ceiling and 2 SM visibility at your ETA.

116. 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.

117. PLT379 IRA

For aircraft other than helicopters, what forecast weather minimums are required to list an airport as an alternate on an IFR flight plan if the airport has VOR approach only?

- A) Ceiling and visibility at ETA, 800 feet and 2 miles, respectively.
- B) Ceiling and visibility from 2 hours before until 2 hours after ETA, 800 feet and 2 miles, respectively.
- C) Ceiling and visibility at ETA, 600 feet and 2 miles, respectively.

118. PLT455 IRA

What point at the destination should be used to compute estimated time en route on an IFR flight plan?

- A) The final approach fix on the expected instrument approach.
- B) The initial approach fix on the expected instrument approach.
- C) The point of first intended landing.

119. PLT413 IRA

What are the minimum fuel requirements in IFR conditions, if the first airport of intended landing is forecast to have a 1,500 foot ceiling and 3 miles visibility at flight-planned ETA? Fuel to fly to the first airport of intended landing,

- A) and fly thereafter for 45 minutes at normal cruising speed.
- B) fly to the alternate, and fly thereafter for 45 minutes at normal cruising speed.
- C) fly to the alternate, and fly thereafter for 30 minutes at normal cruising speed.

120. PLT413 IRA

During your preflight planning for an IFR flight, you determine that the first airport of intended landing has no instrument approach prescribed in 14 CFR part 97. The weather forecast for one hour before through one hour after your estimated time of arrival is 3000' scattered with 5 miles visibility.

To meet the fuel requirements for this flight, you must be able to fly to the first airport of intended landing,

- A) and then fly for 45 minutes at normal cruising speed.
- B) then to the alternate airport, and then for 45 minutes at normal cruising speed.
- C) then to the alternate airport, and then for 30 minutes at normal cruising speed.

121. PLT202 IRA

What action should you take if your DME fails at FL 240?

- A) Advise ATC of the failure and land at the nearest available airport where repairs can be made.
- B) Notify ATC that it will be necessary for you to go to a lower altitude, since your DME has failed.
- C) Notify ATC of the failure and continue to the next airport of intended landing where repairs can be made.

122. PLT405 IRA

An aircraft operated under 14 CFR part 91 IFR is required to have which of the following?

- A) Radar altimeter.
- B) Dual VOR system.
- C) Gyroscopic direction indicator.

123. PLT443 IRA

What are the minimum qualifications for a person who occupies the other control seat as safety pilot during simulated instrument flight?

- A) Private pilot certificate with appropriate category and class ratings for the aircraft.
- B) Private pilot with appropriate category, class, and instrument ratings.
- C) Private pilot with instrument rating.

124. PLT438 IRA

If an unpressurized aircraft is operated above 12,500 feet MSL, but not more than 14,000 feet MSL, for a period of 2 hours 20 minutes, how long during that time is the minimum flightcrew required to use supplemental oxygen?

- A) 2 hours 20 minutes.
- B) 1 hour 20 minutes.
- C) 1 hour 50 minutes.

125. PLT079 IRA

(Refer to figure 89.) What are the oxygen requirements for an IFR flight northeast bound from Bryce Canyon on V382 at the lowest appropriate altitude in an unpressurized aircraft?

- A) The required minimum crew must be provided and use supplemental oxygen for that part of the flight of more than 30 minutes.
- B) The required minimum crew must be provided and use supplemental oxygen for that part of the flight of more than 30 minutes, and the passengers must be provided supplemental oxygen.
- C) The required minimum crew must be provided and use supplemental oxygen, and all occupants must be provided supplemental oxygen for the entire flight above 15,000 feet.

126. PLT079 IRA

(Refer to figure 91.) What are the oxygen requirements for an IFR flight eastbound on V520 from DBS VORTAC in an unpressurized aircraft at the MEA?

- A) The required minimum crew must be provided and use supplemental oxygen for that part of the flight of more than 30 minutes.
- B) The required minimum crew must be provided and use supplemental oxygen for that part of the flight of more than 30 minutes, and the passengers must be provided supplemental oxygen.
- C) The required minimum crew must be provided and use supplemental oxygen.

127. PLT508 IRA

When must an operational check on the aircraft VOR equipment be accomplished when used to operate under IFR?

- A) Within the preceding 10 days or 10 hours of flight time.
- B) Within the preceding 30 days or 30 hours of flight time.
- C) Within the preceding 30 days.

128. PLT300 IRA

When making an airborne VOR check, what is the maximum allowable tolerance between the two indicators of a dual VOR system (units independent of each other except the antenna)?

- A) 4° between the two indicated bearings of a VOR.
- B) Plus or minus 4° when set to identical radials of a VOR.
- C) 6° between the two indicated radials of a VOR.

129. PLT291 IRA

'WND' in the categorical outlook in the Aviation Area Forecast means that the wind during that period is forecast to be

- A) At least 6 knots or stronger.
- B) At least 15 knots or stronger.
- C) At least 20 knots or stronger.

130. PLT051 IRA

What does a Convective Outlook (AC) describe for a following 24 hour period?

- A) General thunderstorm activity.
- B) A severe weather watch bulletin.
- C) When forecast conditions are expected to continue beyond the valid period.

131. PLT284 IRA

When is the wind group at one of the forecast altitudes omitted at a specific location or station in the Winds and Temperatures Aloft Forecast (FD)? When the wind

- A) is less than 5 knots.
- B) is less than 10 knots.
- C) at the altitude is within 1,500 feet of the station elevation.

132. PLT290 IRA

AIRMET's are issued on a scheduled basis every

- A) 15 minutes after the hour only.
- B) 15 minutes until the AIRMET is canceled.
- C) six hours.

133. PLT051 IRA

What information is provided by a Convective Outlook (AC)?

- A) It describes areas of probable severe icing and severe or extreme turbulence during the next 24 hours.
- B) It provides prospects of both general and severe thunderstorm activity during the following 24 hours.
- C) It indicates areas of probable convective turbulence and the extent of instability in the upper atmosphere (above 500 MB).

134. PLT066 IRA

(Refer to figure 9.) Using the DAY 2 CONVECTIVE OUTLOOK, what type of thunderstorms, if any, may be encountered on a flight from Montana to central California?

- A) Moderate risk area, surrounded by a slight risk area, of possible severe turbulence.

- B) None.
- C) General.

135. PLT068 IRA

(Refer to figure 7.) What weather conditions are depicted within the area indicated by arrow B?

- A) Light to moderate turbulence at and above 37,000 feet MSL.
- B) Moderate turbulence from below 24,000 feet MSL to 37,000 feet MSL.
- C) Moderate to severe CAT is forecast to exist at FL 370.

136. PLT068 IRA

(Refer to figure 18, SFC PROG) A planned low altitude flight from northern Florida to southern Florida at 00Z is likely to encounter

- A) intermittent rain or rain showers, moderate turbulence, and freezing temperatures above 8,000 feet.
- B) showery precipitation, thunderstorms/rain showers covering half or more of the area.
- C) showery precipitation covering less than half the area, no turbulence below 18,000 feet, and freezing temperatures above 12,000 feet.

137. PLT068 IRA

(Refer to figure 5.) What is the meaning of the symbol depicted as used on the U.S. Low Level Significant Weather Prog Chart?

- A) Showery precipitation (e.g. rain showers) embedded in an area of continuous rain covering half or more of the area.
- B) Continuous precipitation (e.g. rain) covering half or more of the area.
- C) Showery precipitation (e.g. thunderstorms/rain showers) covering half or more of the area.

138. PLT068 IRA

The Low-Level Significant Weather Prognostic Chart depicts weather conditions

- A) that are forecast to exist at a valid time shown on the chart.
- B) as they existed at the time the chart was prepared.
- C) that existed at the time shown on the chart which is about 3 hours before the chart is received.

139. PLT353 IRA

What important information is provided by the Radar Summary Chart that is not shown on other weather charts?

- A) Lines and cells of hazardous thunderstorms.
- B) Types of precipitation.
- C) Areas of cloud cover and icing levels within the clouds.

140. PLT071 IRA

The Surface Analysis Chart depicts

- A) actual pressure systems, frontal locations, cloud tops, and precipitation at the time shown on the chart.
- B) frontal locations and expected movement, pressure centers, cloud coverage, and obstructions to vision at the time of chart transmission.
- C) actual frontal positions, pressure patterns, temperature, dew point, wind, weather, and obstructions to vision at the valid time of the chart.

141. PLT511 IRA

Which are characteristics of an unstable cold air mass moving over a warm surface?

- A) Cumuliform clouds, turbulence, and poor visibility.
- B) Cumuliform clouds, turbulence, and good visibility.
- C) Stratiform clouds, smooth air, and poor visibility.

142. PLT511 IRA

An air mass is a body of air that

- A) has similar cloud formations associated with it.
- B) creates a wind shift as it moves across the Earth's surface.
- C) covers an extensive area and has fairly uniform properties of temperature and moisture.

143. PLT511 IRA

What determines the structure or type of clouds which form as a result of air being forced to ascend?

- A) The method by which the air is lifted.
- B) The stability of the air before lifting occurs.
- C) The amount of condensation nuclei present after lifting occurs.

144. PLT173 IRA

Which is a characteristic of stable air?

- A) Fair weather cumulus clouds.
- B) Stratiform clouds.
- C) Unlimited visibility.

145. PLT511 IRA

The general characteristics of unstable air are

- A) good visibility, showery precipitation, and cumuliform type clouds.
- B) good visibility, steady precipitation, and stratiform type clouds.
- C) poor visibility, intermittent precipitation, and cumuliform type clouds.

146. PLT511 IRA
What type of clouds will be formed if very stable moist air is forced up slope?
A) First stratified clouds and then vertical clouds.
B) Vertical clouds with increasing height.
C) Stratified clouds with little vertical development.

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

148. 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.

149. 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.

150. PLT511 IRA
Frontal waves normally form on
A) slow moving cold fronts or stationary fronts.
B) slow moving warm fronts and strong occluded fronts.
C) rapidly moving cold fronts or warm fronts.

151. PLT512 IRA
To which meteorological condition does the term 'dew point' refer?
A) The temperature to which air must be cooled to become saturated.
B) The temperature at which condensation and evaporation are equal.
C) The temperature at which dew will always form.

152. PLT475 IRA

If squalls are reported at your destination, what wind conditions should you anticipate?

- A) Sudden increases in wind speed of at least 16 knots, rising to 22 knots or more, lasting for at least 1 minute.
- B) Peak gusts of at least 35 knots for a sustained period of 1 minute or longer.
- C) Rapid variation in wind direction of at least 20° and changes in speed of at least 10 knots between peaks and lulls.

153. PLT518 IRA

Where does wind shear occur?

- A) Exclusively in thunderstorms.
- B) Wherever there is an abrupt decrease in pressure and/or temperature.
- C) With either a wind shift or a wind speed gradient at any level in the atmosphere.

154. PLT518 IRA

While flying a 3° glide slope, a headwind shears to a tailwind. Which conditions should the pilot expect on the glide slope?

- A) Airspeed and pitch attitude decrease and there is a tendency to go below glide slope.
- B) Airspeed and pitch attitude increase and there is a tendency to go above glide slope.
- C) Airspeed and pitch attitude decrease and there is a tendency to remain on the glide slope.

155. PLT518 IRA

When a climb or descent through an inversion or wind shear zone is being performed, the pilot should be alert for which of the following change in airplane performance?

- A) A fast rate of climb and a slow rate of descent.
- B) A sudden change in airspeed.
- C) A sudden surge of thrust.

156. PLT493 IRA

Why is frost considered hazardous to flight operation?

- A) Frost changes the basic aerodynamic shape of the airfoil.
- B) Frost decreases control effectiveness.
- C) Frost causes early airflow separation resulting in a loss of lift.

157. PLT274 IRA

In which meteorological environment is aircraft structural icing most likely to have the highest rate of accumulation?

- A) Cumulonimbus clouds.
- B) High humidity and freezing temperature.

C) Freezing rain.

158. PLT248 IRA

What force causes a helicopter to turn?

- A) Rudder pressure or force around the vertical axis.
- B) Vertical lift component.
- C) Horizontal lift component.

159. 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 current airport barometric pressure, if known.
- C) to the airport elevation.

160. PLT162 IRA

Which airspace is defined as a transition area when designated in conjunction with an airport which has a prescribed IAP?

- A) The Class E airspace extending upward from 700 feet or more above the surface and terminating at the base of the overlying controlled airspace.
- B) That Class D airspace extending from the surface and terminating at the base of the continental control area.
- C) The Class C airspace extending from the surface to 700 or 1,200 feet AGL, where designated.

