

AIRWORK REVIEW

1. Airplane performance is controlled by varying the ATTITUDE and Power.
2. Which of the five senses is the only reliable one during flight by instrument references? VISION
3. When should the miniature airplane on the attitude indicator be set for level flight reference?
PRIOR to Flight AFTER 5 MINUTES
WARMUP
4. What is the proper technique to start a climb?
PITCH then Power TRIM
5. What is the proper technique to level off from a climb?
Pitch then Power trim
6. What is the proper technique to start a descent?
Power PITCH trim
7. What is the proper technique to level off from a descent?
Power & pitch simultaneously trim
8. While maintaining a constant altitude, what is the technique to slow from cruise to approach airspeed? Reduce Power maintain attitude
9. The proper use of trim is to Relive control pressures.
10. What are the eight cardinal directions and associated headings?
0N 45 NE 90 E 135 SE 180 S
225 SW 270 W 315 NW
11. To change heading from 315° to 180° turn LEFT at standard rate for 45 seconds.
12. What is a quick method of calculating a reciprocal heading?
Add/sub 200 & sub/Add 20
13. In a typical light airplane, what two instruments are lost when the vacuum pump malfunctions? ATTITUDE and Heading Indicator
14. What assistance should be requested from ATC in the event of vacuum pump failure?
Radar Vectors & EMERGENCY Assist.

RADIO NAVIGATION REVIEW

1. What is the most positive method of locating your position relative to a VOR station? ① Tune & Identify station ② Center the needle "FROM" The Station ③ Visualize your position in geographical terms North/South
2. What is the most positive method of locating your position relative to an NDB station? ① Tune & Identify Station ② determine course to station by reference to the pointer
3. How does airplane heading affect VOR receiver indications? The heading must be the same as the course in zero wind
4. How does airplane heading affect ADF receiver indications? The ADF bearing is displayed separately from the heading
5. "Cleared to the BUJ VOR via direct." List the sequence of steps to comply with this clearance from an unknown position.
 - a. Tune & Identify BUJ VOR
 - b. Center the needle on OBS with a "TO" indication
 - c. Adjust heading to match course
 - d. Begin Bracketing
 - e. Adjust Bracketing to compensate for wind
6. "Cleared to the DT NDB via direct." List the sequence of steps to comply with this clearance from an unknown position.
 - a. Tune & Identify DT NDB
 - b. determine course "TO" station by reference of bearing pointer
 - c. Adjust heading as needed to place bearing pointer to 360°
 - d. Begin Bracketing with any change @ 20° opposite
 - e. Adjust Bracketing for wind correction
7. "Cleared to the DFW VOR via V358." List the sequence of steps to comply with this clearance from an unknown position.
 - a. Tune & Identify Station DFW VOR
 - b. Determine Radial V358 IS to DFW VOR
 - c. Center the needle on the OBS (from) to determine location
 - d. INTERCEPT to a CARDINAL heading which comes closest to ERP.
 - e. when on the intercept heading set OBS to V358 "TO"
8. What is the best cardinal direction to fly to intercept V18 from a position southeast of the DFW VOR? _____

INSTRUMENT RATING

9. "Cleared to the RBD NDB via the 360° course TO." List the sequence of steps to comply with this clearance from an unknown position.

- a. Tune & identify RBD NDB
- b. determine Location from station by ~~plotting~~ looking at the
- c. plot an intercept course at a perpendicular to the 360°
- d. when needle is at 90° off nose turn to a heading of 360°

ADF NEEDED
Desired
Course

10. What is the best cardinal direction to fly to intercept the 090° magnetic course to the station from a position northwest of the FT NDB? 135°

11. "Cleared to the MYGAL intersection via V66." List the sequence of steps to comply with this clearance from an unknown position.

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____
- f. _____
- g. _____
- h. _____
- i. _____

12. What would the VOR indications be in a position approximately five miles south of KMART intersection with the VOR receivers tuned as shown below?

NAV #1	NAV #2
FREQ. 114.9	FREQ. 117.0
OBS 230	OBS 020
CDI _____	CDI _____
TO/FROM _____	TO/FROM _____

13. The VOR receiver is tuned to a frequency of 110.6, the OBS is set to 090°, the CDI is deflected full left, and the TO/FROM indicator displays "OFF". The position of the airplane is:

- 1. North of the station.
- 2. South of the station.
- 3. East of the station
- 4. West of the station.



RADIO NAVIGATION REVIEW

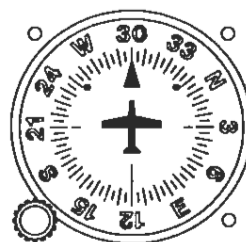
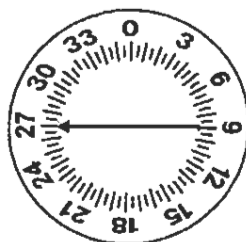
14. Setting the OBS to 