161. PLT161 IRA

MOAs are established to

- A) prohibit all civil aircraft because of hazardous or secret activities.
- B) separate certain military activities from IFR traffic.
- C) restrict civil aircraft during periods of high density training activities.

162. PLT277 IRA

The rate of descent required to stay on the ILS glide slope

- A) must be increased if the ground speed is decreased.
- B) will remain constant if the indicated airspeed remains constant.
- C) must be decreased if the ground speed is decreased.

163. PLT403 IRA

While on an IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?

- A) Notify ATC of the deviation as soon as possible.
- B) Squawk 7700 for the duration of the emergency.
- C) Submit a detailed report to the chief of the ATC facility within 48 hours.

164. PLT208 IRA

During an IFR flight in IMC, a distress condition is encountered, (fire, mechanical, or structural failure). The pilot should

- A) not hesitate to declare an emergency and obtain an amended clearance.
- B) wait until the situation is immediately perilous before declaring an emergency.
- C) contact ATC and advise that an urgency condition exists and request priority consideration.

165. PLT391 IRA

You are in IMC and have two way radio communications failure. If you do not exercise emergency authority, what procedure are you expected to follow?

- A) Set transponder to code 7600, continue flight on assigned route and fly at the last assigned altitude or the MEA, whichever is higher.
- B) Set transponder to code 7700 for 1 minute, then to 7600, and fly to an area with VFR weather conditions.
- C) Set transponder to 7700 and fly to an area where you can let down in VFR conditions.

166. PLT083 IRA

(Refer to figure 68.) Upon which maximum airspeed is the COPTER VOR/DME 117° approach category based?

- A) 80 knots.
- B) 90 knots.
- C) 100 knots.

167. PLT434 IRA

You arrive at your destination airport on an IFR flight plan. Which is a prerequisite condition for the performance of a contact approach?

- A) Clear of clouds and at least 1 SM flight visibility.
- B) A ground visibility of at least 2 SM.
- C) A flight visibility of at least 1/2 NM.

168. PLT186 IRA

Which instruments are considered primary and supporting for bank, respectively, when establishing a level standard-rate turn?

- A) Turn coordinator and attitude indicator.
- B) Attitude indicator and turn coordinator.

C) Turn coordinator and heading indicator.

169. 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.

170. PLT185 IRA

What is the third fundamental skill in attitude instrument flying?

- A) Instrument cross-check.
- B) Power control.
- C) Aircraft control.

171. PLT297 IRA

(Refer to figure 148.) What is the flight attitude? One system which transmits information to the instruments has malfunctioned.

- A) Climbing turn to left.
- B) Climbing turn to right.
- C) Level turn to left.

172. PLT175 IRA

During a stabilized autorotation, approximately what flight attitude should be established on the attitude indicator?

- A) Two bar widths below the artificial horizon.
- B) A pitch attitude that will give an established rate of descent of not more than 500 feet per minute.
- C) Level flight attitude.

173. PLT175 IRA

What is the primary pitch instrument during a stabilized autorotation?

- A) Altimeter.
- B) Airspeed indicator.
- C) VSI.

174. PLT185 IRA

Which initial pitch attitude change on the attitude indicator should be made to correct altitude while at normal cruise in a helicopter?

- A) Two bar width.

B) One and one half bar width.

C) One bar width.

175. PLT278 IRA

During the initial acceleration on an instrument takeoff in a helicopter, what flight attitude should be established on the attitude indicator?

A) Level flight attitude.

B) Two bar widths low.

C) One bar width high.

176. 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.

177. 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.

178. PLT118 IRA

One characteristic that a properly functioning gyro depends upon for operation is the

A) ability to resist precession 90° to any applied force.

B) resistance to deflection of the spinning wheel or disc.

C) deflecting force developed from the angular velocity of the spinning wheel.

179. PLT215 IRA

What should be the indication on the magnetic compass as you roll into a standard-rate turn to the right from a south heading in the Northern Hemisphere?

A) The compass will indicate a turn to the right, but at a faster rate than is actually occurring.

B) The compass will initially indicate a turn to the left.

C) The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the aircraft.

180. PLT215 IRA

What causes the northerly turning error in a magnetic compass?

- A) Coriolis force at the mid latitudes.
- B) Centrifugal force acting on the compass card.
- C) The magnetic dip characteristic.

181. PLT187 IRA

What indication is presented by the miniature aircraft of the turn coordinator?

- A) Indirect indication of the bank attitude.
- B) Direct indication of the bank attitude and the quality of the turn.
- C) Quality of the turn.

182. PLT086 IRA

(Refer to figure 144.) Which illustration indicates a coordinated turn?

- A) 3.
- B) 1.
- C) 2.

183. PLT086 IRA

(Refer to figure 144.) Which illustration indicates a coordinated turn?

- A) 3.
- B) 1.
- C) 2.

184. PLT086 IRA

(Refer to figure 144.) What changes in control displacement should be made so that '2' would result in a coordinated standard-rate turn?

- A) Increase left pedal and increase rate of turn.
- B) Increase left pedal and decrease rate of turn.
- C) Decrease left pedal and decrease angle of bank.

185. PLT086 IRA

(Refer to figure 144.) Which illustration indicates a slipping turn?

- A) 1.
- B) 3.
- C) 2.

186. PLT086 IRA

(Refer to figure 144.) Which illustration indicates a slipping turn?

- A) 1.
- B) 3.
- C) 2.

187. PLT187 IRA

Prior to starting an engine, you should check the turn and slip indicator to determine if the

- A) needle indication properly corresponds to the angle of the wings or rotors with the horizon.
- B) needle is approximately centered and the tube is full of fluid.
- C) ball will move freely from one end of the tube to the other when the aircraft is rocked.

188. 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.

189. PLT187 IRA

If a standard-rate turn is maintained, how much time would be required to turn to the left from a heading of 090° to a heading of 300°?

- A) 30 seconds.
- B) 40 seconds.
- C) 50 seconds.

190. 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.

191. PLT293 IRA

Which is true regarding the use of a instrument departure procedure chart?

- A) The use of instrument departure procedures is mandatory.
- B) To use an instrument departure procedure, the pilot must possess at least the textual description of the approved standard departure.

C) To use an instrument departure procedure, the pilot must possess both the textual and graphic form of the approved procedure.

192. PLT166 IRA

En route at FL 290, your altimeter is set correctly, but you fail to reset it to the local altimeter setting of 30.26 inches Hg during descent. If the field elevation is 134 feet and your altimeter is functioning properly, what will it indicate after landing?

- A) 100 feet MSL.
- B) 474 feet MSL.
- C) 206 feet below MSL.

193. PLT166 IRA

How does a pilot normally obtain the current altimeter setting during an IFR flight in Class E airspace below 18,000 feet?

- A) The pilot should contact ARTCC at least every 100 NM and request the altimeter setting.
- B) FSS's along the route broadcast the weather information at 15 minutes past the hour.
- C) ATC periodically advises the pilot of the proper altimeter setting.

194. PLT430 IRA

Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained during an off airways IFR flight over nonmountainous terrain?

- A) 1,000 feet above the highest obstacle within 4 NM of course.
- B) 2,000 feet above the highest obstacle within 5 SM of course.
- C) 1,000 feet above the highest obstacle within 3 NM of course.

195. PLT033 IRA

What is the definition of MEA?

- A) The lowest published altitude which meets obstacle clearance requirements and assures acceptable navigational signal coverage.
- B) The lowest published altitude which meets obstacle requirements, assures acceptable navigational signal coverage, two way radio communications, and provides adequate radar coverage.
- C) An altitude which meets obstacle clearance requirements, assures acceptable navigation signal coverage, two way radio communications, adequate radar coverage, and accurate DME mileage.

196. PLT033 IRA

If no MCA is specified, what is the lowest altitude for crossing a radio fix, beyond which a higher minimum applies?

- A) The MEA at which the fix is approached.
- B) The MRA at which the fix is approached.

C) The MOCA for the route segment beyond the fix.

197. PLT033 IRA

ATC may assign the MOCA when certain special conditions exist, and when within

- A) 22 NM of a VOR.
- B) 25 NM of a VOR.
- C) 30 NM of a VOR.

198. PLT146 IRA

(Refer to figure 113.) You receive this ATC clearance:

'...HOLD EAST OF THE ABC VORTAC ON THE ZERO NINER ZERO RADIAL, LEFT TURNS...'

What is the recommended procedure to enter the holding pattern?

- A) Parallel only.
- B) Direct only.
- C) Teardrop only.

199. PLT146 IRA

(Refer to figure 117.) You receive this ATC clearance.

'...CLEARED TO THE ABC NDB. HOLD SOUTHEAST ON THE ONE FOUR ZERO DEGREE BEARING FROM THE NDB. LEFT TURNS...'

At station passage you note the indications in figure 117. What is the recommended procedure to enter the holding pattern?

- A) Direct only.
- B) Teardrop only.
- C) Parallel only.

200. PLT146 IRA

When holding at an NDB, at what point should the timing begin for the second leg outbound?

- A) When the wings are level and the wind drift correction angle is established after completing the turn to the outbound heading.
- B) When the wings are level after completing the turn to the outbound heading, or abeam the fix, whichever occurs first.
- C) When abeam the holding fix.

201. PLT201 IRA

What action is recommended if a pilot does not wish to use an instrument departure procedure?

- A) Advise clearance delivery or ground control before departure.
- B) Advise departure control upon initial contact.
- C) Enter 'No DP' in the REMARKS section of the IFR flight plan.

202. PLT052 IRA
(Refer to figure 85.) What is the minimum rate climb per NM to 9,000 feet required for the WASH2 WAGGE Departure?

- A) 400 feet.
- B) 750 feet.
- C) 875 feet.

203. PLT091 IRA
(Refer to figure 105.) If the magnetic heading shown for aircraft 3 is maintained, which ADF illustration would indicate the aircraft is on the 120° magnetic bearing TO the station?

- A) 4.
- B) 5.
- C) 8.

204. 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.

205. PLT091 IRA
(Refer to figure 105.) If the magnetic heading shown for aircraft 2 is maintained, which ADF illustration would indicate the aircraft is on the 255° magnetic bearing TO the station?

- A) 2.
- B) 4.
- C) 5.

206. PLT091 IRA
(Refer to figure 105.) If the magnetic heading shown for aircraft 1 is maintained, which ADF illustration would indicate the aircraft is on the 060° magnetic bearing TO the station?

- A) 2.
- B) 4.
- C) 5.

207. PLT091 IRA
(Refer to instruments in figure 103.) On the basis of this information, the magnetic bearing FROM the station would be

- A) 030°.
- B) 060°.
- C) 240°.

208. PLT090 IRA

(Refer to figures 85 and 86.) Which combination of indications confirm that you are approaching WAGGE intersection slightly to the right of the LOC centerline on departure?

- A) 1 and 3.
- B) 1 and 4.
- C) 2 and 3.

209. PLT100 IRA

(Refer to figure 89.) What type airspace exists above Bryce Canyon Airport from the surface to 1,200 feet AGL?

- A) Class D.
- B) Class E.
- C) Class G.

210. PLT102 IRA

(Refer to figure 68.) What would be the approach minimums if you must use the Moisant Field altimeter settings?

- A) 440 1.
- B) 480 and 1/2.
- C) 580 and 1/2.

211. PLT411 IRA

Under which condition may you act as pilot in command of a helicopter under IFR?

Your certificates and ratings: Private Pilot Certificate with AMEL and Airplane instrument, rotorcraft category rating, and helicopter class rating.

- A) If a certificated helicopter instrument flight instructor is on board.
- B) If you meet the recent helicopter IFR experience requirements.
- C) If you acquire a helicopter instrument rating and meet IFR currency requirements.

212. PLT442 IRA

What additional flight hours, within the preceding 6 calendar months, are required to maintain IFR currency in a helicopter if you already have 3 hours in an instrument simulator?

- A) 3 hours of actual or simulated instrument time in the same type helicopter.
- B) None, but 6 instrument approaches, holding procedures and tracking courses must be accomplished.

C) None, but three instrument approaches must also be accomplished.

213. PLT442 IRA

What additional instrument approaches, if any, must you perform to meet the recent flight experience requirements for IFR operation in a helicopter?

Within the preceding 6 calendar months, you have accomplished:

One approach in a helicopter.

Two approaches in an airplane.

Two approaches in an approved airplane simulator.

A) None.

B) One approach in an airplane, helicopter, or approved simulator.

C) Five approaches in a helicopter or an approved rotorcraft simulator.

214. PLT411 IRA

Do regulations permit you to act as pilot in command of a helicopter in IMC if you hold a Private Pilot Certificate with ASEL, airplane instrument rating, rotorcraft category, and helicopter class rating?

A) Yes, if you comply with the recent IFR experience requirements for a helicopter.

B) No, you must hold either an unrestricted Airline Transport Pilot-Helicopter Certificate or a helicopter instrument rating.

C) No, however, you may do so if you hold an Airline Transport Pilot-Helicopter Certificate, limited to VFR.

215. PLT379 IRA

For helicopters, is an alternate airport required for an IFR flight to ATL (Atlanta Hartsfield) if the proposed ETA is 1930Z?

TAF KATL 121720Z 121818 20012KT 5SM HZ BKN030

FM2000 3SM TSRA OVC025CB

FM2200 33015G20KT P6SM BKN015 OVC040 BECMG 0608

02008KT BKN 040 BECMG 1012 00000KT P6SM CLR=

A) Yes, because the ceiling could fall below 2,000 feet within 2 hours before to 2 hours after the ETA.

B) No, because the ceiling and visibility are forecast to remain at or above 1,000 feet and 3 miles, respectively.

C) No, because the ceiling and visibility are forecast to be at or above 1,000 feet above the airport elevation (and 400 feet above the approach minima) with 3 miles visibility at the ETA to 1 hour thereafter.

216. PLT379 IRA

For 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 the ETA to 1 hour after the ETA, reports and forecasts indicate a ceiling 1,000 feet above the airport elevation, or at least 400 feet above the lowest applicable approach minima, whichever is higher, and visibility 2 statute miles.
- B) From 1 hour before to 1 hour after ETA, reports and forecasts indicate a ceiling of 1,000 feet above the airport elevation and visibility 2 miles.
- C) From 1 hour before to 1 hour after ETA, forecast ceiling 2,000, and visibility 3 miles.

217. PLT379 IRA

For helicopters, what minimum weather conditions must be forecast for your ETA at an alternate airport that has only a VOR approach with standard alternate minimums, for the airport to be listed as an alternate on the IFR flight plan?

- A) 800 foot ceiling and 1 statute mile (SM) visibility.
- B) 800 foot ceiling and 2 SM visibility.
- C) Ceiling 200 feet above the minimums for the approach to be flown and 1 statute mile visibility, but not less than the minimum visibility for the approach to be flown.

218. PLT379 IRA

For helicopters, what minimum weather conditions must be forecast for your ETA at an alternate airport that has a precision approach procedure, with standard alternate minimums, in order to list it as an alternate for the IFR flight?

- A) 600 foot ceiling and 2 SM visibility at your ETA.
- B) 200 foot ceiling above the airport elevation and 1 SM visibility from 1 hour before to 1 hour after your ETA.
- C) 200 foot ceiling above the approach minimums and 1 SM visibility, but not less than the visibility minimums for the approach, at your ETA.

219. PLT382 IRA

When an alternate airport is required, for helicopters, what are the weather minimums that must be forecast at the ETA for an alternate airport that has a precision approach procedure?

- A) Ceiling 200 feet above the approach minimums and at least 1 statute mile visibility, but not less than the minimum visibility for the approach.
- B) Ceiling 200 feet above field elevation and visibility 1 statute mile, but not less than the minimum visibility for the approach.
- C) 600 foot ceiling and 2 statute miles visibility.

220. PLT429 IRA

(Refer to figure 59.) Unless otherwise authorized by ATC, what is the minimum equipment for navigation of helicopters on an IFR cross-country flight when in the immediate vicinity of the HUMBLE VORTAC?

- A) VOR receiver, transponder with Mode C capability, and two-way communications.
- B) Transponder with Mode C capability and two-way communications.
- C) VOR (or TACAN) and two-way communications.

221. PLT405 IRA

Aircraft being operated under IFR are required to have, in addition to the equipment required for VFR and night, at least

- A) distance measuring equipment.
- B) dual VOR receivers.
- C) a slip skid indicator.

222. PLT420 IRA

During a precision instrument approach (using Category A minimums) a helicopter may not be operated below DH unless

- A) the ceiling is forecast to be at or above landing minimums prescribed for that procedure.
- B) positioned such that a normal approach to the runway of intended landing can be made.
- C) the visibility is forecast to be at or above the landing minimums prescribed for that procedure.

223. PLT170 IRA

What reduction, if any, to visibility requirements is authorized when using a fixed wing IAP for a helicopter instrument approach?

- A) All visibility requirements may be reduced by one half.
- B) All visibility requirements may be reduced by one fourth.
- C) The visibility requirements may be reduced by one half, but in no case lower than 1,200 RVR or 1/4 mile.

224. 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.

225. PLT382 IRA

Upon what maximum airspeed is the instrument approach criteria for a helicopter based?

- A) 100 knots.
- B) 90 knots.
- C) 80 knots.

226. PLT083 IRA

(Refer to figure 133.) If the Class D airspace is not effective, what is the LOC/VOR minima for a helicopter if cleared for the S LOC 9 approach at Riverside Municipal?

- A) 1,200 and 1/4 mile.
- B) 991 and RVR 24.
- C) 1,300 and 1/4 mile.

227. PLT083 IRA

(Refer to figure 128.) What is the helicopter MDA for a straight in VOR RWY 36 approach at Price/Carbon County Airport (VOR only)?

- A) 6,090 feet MSL.
- B) 500 feet MSL.
- C) 6,400 feet MSL.

228. PLT083 IRA

(Refer to figure 128.) What is the helicopter landing minimum for the VOR RWY 36 approach at Price/Carbon County Airport?

- A) 500 foot ceiling and 1/2 mile visibility.
- B) 1 mile visibility.
- C) one half mile visibility.

229. PLT083 IRA

(Refer to figure 55.) Under which condition should a missed approach procedure be initiated if the runway environment (Paso Robles Municipal Airport) is not in sight?

- A) After descending to 1,440 feet MSL.
- B) After descent to 1,440 feet or reaching the 1 NM DME, whichever occurs first.
- C) When you reach the established missed approach point and determine the visibility is less than 1/2 mile.

230. PLT083 IRA

(Refer to figure 129.) As you approach LABER during a straight-in RNAV RWY 36 approach in a helicopter, Little Rock Approach Control advises that the ceiling is 400 feet and the visibility is 1/4 mile. Do regulations permit you to continue the approach and land?

- A) No, you may not reduce the visibility prescribed for Category A airplanes by more than 50 percent.
- B) Yes, only a 1/4 mile visibility or an RVR of 1,200 feet is required for any approach, including RNAV.
- C) No, neither the ceiling nor the visibility meet regulatory requirements.

231. 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.

232. PLT513 IRA

Which forecast provides specific information concerning expected sky cover, cloud tops, visibility, weather, and obstructions to vision in a route format?

- A) DFW FA 131240.
- B) MEM TAF 132222.
- C) 249 TWEB 252317.

233. PLT196 IRA

When are ATIS broadcasts updated?

- A) Every 30 minutes if weather conditions are below basic VFR; otherwise, hourly.
- B) Upon receipt of any official weather, regardless of content change or reported values.
- C) Only when the ceiling and/or visibility changes by a reportable value.

234. 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.

235. PLT501 IRA

A pilot reporting turbulence that momentarily causes slight, erratic changes in altitude and/or attitude should report it as

- A) light turbulence.
- B) moderate turbulence.
- C) light chop.

236. PLT290 IRA

SIGMET's are issued as a warning of weather conditions potentially hazardous

- A) particularly to light aircraft.
- B) to all aircraft.
- C) only to light aircraft operations.

237. 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.

238. 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.

239. PLT317 IRA

Maximum downdrafts in a microburst encounter may be as strong as

- A) 8,000 feet per minute.
- B) 7,000 feet per minute.
- C) 6,000 feet per minute.

240. PLT317 IRA

What is the expected duration of an individual microburst?

- A) Two minutes with maximum winds lasting approximately 1 minute.
- B) One microburst may continue for as long as 2 to 4 hours.
- C) Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

241. PLT344 IRA

What is an operational consideration if you fly into rain which freezes on impact?

- A) You have flown into an area of thunderstorms.
- B) Temperatures are above freezing at some higher altitude.
- C) You have flown through a cold front.

242. PLT493 IRA

Which conditions result in the formation of frost?

- A) The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.
- B) When dew forms and the temperature is below freezing.
- C) Temperature of the collecting surface is below the dewpoint of surrounding air and the dewpoint is colder than freezing.

243. PLT344 IRA

The presence of ice pellets at the surface is evidence that

- A) there are thunderstorms in the area.
- B) a cold front has passed.
- C) there is freezing rain at a higher altitude.

244. PLT345 IRA

Under what condition is pressure altitude and density altitude the same value?

- A) At standard temperature.
- B) When the altimeter setting is 29.92 inches Hg.
- C) When indicated, and pressure altitudes are the same value on the altimeter.

245. PLT510 IRA

The primary cause of all changes in the Earth's weather is

- A) variation of solar energy received by the Earth's regions.
- B) changes in air pressure over the Earth's surface.
- C) movement of the air masses.

246. 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.

247. PLT301 IRA

What feature is associated with a temperature inversion?

- A) A stable layer of air.
- B) An unstable layer of air.
- C) Air mass thunderstorms.

248. 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.

249. PLT301 IRA

The most frequent type of ground or surface based temperature inversion is that produced by

- A) radiation on a clear, relatively still night.
- B) warm air being lifted rapidly aloft in the vicinity of mountainous terrain.
- C) the movement of colder air under warm air, or the movement of warm air over cold air.

250. 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.

251. PLT495 IRA

Which weather phenomenon is always associated with a thunderstorm?

- A) Lightning.
- B) Heavy rain showers.
- C) Supercooled raindrops.

252. 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.

253. PLT518 IRA

What is an important characteristic of wind shear?

- A) It is primarily associated with the lateral vortices generated by thunderstorms.
- B) It usually exists only in the vicinity of thunderstorms, but may be found near a strong temperature inversion.
- C) It may be associated with either a wind shift or a wind speed gradient at any level in the atmosphere.

254. PLT518 IRA

Hazardous wind shear is commonly encountered near the ground

- A) during periods when the wind velocity is stronger than 35 knots.
- B) during periods when the wind velocity is stronger than 35 knots and near mountain valleys.
- C) during periods of strong temperature inversion and near thunderstorms.

255. PLT248 IRA

During a skidding turn to the right, what is the relationship between the component of lift, centrifugal force, and load factor?

- A) Centrifugal force is less than horizontal lift and the load factor is increased.
- B) Centrifugal force is greater than horizontal lift and the load factor is increased.
- C) Centrifugal force and horizontal lift are equal and the load factor is decreased.

256. PLT337 IRA

How should you preflight check the altimeter prior to an IFR flight?

- A) Set the altimeter to 29.92 inches Hg. With current temperature and the altimeter indication, determine the true altitude to compare with the field elevation.
- B) Set the altimeter first with 29.92 inches Hg and then the current altimeter setting. The change in altitude should correspond to the change in setting.
- C) Set the altimeter to the current altimeter setting. The indication should be within 75 feet of the actual elevation for acceptable accuracy.

257. PLT141 IRA

The operation of an airport rotating beacon during daylight hours may indicate that

- A) the in flight visibility is less than 3 miles and the ceiling is less than 1,500 feet within Class E airspace.
- B) the ground visibility is less than 3 miles and/or the ceiling is less than 1,000 feet in Class B, C, or D airspace.
- C) an IFR clearance is required to operate within the airport traffic area.

258. PLT298 IRA

Where are VFR on Top operations prohibited?

- A) In Class A airspace.
- B) During off airways direct flights.
- C) When flying through Class B airspace.

259. PLT221 IRA

When cleared to execute a published sidestep maneuver for a specific approach and landing on the parallel runway, at what point is the pilot expected to commence this maneuver?

- A) At the published minimum altitude for a circling approach.
- B) As soon as possible after the runway or runway environment is in sight.
- C) At the localizer MDA minimum and when the runway is in sight.

260. PLT444 IRA

What responsibility does the pilot in command of an IFR flight assume upon entering VFR conditions?

- A) Report VFR conditions to ARTCC so that an amended clearance may be issued.
- B) Use VFR operating procedures.
- C) To see and avoid other traffic.

261. PLT170 IRA

Aircraft approach categories are based on

- A) certificated approach speed at maximum gross weight.
- B) 1.3 times the stall speed in landing configuration at maximum gross landing weight.
- C) 1.3 times the stall speed at maximum gross weight.

262. PLT170 IRA

When the approach procedure involves a procedure turn, the maximum speed should not be greater than

- A) 180 knots IAS.
- B) 200 knots IAS.
- C) 250 knots IAS.

263. PLT420 IRA

When simultaneous approaches are in progress, how does each pilot receive radar advisories?

- A) On tower frequency.
- B) On approach control frequency.
- C) One pilot on tower frequency and the other on approach control frequency.

264. PLT292 IRA

What are the main differences between a visual approach and a contact approach?

- A) The pilot must request a contact approach; the pilot may be assigned a visual approach and higher weather minimums must exist.
- B) The pilot must request a visual approach and report having the field in sight; ATC may assign a contact approach if VFR conditions exist.
- C) Any time the pilot reports the field in sight, ATC may clear the pilot for a contact approach; for a visual approach, the pilot must advise that the approach can be made under VFR conditions.

265. 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.

266. PLT420 IRA

When may you obtain a contact approach?

A) ATC may assign a contact approach if VFR conditions exist or you report the runway in sight and are clear of clouds.

B) ATC may assign a contact approach if you are below the clouds and the visibility is at least 1 mile.

C) ATC will assign a contact approach only upon request if the reported visibility is at least 1 mile.

267. PLT292 IRA

A contact approach is an approach procedure that may be used

A) in lieu of conducting a SIAP.

B) if assigned by ATC and will facilitate the approach.

C) in lieu of a visual approach.

268. PLT278 IRA

As power is reduced to change airspeed from high to low cruise in level flight, which instruments are primary for pitch, bank, and power, respectively?

A) Attitude indicator, heading indicator, and manifold pressure gauge or tachometer.

B) Altimeter, attitude indicator, and airspeed indicator.

C) Altimeter, heading indicator, and manifold pressure gauge or tachometer.

269. PLT187 IRA

What is the primary bank instrument once a standard-rate turn is established?

A) Attitude indicator.

B) Turn coordinator.

C) Heading indicator.

270. PLT185 IRA

What instrument(s) is(are) supporting bank instrument when entering a constant airspeed climb from straight-and-level flight?

A) Heading indicator.

B) Attitude indicator and turn coordinator.

C) Turn coordinator and heading indicator.

271. PLT185 IRA
What is the primary bank instrument while transitioning from straight-and-level flight to a standard-rate turn to the left?
A) Attitude indicator.
B) Heading indicator.
C) Turn coordinator (miniature aircraft).

272. PLT185 IRA
What is the first fundamental skill in attitude instrument flying?
A) Aircraft control.
B) Instrument cross-check.
C) Instrument interpretation.

273. PLT297 IRA
(Refer to figure 150.) What is the flight attitude? One instrument has malfunctioned.
A) Climbing turn to the right.
B) Climbing turn to the left.
C) Descending turn to the right.

274. PLT297 IRA
(Refer to figure 149.) What is the flight attitude? One system which transmits information to the instruments has malfunctioned.
A) Level turn to the right.
B) Level turn to the left.
C) Straight-and-level flight.

275. PLT297 IRA
(Refer to figure 146.) Identify the system that has failed and determine a corrective action to return the airplane to straight-and-level flight.
A) Static/pitot system is blocked; lower the nose and level the wings to level flight attitude by use of attitude indicator.
B) Vacuum system has failed; reduce power, roll left to level wings, and pitchup to reduce airspeed.
C) Electrical system has failed; reduce power, roll left to level wings, and raise the nose to reduce airspeed.

276. PLT166 IRA
What is the primary pitch instrument when establishing a constant altitude standard-rate turn?
A) Altimeter.

- B) VSI.
- C) Airspeed indicator.

277. PLT186 IRA
Which instruments, in addition to the attitude indicator, are pitch instruments?

- A) Altimeter and airspeed only.
- B) Altimeter and VSI only.
- C) Altimeter, airspeed indicator, and vertical speed indicator.

278. PLT278 IRA
What is the primary pitch instrument during a stabilized climbing left turn at cruise climb airspeed?

- A) Attitude indicator.
- B) VSI.
- C) Airspeed indicator.

279. PLT278 IRA
For maintaining level flight at constant thrust, which instrument would be the least appropriate for determining the need for a pitch change?

- A) Altimeter.
- B) VSI.
- C) Attitude indicator.

280. PLT278 IRA
As a rule of thumb, altitude corrections of less than 100 feet should be corrected by using a

- A) full bar width on the attitude indicator.
- B) half bar width on the attitude indicator.
- C) two bar width on the attitude indicator.

281. PLT297 IRA
If an airplane is in an unusual flight attitude and the attitude indicator has exceeded its limits, which instruments should be relied on to determine pitch attitude before starting recovery?

- A) Turn indicator and VSI.
- B) Airspeed and altimeter.
- C) VSI and airspeed to detect approaching VSI or VMO.

282. PLT297 IRA
(Refer to figure 147.) Which is the correct sequence for recovery from the unusual attitude indicated?

- A) Level wings, add power, lower nose, descend to original attitude, and heading.

B) Add power, lower nose, level wings, return to original attitude and heading.

C) Stop turn by raising right wing and add power at the same time, lower the nose, and return to original attitude and heading.

283. PLT337 IRA

How should you preflight check the altimeter prior to an IFR flight?

A) Set the altimeter to the current temperature. With current temperature and the altimeter indication, determine the calibrated altitude to compare with the field elevation.

B) Set the altimeter first with 29.92 inches Hg and then the current altimeter setting. The change in altitude should correspond to the change in setting.

C) Set the altimeter to the current altimeter setting. The indication should be within 75 feet of the actual elevation for acceptable accuracy.

284. PLT215 IRA

On what headings will the magnetic compass read most accurately during a level 360° turn, with a bank of approximately 15°?

A) 135° through 225°.

B) 90° and 270°.

C) 180° and 0°.

285. PLT215 IRA

On the taxi check, the magnetic compass should

A) swing opposite to the direction of turn when turning from north.

B) exhibit the same number of degrees of dip as the latitude.

C) swing freely and indicate known headings.

286. PLT187 IRA

What does the miniature aircraft of the turn coordinator directly display?

A) Rate of roll and rate of turn.

B) Angle of bank and rate of turn.

C) Angle of bank.

287. PLT118 IRA

What indication should be observed on a turn coordinator during a left turn while taxiing?

A) The miniature aircraft will show a turn to the left and the ball remains centered.

B) The miniature aircraft will show a turn to the left and the ball moves to the right.

C) Both the miniature aircraft and the ball will remain centered.

288. PLT201 IRA

Which procedure applies to instrument departure procedures?

- A) Instrument departure clearances will not be issued unless requested by the pilot.
- B) The pilot in command must accept an instrument departure procedure when issued by ATC.
- C) If an instrument departure procedure is accepted, the pilot must possess at least a textual description.

289. PLT166 IRA

En route at FL 290, the altimeter is set correctly, but not reset to the local altimeter setting of 30.57 inches Hg during descent. If the field elevation is 650 feet and the altimeter is functioning properly, what is the approximate indication upon landing?

- A) 715 feet.
- B) 1,300 feet.
- C) Sea level.

290. PLT033 IRA

Reception of signals from a radio facility, located off the airway being flown, may be inadequate at the designated MEA to identify the fix. In this case, which altitude is designated for the fix?

- A) MOCA.
- B) MRA.
- C) MCA.

291. PLT033 IRA

The altitude that provides acceptable navigational signal coverage for the route, and meets obstacle clearance requirements, is the minimum:

- A) obstacle clearance altitude.
- B) reception altitude.
- C) enroute altitude.

292. PLT292 IRA

What obstacle clearance and navigation signal coverage is a pilot assured with the Minimum Sector Altitudes depicted on the IAP charts?

- A) 1,000 feet and acceptable navigation signal coverage within a 25 NM radius of the navigation facility.
- B) 1,000 feet within a 25 NM radius of the navigation facility, but not acceptable navigation signal coverage.
- C) 500 feet and acceptable navigation signal coverage within a 10 NM radius of the navigation facility.

293. PLT146 IRA

(Refer to figure 113.) You receive this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Teardrop only.
- B) Direct only.
- C) Parallel only.

294. PLT146 IRA

(Refer to figure 115.) You receive this ATC clearance:

'HOLD WEST OF THE ONE FIVE DME FIX ON THE ZERO NINE ZERO RADIAL OF ABC VORTAC, FIVE MILE LEGS, LEFT TURNS...'

You arrive at the 15 DME fix on a heading of 350°. Which holding pattern correctly complies with these instructions, and what is the recommended entry procedure?

- A) 1; teardrop.
- B) 2; direct.
- C) 1; direct.

295. PLT146 IRA

(Refer to figure 112.) You arrive at the 15 DME fix on a heading of 350°. Which holding pattern correctly complies with the ATC clearance below, and what is the recommended entry procedure?

'...HOLD WEST OF THE ONE FIVE DME FIX ON THE ZERO NINE ZERO RADIAL OF THE ABC VORTAC, FIVE MILE LEGS, LEFT TURNS...'

- A) 1; teardrop entry.
- B) 1; direct entry.
- C) 2; direct entry.

296. PLT433 IRA

(Refer to the FD excerpt below, and use the wind entry closest to the flight planned altitude.) Determine the time to be entered in block 10 of the flight plan.

Route of flight	Figures 27, 28, 29, 30, and 31		
Flight log & MAG VAR	Figure 28		
GNATS ONE DEPARTURE and Excerpt from AFD	Figure 30		
FT	3000	6000	9000
OTH	0507	2006+03	2215-05

- A) 1 hour 10 minutes.
- B) 1 hour 15 minutes.
- C) 1 hour 20 minutes.

297. PLT323 IRA

What is the purpose of FDC NOTAMs?

- A) To provide the latest information on the status of navigation facilities to all FSS facilities for scheduled broadcasts.
- B) To issue notices for all airports and navigation facilities in the shortest possible time.
- C) To advise of changes in flight data which affect instrument approach procedure (IAP), aeronautical charts, and flight restrictions prior to normal publication.

298. PLT091 IRA

(Refer to figure 105.) If the magnetic heading shown for aircraft 4 is maintained, which ADF illustration would indicate the aircraft is on the 135° magnetic bearing TO the station?

- A) 1.
- B) 4.
- C) 8.

299. PLT091 IRA

(Refer to instruments in figure 102.) On the basis of this information, the magnetic bearing TO the station would be

- A) 175°.
- B) 255°.
- C) 355°.

300. PLT091 IRA

(Refer to instruments in figure 102.) On the basis of this information, the magnetic bearing FROM the station would be

- A) 175°.
- B) 255°.
- C) 355°.

301. PLT091 IRA

(Refer to instruments in figure 103.) On the basis of this information, the magnetic bearing TO the station would be

- A) 060°.
- B) 240°.
- C) 270°.

302. PLT202 IRA

As a rule of thumb, to minimize DME slant range error, how far from the facility should you be to consider the reading as accurate?

- A) Two miles or more for each 1,000 feet of altitude above the facility.
- B) One or more miles for each 1,000 feet of altitude above the facility.
- C) No specific distance is specified since the reception is line of sight.

303. 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.

304. PLT090 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.

305. 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°.

306. PLT276 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.

307. PLT508 IRA

How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface?

- A) With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.
- B) Set the OBS on the designated radial. The CDI must center within plus or minus 4° of that radial with a FROM indication.
- C) Set the OBS on 180° plus or minus 4°; the CDI should center with a FROM indication.

308. 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.

309. 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.

310. PLT100 IRA

(Refer to figure 91.) What is the function of the Great Falls RCO (Yellowstone vicinity)?

- A) Long range communications outlet for Great Falls Center.
- B) Remote communications outlet for Great Falls FSS.
- C) Satellite remote controlled by Salt Lake Center with limited service.

311. PLT100 IRA

(Refer to figure 91.) What is the minimum crossing altitude at SABAT intersection when eastbound from DBS VORTAC on V298?

- A) 8,300 feet.
- B) 11,100 feet.
- C) 13,000 feet.

312. PLT292 IRA

What does the Runway Visual Range (RVR) value, depicted on certain straight in IAP Charts, represent?

- A) The slant range distance the pilot can see down the runway while crossing the threshold on glide slope.
- B) The horizontal distance a pilot should see when looking down the runway from a moving aircraft.
- C) The slant visual range a pilot should see down the final approach and during landing.

313. 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.

314. PLT102 IRA
(Refer to figures 41 and 41A.) On which heading should you plan to depart CREEK intersection?
A) 010°.
B) 040°.
C) 350°.

315. PLT083 IRA
(Refer to figure 129.) What minimum airborne equipment is required to be operative for RNAV RWY 36 approach at Adams Field?
A) An approved RNAV receiver that provides both horizontal and vertical guidance.
B) A transponder and an approved RNAV receiver that provides both horizontal and vertical guidance.
C) Any approved RNAV receiver.

316. PLT361 IRA
What are the main differences between the SDF and the localizer of an ILS?
A) The useable off course indications are limited to 35° for the localizer and up to 90° for the SDF.
B) The SDF course may not be aligned with the runway and the course may be wider.
C) The course width for the localizer will always be 5° while the SDF course will be between 6° and 12°.

317. PLT281 IRA
(Refer to figures 59 and 60.) What are the operating hours (local standard time) of the Houston EFAS?
A) 0600 to 2200.
B) 0700 to 2300.
C) 1800 to 1000.

318. PLT281 IRA
(Refer to figure 46.) What are the hours of operation (local time) of the ATIS for the Yakima Air Terminal when daylight savings time is in effect?
A) 0500 to 2100 local.
B) 0600 to 2200 local.
C) 0700 to 2300 local.

319. PLT442 IRA

What minimum conditions are necessary for the instrument approaches required for IFR currency?

- A) The approaches may be made in an aircraft, approved instrument ground trainer, or any combination of these.
- B) At least three approaches must be made in the same category of aircraft to be flown.
- C) At least three approaches must be made in the same category and class of aircraft to be flown.

320. PLT442 IRA

To meet the minimum instrument experience requirements, within the last 6 calendar months you need

- A) six instrument approaches, holding procedures, and intercepting and tracking courses in the appropriate category of aircraft.
- B) six hours in the same category aircraft.
- C) six hours in the same category aircraft, and at least 3 of the 6 hours in actual IFR conditions.

321. PLT409 IRA

Which flight time may be logged as instrument time when on an instrument flight plan?

- A) All of the time the aircraft was not controlled by ground references.
- B) Only the time you controlled the aircraft solely by reference to flight instruments.
- C) Only the time you were flying in IFR weather conditions.

322. PLT454 IRA

Your aircraft had the static pressure system and altimeter tested and inspected on January 5, of this year, and was found to comply with FAA standards. These systems must be reinspected and approved for use in controlled airspace under IFR by

- A) January 5, next year.
- B) January 5, 2 years hence.
- C) January 31, 2 years hence.

323. PLT444 IRA

Who is responsible for determining that the altimeter system has been checked and found to meet 14 CFR part 91 requirements for a particular instrument flight?

- A) Owner.
- B) Operator.
- C) Pilot-in-command.

324. PLT161 IRA

No person may operate an aircraft in controlled airspace under IFR unless he/she files a flight plan

- A) and receives a clearance by telephone prior to takeoff.
- B) prior to takeoff and requests the clearance upon arrival on an airway.

C) and receives a clearance prior to entering controlled airspace.

325. PLT430 IRA

In the case of operations over an area designated as a mountainous area where no other minimum altitude is prescribed, no person may operate an aircraft under IFR below an altitude of

- A) 500 feet above the highest obstacle.
- B) 1,000 feet above the highest obstacle.
- C) 2,000 feet above the highest obstacle.

326. PLT445 IRA

Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight including:

- A) all instrument approaches at the destination airport.
- B) an alternate airport and adequate takeoff and landing performance at the destination airport.
- C) the runway lengths at airports of intended use, and the aircraft's takeoff and landing data.

327. PLT161 IRA

In the 48 contiguous states, excluding the airspace at or below 2,500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all controlled airspace at and above

- A) 12,500 feet MSL.
- B) 10,000 feet MSL.
- C) Flight level (FL) 180.

328. 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).

329. PLT284 IRA

(Refer to figure 2.) What approximate wind direction, speed, and temperature (relative to ISA) should a pilot expect when planning for a flight over EMI at FL 270?

- A) 265° true; 100 knots; ISA +3 °C.
- B) 270° true; 110 knots; ISA +5 °C.
- C) 260° magnetic; 100 knots; ISA -5 °C.

330. PLT284 IRA

Which values are used for winds aloft forecasts?

- A) Magnetic direction and knots.
- B) Magnetic direction and MPH.
- C) True direction and knots.

331. PLT290 IRA

What is the maximum forecast period for AIRMET's?

- A) Two hours.
- B) Four hours.
- C) Six hours.

332. PLT196 IRA

Absence of the sky condition and visibility on an ATIS broadcast specifically implies that

- A) the ceiling is more than 5,000 feet and visibility is 5 miles or more.
- B) the sky condition is clear and visibility is unrestricted.
- C) the ceiling is at least 3,000 feet and visibility is 5 miles or more.

333. PLT515 IRA

The Hazardous Inflight Weather Advisory Service (HIWAS) is a continuous broadcast over selected VORs of

- A) SIGMETs, CONVECTIVE SIGMETs, AIRMETs, Severe Weather Forecasts Alerts (AWW), and Center Weather Advisories.
- B) SIGMETs, CONVECTIVE SIGMETs, AIRMETs, Wind Shear Advisories, and Severe Weather Forecast Alerts (AWW).
- C) Wind Shear Advisories, Radar Weather Reports, SIGMETs, CONVECTIVE SIGMETs, AIRMETs, and Center Weather Advisories (CWA).

334. PLT290 IRA

A pilot planning to depart at 1100Z on an IFR flight is particularly concerned about the hazard of icing. What sources reflect the most accurate information on icing conditions (current and forecast) at the time of departure?

- A) Low-Level Significant Weather Prognostic Chart, and the Area Forecast.
- B) The Area Forecast, and the Freezing Level Chart.
- C) Pilot weather reports (PIREP's), AIRMET's, and SIGMET's.

335. PLT061 IRA

Interpret this PIREP.

MRB UA/OV 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.

336. PLT084 IRA

(Refer to figure 12.) What is the approximate wind direction and velocity at 34,000 feet (see arrow C)?

A) 290°/50 knots.

B) 330°/50 knots.

C) 090°/48 knots.

337. PLT066 IRA

(Refer to figure 9.) The Severe Weather Outlook Chart depicts

A) areas forecast to have thunderstorms.

B) areas of forecast, severe or extreme turbulence, and areas of severe icing for the next 24 hours.

C) areas of general thunderstorm activity (excluding severe) by the use of hatching on the chart.

338. PLT510 IRA

Which force, in the Northern Hemisphere, acts at a right angle to the wind and deflects it to the right until parallel to the isobars?

A) Centrifugal.

B) Pressure gradient.

C) Coriolis.

339. PLT511 IRA

Which weather phenomenon is always associated with the passage of a frontal system?

A) A wind change.

B) An abrupt decrease in pressure.

C) Clouds, either ahead or behind the front.

340. PLT192 IRA

Which family of clouds is least likely to contribute to structural icing on an aircraft?

A) Low clouds.

B) High clouds.

C) Clouds with extensive vertical development.

341. PLT302 IRA

A jet stream is defined as wind of

A) 30 knots or greater.

B) 40 knots or greater.

C) 50 knots or greater.

342. PLT173 IRA

Stability can be determined from which measurement of the atmosphere?

A) Low level winds.

B) Ambient lapse rate.

C) Atmospheric pressure.

343. PLT492 IRA

How much colder than standard temperature is the forecast temperature at 9,000 feet, as indicated in the following excerpt from the Winds and Temperature Aloft Forecast?

FT 6000	9000
0737-04	1043-10

A) 3 °C.

B) 10 °C.

C) 7 °C.

344. PLT301 IRA

A common type of ground or surface based temperature inversion is that which is produced by

A) warm air being lifted rapidly aloft in the vicinity of mountainous terrain.

B) the movement of colder air over warm air, or the movement of warm air under cold air.

C) ground radiation on clear, cool nights when the wind is light.

345. PLT263 IRA

The presence of standing lenticular altocumulus clouds is a good indication of

A) a jet stream.

B) very strong turbulence.

C) heavy icing conditions.

346. PLT263 IRA

Standing lenticular clouds, in mountainous areas, indicate

A) an inversion.

B) unstable air.

C) turbulence.

347. PLT263 IRA

If you fly into severe turbulence, which flight condition should you attempt to maintain?

- A) Constant airspeed (VA).
- B) Level flight attitude.
- C) Constant altitude and constant airspeed.

348. PLT120 IRA

Which procedure is recommended if a pilot should unintentionally penetrate embedded thunderstorm activity?

- A) Reverse aircraft heading or proceed toward an area of known VFR conditions.
- B) Reduce airspeed to maneuvering speed and maintain a constant altitude.
- C) Set power for recommended turbulence penetration airspeed and attempt to maintain a level flight attitude.

349. PLT203 IRA

The average height of the troposphere in the middle latitudes is

- A) 20,000 feet.
- B) 25,000 feet.
- C) 37,000 feet.

350. PLT516 IRA

What causes surface winds to flow across the isobars at an angle rather than parallel to the isobars?

- A) Coriolis force.
- B) Surface friction.
- C) The greater density of the air at the surface.

351. 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.

352. PLT518 IRA

While flying a 3° glide slope, a constant tailwind shears to a calm wind. Which conditions should the pilot expect?

- A) Airspeed and pitch attitude decrease and there is a tendency to go below glide slope.
- B) Airspeed and pitch attitude increase and there is a tendency to go below glide slope.
- C) Airspeed and pitch attitude increase and there is a tendency to go above glide slope.

353. PLT518 IRA

Thrust is managed to maintain IAS, and glide slope is being flown. What characteristics should be observed when a headwind shears to be a constant tailwind?

- A) PITCH ATTITUDE: Increases; REQUIRED THRUST: Increased, then reduced; VERTICAL SPEED: Increases; IAS: Increases, then decreases to approach speed.
- B) PITCH ATTITUDE: Decreases; REQUIRED THRUST: Increased, then reduced; VERTICAL SPEED: Increases; IAS: Decreases, then increases to approach speed.
- C) PITCH ATTITUDE: Increases; REQUIRED THRUST: Reduced, then increased; VERTICAL SPEED: Decreases; IAS: Decreases, then increases to approach speed.

354. PLT170 IRA

When installed with the ILS and specified in the approach procedures, DME may be used

- A) in lieu of the OM.
- B) in lieu of visibility requirements.
- C) to determine distance from TDZ.

355. PLT033 IRA

Reception of signals from an off airway radio facility may be inadequate to identify the fix at the designated MEA. In this case, which altitude is designated for the fix?

- A) MRA.
- B) MCA.
- C) MOCA.

356. PLT202 IRA

(Refer to figure 55.) As a guide in making range corrections, how many degrees of relative bearing change should be used for each one half mile deviation from the desired arc?

- A) 2° to 3°.
- B) 5° maximum.
- C) 10° to 20°.

357. PLT141 IRA

(Refer to figure 138.) What night operations, if any, are authorized between the approach end of the runway and the threshold lights?

- A) No aircraft operations are permitted short of the threshold lights.
- B) Only taxi operations are permitted in the area short of the threshold lights.
- C) Taxi and takeoff operations are permitted, providing the takeoff operations are toward the visible green threshold lights.

358. 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.

359. PLT296 IRA

When may a pilot make a straight in landing, if using an IAP having only circling minimums?

- A) A straight in landing may not be made, but the pilot may continue to the runway at MDA and then circle to land on the runway.
- B) The pilot may land straight in if the runway is the active runway and he has been cleared to land.
- C) A straight in landing may be made if the pilot has the runway in sight in sufficient time to make a normal approach for landing, and has been cleared to land.

360. PLT170 IRA

Where a holding pattern is specified in lieu of a procedure turn, the holding maneuver must be executed within

- A) the 1-minute time limitation or DME distance as specified in the profile view.
- B) a radius of 5 miles from the holding fix.
- C) 10 knots of the specified holding speed.

361. PLT170 IRA

What conditions are necessary before ATC can authorize a visual approach?

- A) You must have the preceding aircraft in sight, and be able to remain in VFR weather conditions.
- B) You must have the airport in sight or the preceding aircraft in sight, and be able to proceed to, and land in IFR conditions.
- C) You must have the airport in sight or a preceding aircraft to be followed, and be able to proceed to the airport in VFR conditions.

362. PLT170 IRA

When is radar service terminated during a visual approach?

- A) Automatically when ATC instructs the pilot to contact the tower.
- B) Immediately upon acceptance of the approach by the pilot.
- C) When ATC advises, 'Radar service terminated; resume own navigation.'

363. PLT187 IRA

During standard-rate turns, which instrument is considered 'primary' for bank?

- A) Attitude indicator.
- B) Heading indicator.
- C) Turn and slip indicator or turn coordinator.

364. PLT041 IRA

Altimeter setting is the value to which the scale of the pressure altimeter is set so the altimeter indicates

- A) pressure altitude at sea level.
- B) true altitude at field elevation.
- C) pressure altitude at field elevation.

365. PLT118 IRA

(Refer to figure 143.) The heading on a remote indicating compass is 120° and the magnetic compass indicates 110°. What action is required to correctly align the heading indicator with the magnetic compass?

- A) Select the free gyro mode and depress the counter clockwise heading drive button.
- B) Select the slaved gyro mode and depress the clockwise heading drive button.
- C) Select the free gyro mode and depress the clockwise heading drive button.

366. PLT052 IRA

(Refer to figure 77.) At which minimum altitude should you cross the STAKK intersection?

- A) 6,500 feet MSL.
- B) 1,400 feet MSL.
- C) 10,200 feet MSL.

367. PLT012 IRA

(Refer to figures 27 and 28.) What CAS must be used to maintain the filed TAS at the flight planned altitude if the outside air temperature is -5 °C?

- A) 134 KCAS.
- B) 139 KCAS.
- C) 142 KCAS.

368. PLT053 IRA

(Refer to figure 27.) What aircraft equipment code should be entered in block 3 of the flight plan?

- A) T.
- B) U.
- C) A.

369. PLT323 IRA

From what source can you obtain the latest FDC NOTAM's?

- A) Notices to Airmen publications.
- B) FAA AFSS/FSS.
- C) Airport/Facility Directory.

370. PLT170 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.

371. PLT277 IRA

While being vectored, if crossing the ILS final approach course becomes imminent and an approach clearance has not been issued, what action should be taken by the pilot?

- A) Turn outbound on the final approach course, execute a procedure turn, and inform ATC.
- B) Turn inbound and execute the missed approach procedure at the outer marker if approach clearance has not been received.
- C) Maintain the last assigned heading and query ATC.

372. PLT080 IRA

Which is true regarding STAR's?

- A) STAR's are used to separate IFR and VFR traffic.
- B) STAR's are established to simplify clearance delivery procedures.
- C) STAR's are used at certain airports to decrease traffic congestion.

373. PLT202 IRA

(Refer to figure 30.) During the arc portion of the instrument departure procedure (GNATS1. MOURN), a left crosswind is encountered. Where should the bearing pointer of an RMI be referenced relative to the wing-tip to compensate for wind drift and maintain the 15 DME arc?

- A) Behind the right wing-tip reference point.
- B) On the right wing-tip reference point.
- C) Behind the left wing-tip reference point.

374. PLT083 IRA

(Refer to figure 73.) Which sequence of marker beacon indicator lights, and their respective codes, will you receive on the ILS RWY 6 approach procedure to the MAP?

- A) Blue - alternate dots and dashes; amber - dashes.
- B) Amber - alternate dots and dashes; blue - dashes.
- C) Blue - dashes; amber - alternate dots and dashes.

375. PLT090 IRA

(Refer to figure 34.) At which altitude and location on V573 would you expect the navigational signal of the HOT VOR/DME to be unreliable?

- A) 3,000 feet at APINE intersection.
- B) 2,600 feet at MARKI intersection.
- C) 4,000 feet at ELMMO intersection.

376. PLT090 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.

377. PLT100 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.

378. PLT083 IRA

(Refer to figure 120.) The symbol on the plan view of the ILS RWY 35R procedure at DEN represents a minimum safe sector altitude within 25 NM of

- A) Denver VORTAC.
- B) Gandi outer marker.
- C) Denver/Stapleton International Airport.

379. PLT083 IRA

(Refer to figure 80.) How many initial approach fixes serve the VOR/DME RWY 27R (Billings Logan) approach procedure?

- A) Three.
- B) Four.
- C) Five.

380. PLT083 IRA

(Refer to figures 36A.) Under which condition should the missed approach procedure for the VOR/DME RNAV RWY 33 approach be initiated?

- A) Immediately upon reaching the 5.0 DME from the FAF.
- B) When passage of the MAP way point is shown on the ambiguity indicator.
- C) After the MDA is reached and 1.8 DME fix from the MAP way point.

381. PLT083 IRA

(Refer to figures 36A.) What is the minimum number of way points required for the complete RNAV RWY 33 approach procedure including the IAF's and missed approach procedure?

- A) One way point.
- B) Two way points.
- C) Three way points.

382. PLT102 IRA

(Refer to figures 35 and 35A.) At which point does the BUJ.BUJ3 arrival begin?

- A) At the TXK VORTAC.
- B) At BOGAR intersection.
- C) At the BUJ VORTAC.

383. PLT445 IRA

Which sources of aeronautical information, when used collectively, provide the latest status of airport conditions (e.g., runway closures, runway lighting, snow conditions)?

- A) Aeronautical Information Manual, aeronautical charts, and Distant (D) Notice to Airmen (NOTAM's).
- B) Airport Facility Directory, FDC NOTAM's, and Local (L) NOTAM's.
- C) Airport Facility Directory, Distant (D) NOTAM's, and Local (L) NOTAM's.

384. PLT455 IRA

The most current en route and destination flight information for planning an instrument flight should be obtained from

- A) the ATIS broadcast.
- B) the FSS.
- C) Notices to Airmen (Class II).

385. PLT354 IRA

How can a pilot determine if a Global Positioning System (GPS) installed in an aircraft is approved for IFR enroute and IFR approaches?

- A) Flight manual supplement.
- B) GPS operator's manual.
- C) Aircraft owner's handbook.

386. PLT281 IRA

(Refer to figure 29.) What are the hours of operation (local standard time) of the control tower at Eugene/Mahlon Sweet Field?

- A) 0800 2300.
- B) 0600 0000.
- C) 0700 0100.

387. PLT080 IRA

(Refer to figure 72.) How many precision approach procedures are published for Bradley International Airport?

- A) One.
- B) Three.
- C) Four.

388. 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.

389. 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.

390. PLT379 IRA

When a pilot elects to proceed to the selected alternate airport, which minimums apply for landing at the alternate?

- A) 600 1 if the airport has an ILS.
- B) Ceiling 200 feet above the published minimum; visibility 2 miles.
- C) The landing minimums for the approach to be used.

391. PLT455 IRA

When is an IFR flight plan required?

- A) When less than VFR conditions exist in either Class E or Class G airspace and in Class A airspace.

B) In all Class E airspace when conditions are below VFR, in Class A airspace, and in defense zone airspace.

C) In Class E airspace when IMC exists or in Class A airspace.

392. PLT413 IRA

During your preflight planning for an IFR flight, you determine that the first airport of intended landing has no instrument approach prescribed in 14 CFR part 97. The weather forecast for one hour before through one hour after your estimated time of arrival is 3000' scattered with 5 miles visibility.

To meet the fuel requirements for this flight, you must be able to fly to the first airport of intended landing,

A) and then fly for 45 minutes at normal cruising speed.

B) then to the alternate airport, and then for 45 minutes at normal cruising speed.

C) then to the alternate airport, and then for 30 minutes at normal cruising speed.

393. PLT161 IRA

When are you required to have an instrument rating for flight in VMC?

A) Flight through an MOA.

B) Flight into an ADIZ.

C) Flight into class A airspace.

394. PLT405 IRA

If the aircraft's transponder fails during flight within Class B airspace,

A) the pilot should immediately request clearance to depart the Class B airspace.

B) ATC may authorize deviation from the transponder requirement to allow aircraft to continue to the airport of ultimate destination.

C) aircraft must immediately descend below 1,200 feet AGL and proceed to destination.

395. PLT322 IRA

What minimum navigation equipment is required for IFR flight?

A) VOR/LOC receiver, transponder, and DME.

B) VOR receiver and, if in ARTS III environment, a coded transponder equipped for altitude reporting.

C) Navigation equipment appropriate to the ground facilities to be used.

396. PLT202 IRA

Where is DME required under IFR?

A) At or above 24,000 feet MSL if VOR navigational equipment is required.

B) In positive control airspace.

C) Above 18,000 feet MSL.

397. PLT366 IRA

Which publication covers the procedures required for aircraft accident and incident reporting responsibilities for pilots?

- A) FAR Part 61.
- B) FAR Part 91.
- C) NTSB Part 830.

398. PLT023 IRA

Under which condition will pressure altitude be equal to true altitude?

- A) When the atmospheric pressure is 29.92 inches Hg.
- B) When standard atmospheric conditions exist.
- C) When indicated altitude is equal to the pressure altitude.

399. 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.

400. PLT297 IRA

While recovering from an unusual flight attitude without the aid of the attitude indicator, approximate level pitch attitude is reached when the

- A) airspeed and altimeter stop their movement and the VSI reverses its trend.
- B) airspeed arrives at cruising speed, the altimeter reverses its trend, and the vertical speed stops its movement.
- C) altimeter and vertical speed reverse their trend and the airspeed stops its movement.

401. PLT215 IRA

On what headings will the magnetic compass read most accurately during a level 360° turn, with a bank of approximately 15°?

- A) 135° through 225°.
- B) 90° and 270°.
- C) 180° and 0°.

402. PLT166 IRA

What is the procedure for setting the altimeter when assigned an IFR altitude of 18,000 feet or higher on a direct flight off airways?

- A) Set the altimeter to 29.92 inches Hg before takeoff.
- B) Set the altimeter to the current altimeter setting until reaching the assigned altitude, then set to 29.92 inches Hg.
- C) Set the altimeter to the current reported setting for climb-out and 29.92 inches Hg upon reaching 18,000 feet.

403. PLT146 IRA

(Refer to figure 117.) You receive this ATC clearance:

'...CLEARED TO THE ABC NDB. HOLD SOUTHWEST ON THE TWO THREE ZERO DEGREE BEARING FROM THE NDB...'

At station passage you note the indications in figure 117. What is the recommended procedure to enter the holding pattern?

- A) Direct only.
- B) Teardrop only.
- C) Parallel only.

404. PLT091 IRA

(Refer to figure 105.) If the magnetic heading shown for aircraft 8 is maintained, which ADF illustration would indicate the aircraft is on the 315° magnetic bearing TO the station?

- A) 3.
- B) 4.
- C) 1.

405. PLT300 IRA

What is the meaning of a single coded identification received only once approximately every 30 seconds from a VORTAC?

- A) The VOR and DME components are operative.
- B) VOR and DME components are both operative, but voice identification is out of service.
- C) The DME component is operative and the VOR component is inoperative.

406. 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.

407. PLT448 IRA

What limitation is imposed on a newly certificated commercial airplane pilot if that person does not hold an instrument pilot rating?

- A) The carrying of passengers or property for hire on cross-country flights at night is limited to a radius of 50 nautical miles (NM).
- B) The carrying of passengers for hire on cross-country flights is limited to 50 NM for night flights, but not limited for day flights.
- C) The carrying of passengers for hire on cross-country flights is limited to 50 NM and the carrying of passengers for hire at night is prohibited.

408. PLT508 IRA

Which data must be recorded in the aircraft log or other appropriate log by a pilot making a VOR operational check for IFR operations?

- A) VOR name or identification, date of check, amount of bearing error, and signature.
- B) Place of operational check, amount of bearing error, date of check, and signature.
- C) Date of check, VOR name or identification, place of operational check, and amount of bearing error.

409. PLT353 IRA

(Refer to figure 8.) What weather conditions are depicted in the area indicated by arrow A on the Radar Summary Chart?

- A) Moderate to strong echoes; echo tops 30,000 feet MSL; line movement toward the northwest.
- B) Weak to moderate echoes; average echo bases 30,000 feet MSL; cell movement toward the southeast; rain showers with thunder.
- C) Strong to very strong echoes; echo tops 30,000 feet MSL; thunderstorms and rain showers.

410. PLT353 IRA

For most effective use of the Radar Summary Chart during preflight planning, a pilot should

- A) consult the chart to determine more accurate measurements of freezing levels, cloud cover, and wind conditions between reporting stations.
- B) compare it with the charts, reports, and forecasts of a three-dimensional picture of clouds and precipitation.
- C) utilize the chart as the only source of information regarding storms and hazardous conditions existing between reporting stations.

411. PLT518 IRA

Which is a characteristic of low level wind shear as it relates to frontal activity?

- A) With a warm front, the most critical period is before the front passes the airport.
- B) With a cold front, the most critical period is just before the front passes the airport.
- C) Turbulence will always exist in wind shear conditions.

412. PLT242 IRA

What is the relationship between centrifugal force and the horizontal lift component in a coordinated turn?

- A) Horizontal lift exceeds centrifugal force.
- B) Horizontal lift and centrifugal force are equal.
- C) Centrifugal force exceeds horizontal lift.

413. PLT248 IRA

What force causes an airplane to turn?

- A) Rudder pressure or force around the vertical axis.
- B) Vertical lift component.
- C) Horizontal lift component.

414. PLT186 IRA

Conditions that determine the pitch attitude required to maintain level flight are

- A) flightpath, wind velocity, and angle of attack.
- B) airspeed, air density, wing design, and angle of attack.
- C) relative wind, pressure altitude, and vertical lift component.

415. PLT434 IRA

If a control tower and an FSS are located on the same airport, which function is provided by the FSS during those periods when the tower is closed?

- A) Automatic closing of the IFR flight plan.
- B) Approach control services.
- C) Airport Advisory Service.

416. PLT012 IRA

If the outside air temperature increases during a flight at constant power and at a constant indicated altitude, the true airspeed will

- A) decrease and true altitude will increase.
- B) increase and true altitude will decrease.
- C) increase and true altitude will increase.

417. PLT144 IRA

Under which conditions is hydroplaning most likely to occur?

- A) When rudder is used for directional control instead of allowing the nosewheel to contact the surface early in the landing roll on a wet runway.
- B) During conditions of standing water, slush, high speed, and smooth runway texture.

C) During a landing on any wet runway when brake application is delayed until a wedge of water begins to build ahead of the tires.

418. PLT163 IRA

(Refer to figure 92.) What is the minimum in-flight visibility and distance from clouds required in VFR conditions above clouds at 13,500 feet MSL (above 1,200 feet AGL) in Class G airspace during daylight hours for area 2?

- A) 5 miles; (A) 1,000 feet; (C) 2,000 feet; (D) 500 feet.
- B) 3 miles; (A) 1,000 feet; (C) 1 mile; (D) 1,000 feet.
- C) 5 miles; (A) 1,000 feet; (C) 1 mile; (D) 1,000 feet.

419. PLT170 IRA

When tracking in bound on the localizer, which of the following is the proper procedure regarding drift corrections?

- A) Drift corrections should be accurately established before reaching the outer marker and completion of the approach should be accomplished with heading corrections no greater than 2°.
- B) Drift corrections should be made in 5° increments after passing the outer marker.
- C) Drift corrections should be made in 10° increments after passing the outer marker.

420. PLT509 IRA

When landing behind a large jet aircraft, at which point on the runway should you plan to land?

- A) If any crosswind, land on the windward side of the runway and prior to the jet's touchdown point.
- B) At least 1,000 feet beyond the jet's touchdown point.
- C) Beyond the jet's touchdown point.

421. PLT509 IRA

Wake turbulence is near maximum behind a jet transport just after takeoff because

- A) the engines are at maximum thrust output at slow airspeed.
- B) the gear and flap configuration increases the turbulence to maximum.
- C) of the high angle of attack and high gross weight.

422. PLT333 IRA

Which statement is correct regarding the use of cockpit lighting for night flight?

- A) Reducing the lighting intensity to a minimum level will eliminate blind spots.
- B) The use of regular white light, such as a flashlight, will impair night adaptation.
- C) Coloration shown on maps is least affected by the use of direct red lighting.

423. PLT332 IRA

What action should be taken if hyperventilation is suspected?

- A) Breathe at a slower rate by taking very deep breaths.
- B) Consciously breathe at a slower rate than normal.
- C) Consciously force yourself to take deep breaths and breathe at a faster rate than normal.

424. PLT334 IRA

How can an instrument pilot best overcome spatial disorientation?

- A) Use a very rapid cross check.
- B) Properly interpret the flight instruments and act accordingly.
- C) Avoid banking in excess of 30°.

425. PLT194 IRA

Which technique should a pilot use to scan for traffic to the right and left during straight and level flight?

- A) Systematically focus on different segments of the sky for short intervals.
- B) Concentrate on relative movement detected in the peripheral vision area.
- C) Continuous sweeping of the windshield from right to left.

426. PLT370 IRA

What is meant when departure control instructs you to 'resume own navigation' after you have been vectored to a Victor airway?

- A) You should maintain the airway by use of your navigation equipment.
- B) Radar service is terminated.
- C) You are still in radar contact, but must make position reports.

427. PLT083 IRA

(Refer to figure 49.) You have been cleared to the CREAK intersection via the BTG 054° radial at 7,000 feet. Approaching CREAK, you are cleared for the LOC/DME RWY 21 approach to PDX. Descent to procedure turn altitude should not begin prior to

- A) intercepting the glide slope.
- B) completion of the procedure turn, and established on the localizer.
- C) CREAK outbound.

428. PLT170 IRA

If during an ILS approach in IFR conditions, the approach lights are not visible upon arrival at the DH, the pilot is

- A) required to immediately execute the missed approach procedure.
- B) permitted to continue the approach and descend to the localizer MDA.
- C) permitted to continue the approach to the approach threshold of the ILS runway.

429. PLT292 IRA

Prior to conducting 'timed approaches from a holding fix,' which one of the following is required?

- A) The time required to fly from the primary facility to the field boundary must be determined by a reliable means.
- B) The airport where the approach is to be conducted must have a control tower in operation.
- C) The pilot must have established two way communications with the tower before departing the holding fix.

430. PLT185 IRA

When airspeed is increased in a turn, what must be done to maintain a constant altitude?

- A) Decrease the angle of bank.
- B) Increase the angle of bank and/or decrease the angle of attack.
- C) Decrease the angle of attack.

431. 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.

432. PLT185 IRA

To level off from a descent maintaining the descending airspeed, the pilot should lead the desired altitude by approximately

- A) 20 feet.
- B) 50 feet.
- C) 60 feet.

433. PLT125 IRA

To enter a constant airspeed descent from level cruising flight, and maintain cruising airspeed, the pilot should

- A) first adjust the pitch attitude to a descent using the attitude indicator as a reference, then adjust the power to maintain the cruising airspeed.
- B) first reduce power, then adjust the pitch using the attitude indicator as a reference to establish a specific rate on the VSI.
- C) simultaneously reduce power and adjust the pitch using the attitude indicator as a reference to maintain the cruising airspeed.

434. PLT297 IRA

(Refer to figure 149.) What is the flight attitude? One system which transmits information to the instruments has malfunctioned.

- A) Level turn to the right.
- B) Level turn to the left.
- C) Straight and level flight.

435. PLT186 IRA

Which instruments are considered to be supporting instruments for pitch during change of airspeed in a level turn?

- A) Airspeed indicator and VSI.
- B) Altimeter and attitude indicator.
- C) Attitude indicator and VSI.

436. PLT336 IRA

Which instrument provides the most pertinent information (primary) for pitch control in straight-and-level flight?

- A) Attitude indicator.
- B) Airspeed indicator.
- C) Altimeter.

437. PLT186 IRA

Which instruments should be used to make a pitch correction when you have deviated from your assigned altitude?

- A) Altimeter and VSI.
- B) Manifold pressure gauge and VSI.
- C) Attitude indicator, altimeter, and VSI.

438. PLT415 IRA

The glide slope and localizer are centered, but the airspeed is too fast. Which should be adjusted initially?

- A) Pitch and power.
- B) Power only.
- C) Pitch only.

439. 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) Reduce power, correct the bank attitude, and raise the nose to a level attitude.

C) Reduce power, raise the nose to level attitude, and correct the bank attitude.

440. PLT118 IRA

During normal operation of a vacuum driven attitude indicator, what attitude indication should you see when rolling out from a 180° skidding turn to straight-and-level coordinated flight?

- A) A straight-and-level coordinated flight indication.
- B) A nose high indication relative to level flight.
- C) The miniature aircraft shows a turn in the direction opposite the skid.

441. PLT445 IRA

What pretakeoff check should be made of a vacuum driven heading indicator in preparation for an IFR flight?

- A) After 5 minutes, set the indicator to the magnetic heading of the aircraft and check for proper alignment after taxi turns.
- B) After 5 minutes, check that the heading indicator card aligns itself with the magnetic heading of the aircraft.
- C) Determine that the heading indicator does not precess more than 2° in 5 minutes of ground operation.

442. PLT215 IRA

What should be the indication on the magnetic compass as you roll into a standard-rate turn to the right from a westerly heading in the Northern Hemisphere?

- A) The compass will initially show a turn in the opposite direction, then turn to a northerly indication but lagging behind the actual heading of the aircraft.
- B) The compass will remain on a westerly heading for a short time, then gradually catch up to the actual heading of the aircraft.
- C) The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

443. PLT187 IRA

What indications are displayed by the miniature aircraft of a turn coordinator?

- A) Rate of roll and rate of turn.
- B) Direct indication of bank angle and pitch attitude.
- C) Indirect indication of bank angle and pitch attitude.

444. PLT086 IRA

(Refer to figure 144.) What changes in control displacement should be made so that '2' would result in a coordinated standard-rate turn?

- A) Increase left rudder and increase rate of turn.
- B) Increase left rudder and decrease rate of turn.

C) Decrease left rudder and decrease angle of bank.

445. PLT086 IRA

If a half standard-rate turn is maintained, how much time would be required to turn clockwise from a heading of 090° to a heading of 180°?

- A) 30 seconds.
- B) 1 minute.
- C) 1 minute 30 seconds.

446. 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) must return to the parking area and have the instrument corrected by an authorized instrument repairman.
- B) may take off and use 100 feet descent as the zero indication.
- C) may not take off until the instrument is corrected by either the pilot or a mechanic.

447. PLT044 IRA

What does the ATC term 'Radar Contact' signify?

- A) Your aircraft has been identified and you will receive separation from all aircraft while in contact with this radar facility.
- B) Your aircraft has been identified on the radar display and radar flight following will be provided until radar identification is terminated.
- C) You will be given traffic advisories until advised the service has been terminated or that radar contact has been lost.

448. PLT012 IRA

(Refer to figure 38.) What CAS must be used to maintain the filed TAS at the flight planned altitude if the outside air temperature is +05 °C?

- A) 129 KCAS.
- B) 133 KCAS.
- C) 139 KCAS.

449. PLT133 IRA

When ATC has not imposed any climb or descent restrictions and aircraft are within 1,000 feet of assigned altitude, pilots should attempt to both climb and descend at a rate of between

- A) 500 feet per minute and 1,000 feet per minute.
- B) 500 feet per minute and 1,500 feet per minute.
- C) 1000 feet per minute and 2,000 feet per minute.

450. PLT146 IRA

(Refer to figure 113.) You receive this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Parallel only.
- B) Direct only.
- C) Teardrop only.

451. PLT146 IRA

(Refer to figure 113.) You receive this ATC clearance:

'...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS...'

What is the recommended procedure to enter the holding pattern.

- A) Parallel only.
- B) Direct only.
- C) Teardrop only.

452. PLT146 IRA

(Refer to figure 117.) You receive this ATC clearance:

'...CLEARED TO THE XYZ NDB. HOLD NORTHEAST ON THE ZERO FOUR ZERO DEGREE BEARING FROM THE NDB. LEFT TURNS...'

At station passage you note the indications in figure 117. What is the recommended procedure to enter the holding pattern?

- A) Direct only.
- B) Teardrop only.
- C) Parallel only.

453. PLT146 IRA

(Refer to figure 114.) A pilot receives this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A) Parallel or teardrop.
- B) Parallel only.
- C) Direct only.

454. PLT146 IRA

To ensure proper airspace protection while in a holding pattern, what is the maximum airspeed above 14,000 feet for civil turbojet aircraft?

- A) 230 knots.
- B) 265 knots.
- C) 200 knots.

455. PLT146 IRA

(Refer to figure 116.) You arrive over the 15 DME fix on a heading of 350°. Which holding pattern correctly complies with the ATC clearance below, and what is the recommended entry procedure?

'...HOLD WEST OF THE ONE FIVE DME FIX ON THE TWO SIX EIGHT RADIAL OF THE ABC VORTAC, FIVE MILE LEGS, LEFT TURNS...'

- A) 1; teardrop entry.
- B) 2; direct entry.
- C) 1; direct entry.

456. PLT146 IRA

What timing procedure should be used when performing a holding pattern at a VOR?

- A) Timing for the outbound leg begins over or abeam the VOR, whichever occurs later.
- B) Timing for the inbound leg begins when initiating the turn inbound.
- C) Adjustments in timing of each pattern should be made on the inbound leg.

457. PLT146 IRA

At what point should the timing begin for the first leg outbound in a nonstandard holding pattern?

- A) Abeam the holding fix, or wings level, whichever occurs last.
- B) When the wings are level at the completion of the 180° turn outbound.
- C) When over or abeam the holding fix, whichever occurs later.

458. PLT012 IRA

(Refer to FD excerpt below, and use the wind entry closest to the flight planned altitude.) Determine the time to be entered in block 10 of the flight from GJT to DRO.

Route of flight	Figure 21	
Flight log & MAG VAR	Figure 22	
En route chart	Figure 24	
FT	12,000	18,000
FNM	2408-05	2208-21

- A) 1 hour 08 minutes.
- B) 1 hour 03 minutes.
- C) 58 minutes.

459. PLT012 IRA

(Refer to figure 91.) Southbound on V257, at what time should you arrive at DBS VORTAC if you crossed over CPN VORTAC at 0850 and over DIVID intersection at 0854?

- A) 0939.
- B) 0943.
- C) 0947.

460. PLT322 IRA

For IFR planning purposes, what are the compulsory reporting points when using VOR/DME or VORTAC fixes to define a direct route not on established airways?

- A) Fixes selected to define the route.
- B) There are no compulsory reporting points unless advised by ATC.
- C) At the changeover points.

461. 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.

462. 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.

463. PLT202 IRA

Which distance is displayed by the DME indicator?

- A) Slant range distance in NM.
- B) Slant range distance in SM.
- C) Line of sight direct distance from aircraft to VORTAC in SM.

464. 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.

465. PLT091 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.

466. PLT357 IRA

What is the difference between a Localizer Type Directional Aid (LDA) and the ILS localizer?

- A) The LDA is not aligned with the runway.
- B) The LDA uses a course width of 6° or 12°, while an ILS uses only 5°.
- C) The LDA signal is generated from a VOR-type facility and has no glide slope.

467. PLT507 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.

468. 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.

469. PLT300 IRA

How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface?

- A) Set the OBS on 180° plus or minus 4°; the CDI should center with a FROM indication.
- B) Set the OBS on the designated radial. The CDI must center within plus or minus 4° of that radial with a FROM indication.
- C) With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.

470. PLT100 IRA

Which types of airspace are depicted on the En Route Low Altitude Chart?

- A) Limits of controlled airspace, military training routes and special use airspace.
- B) Class A, special use airspace, Class D and Class E.

C) Special use airspace, Class E, Class D, Class A, Class B and Class C.

471. PLT100 IRA

(Refer to figure 87.) Why is the localizer back course at Jefferson County rport depicted?

- A) The back course is not aligned with a runway.
- B) The back course has a glide slope.
- C) The back course has an additional navigation function.

472. PLT100 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.

473. PLT100 IRA

(Refer to figure 91.) Where should you change VOR frequencies when en route from DBS VORTAC to JAC VOR/DME on V520?

- A) 35 NM from DBS VORTAC.
- B) 60 NM from DBS VORTAC.
- C) 60 NM from JAC VOR/DME.

474. PLT079 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.

475. PLT100 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.

476. PLT100 IRA

(Refer to figure 40.) For planning purposes, what is the highest useable altitude for an IFR flight on V16 from BGS VORTAC to ABI VORTAC?

- A) 17,000 feet MSL.

B) 18,000 feet MSL.

C) 6,500 feet MSL.

477. PLT100 IRA

(Refer to figures 22 and 24.) For planning purposes, what would be the highest MEA on V187 between Grand Junction, Walker Airport and Durango, La Plata Co. Airport?

A) 12,000 feet.

B) 15,000 feet.

C) 16,000 feet.

478. PLT100 IRA

(Refer to figure 24.) What is the MOCA between JNC and MANCA intersection on V187?

A) 10,900 feet MSL.

B) 12,000 feet MSL.

C) 13,700 feet MSL.

479. PLT083 IRA

(Refer to figure 55.) Under which condition should a missed approach procedure be initiated if the runway environment (Paso Robles Municipal Airport) is not in sight?

A) After descending to 1,440 feet MSL.

B) After descent to 1,440 feet or reaching the 1 NM DME, whichever occurs first.

C) When you reach the established missed approach point and determine the visibility is less than 1 mile.

480. PLT083 IRA

(Refer to figure 73.) Which runway and landing environment lighting is available for approach and landing on RWY 6 at Bradley International?

A) HIRL, REIL, and VASI.

B) HIRL and VASI.

C) ALSF2 and HIRL.

481. PLT083 IRA

(Refer to figure 73.) After passing the OM, Bradley Approach Control advises you that the MM on the ILS RWY 6 approach is inoperative. Under these circumstances, what adjustments, if any, are required to be made to the DH and visibility?

A) DH 424/24.

B) No adjustments are required.

C) DH 374/24.

482. PLT083 IRA

(Refer to figure 73.) What is the touchdown zone elevation for RWY 6?

- A) 174 feet MSL.
- B) 200 feet AGL.
- C) 270 feet MSL.

483. PLT083 IRA

(Refer to figure 129.) What indication should you get when it is time to turn in bound while in the procedure turn at LABER?

- A) 4 DME miles from LABER.
- B) 10 DME miles from the MAP.
- C) 12 DME miles from LIT VORTAC.

484. PLT083 IRA

(Refer to figure 121.) During the ILS RWY 30R procedure at DSM, the minimum altitude for glide slope interception is

- A) 2,365 feet MSL.
- B) 2,500 feet MSL.
- C) 3,000 feet MSL.

485. PLT083 IRA

(Refer to figure 49.) What is the usable runway length for landing on runway 21 at PDX?

- A) 7,000 feet.
- B) 7,900 feet.
- C) 5,957 feet.

486. PLT102 IRA

(Refer to figures 41 and 41A.) Which frequency would you anticipate using to contact Regional Approach Control? (ACTON TWO ARRIVAL).

- A) 119.05.
- B) 124.15.
- C) 125.8.

487. PLT102 IRA

(Refer to figures 41, 42, 42A.) Approaching DFW from Abilene, which frequencies should you expect to use for regional approach control, control tower, and ground control respectively?

- A) 119.05; 126.55; 121.65.
- B) 119.05; 124.15; 121.8.
- C) 125.8; 124.15; 121.8.

488. PLT083 IRA

(Refer to figures 42A.) Which navigational information and services would be available to the pilot when using the localizer frequency?

- A) Localizer and glide slope, DME, TACAN with no voice capability.
- B) Localizer information only, ATIS and DME are available.
- C) Localizer and glide slope, DME, and no voice capability.

489. PLT354 IRA

What is a way point when used for an IFR flight?

- A) A predetermined geographical position used for an RNAV route or an RNAV instrument approach.
- B) A reporting point defined by the intersection of two VOR radials.
- C) A location on a victor airway which can only be identified by VOR and DME signals.

490. PLT451 IRA

You intend to carry passengers for hire on a night VFR flight in a single engine airplane within a 25 mile radius of the departure airport. You are required to possess at least which rating(s)?

- A) A Commercial Pilot Certificate with a single engine land rating.
- B) A Commercial Pilot Certificate with a single engine and instrument (airplane) rating.
- C) A Private Pilot Certificate with a single engine land and instrument airplane rating.

491. 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 and class of aircraft.

492. PLT379 IRA

For aircraft other than helicopters, is an alternate airport required for an IFR flight to ATL (Atlanta Hartsfield) if the proposed ETA is 1930Z?

TAF KATL 121720Z 121818 20012KT 5SM HZ BKN030

FM2000 3SM TSRA OVC025CB

FM2200 33015G20KT P6SM BKN015 OVC040 BECMG 0608

02008KT BKN 040 BECMG 1012 00000KT P6SM CLR=

- A) Yes, because the ceiling could fall below 2,000 feet within 2 hours before to 2 hours after the ETA.

B) No, because the ceiling and visibility are forecast to remain at or above 1,000 feet and 3 miles, respectively.

C) No, because the ceiling and visibility are forecast to be at or above 2,000 feet and 3 miles within 1 hour before to 1 hour after the ETA.

493. PLT379 IRA

An airport without an authorized IAP may be included on an IFR flight plan as an alternate, if the current weather forecast indicates that the ceiling and visibility at the ETA will

A) allow for descent from the IAF to landing under basic VFR conditions.

B) be at least 1,000 feet and 1 mile.

C) allow for a descent from the MEA, approach, and a landing under basic VFR conditions.

494. PLT161 IRA

When departing from an airport located outside controlled airspace during IMC, you must file an IFR flight plan and receive a clearance before

A) takeoff.

B) entering IFR conditions.

C) entering Class E airspace.

495. PLT414 IRA

Which procedure is recommended while climbing to an assigned altitude on the airway?

A) Climb on the centerline of the airway except when maneuvering to avoid other air traffic in VFR conditions.

B) Climb slightly on the right side of the airway when in VFR conditions.

C) Climb far enough to the right side of the airway to avoid climbing or descending traffic coming from the opposite direction if in VFR conditions.

496. PLT415 IRA

The use of certain portable electronic devices is prohibited on aircraft that are being operated under

A) IFR.

B) VFR.

C) DVFR.

497. PLT438 IRA

What is the maximum IFR altitude you may fly in an unpressurized aircraft without providing passengers with supplemental oxygen?

A) 12,500 feet.

B) 14,000 feet.

C) 15,000 feet.

498. 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.

499. PLT290 IRA

Which meteorological condition is issued in the form of a SIGMET (WS)?

- A) Widespread sand or dust storms lowering visibility to less than 3 miles.
- B) Moderate icing.
- C) Sustained winds of 30 knots or greater at the surface.

500. PLT283 IRA

What flight planning information can a pilot derive from constant pressure charts?

- A) Clear air turbulence and icing conditions.
- B) Levels of widespread cloud coverage.
- C) Winds and temperatures aloft.

501. 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.

502. PLT294 IRA

(Refer to figure 4.) What is the meaning of a bracket (]) plotted to the right of the station circle on a weather depiction chart?

- A) The station represents the en route conditions within a 50 mile radius.
- B) The station is an automated observation location.
- C) The station gives local overview of flying conditions for a six hour period.

503. PLT192 IRA

The suffix 'nimbus', used in naming clouds, means a

- A) cloud with extensive vertical development.
- B) rain cloud.
- C) dark massive, towering cloud.

504. PLT263 IRA

If severe turbulence is encountered during your IFR flight, the airplane should be slowed to the design maneuvering speed because the

- A) maneuverability of the airplane will be increased.
- B) amount of excess load that can be imposed on the wing will be decreased.
- C) airplane will stall at a lower angle of attack, giving an increased margin of safety.

505. PLT203 IRA

A characteristic of the stratosphere is

- A) an overall decrease of temperature with an increase in altitude.
- B) a relatively even base altitude of approximately 35,000 feet.
- C) relatively small changes in temperature with an increase in altitude.

506. PLT518 IRA

When passing through an abrupt wind shear which involves a shift from a tailwind to a headwind, what power management would normally be required to maintain a constant indicated airspeed and ILS glide slope?

- A) Higher than normal power initially, followed by a further increase as the wind shear is encountered, then a decrease.
- B) Lower than normal power initially, followed by a further decrease as the wind shear is encountered, then an increase.
- C) Higher than normal power initially, followed by a decrease as the shear is encountered, then an increase.

507. PLT147 IRA

(Refer to figure 68.) What is the VASI approach slope angle for RWY 12 at Houma Terrebonne?

- A) 3.0°.
- B) 2.8°.
- C) 2.5°.

508. 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.

509. PLT391 IRA

In the event of two-way radio communications failure while operating on an IFR clearance in VFR conditions the pilot should continue

- A) by the route assigned in the last ATC clearance received.
- B) the flight under VFR and land as soon as practical.
- C) the flight by the most direct route to the fix specified in the last clearance.

510. PLT225 IRA
 (Refer to figure 56.) What aircraft equipment code should be entered in block 3 of the flight plan?

- A) U.
- B) A.
- C) I.

511. PLT090 IRA
 (Refer to figure 58.) Which indications on the VOR receivers and DME at the Easterwood Field VOR receiver checkpoint would meet the regulatory requirement for this flight?

VOR	TO/FROM	VOR	TO/FROM	DME
No. 1		No. 2		

- A) 097° FROM 101° FROM 3.3
- B) 097° TO 096° TO 3.2
- C) 277° FROM 280° FROM 3.3

512. PLT100 IRA
 (Refer to figures 65 and 67.) What is the significance of the symbol at GRICE intersection?

- A) It signifies a localizer only approach is available at Harry P. Williams Memorial.
- B) The localizer has an additional navigation function.
- C) GRICE intersection also serves as the FAF for the ILS approach procedure to Harry P. Williams Memorial.

513. PLT100 IRA
 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.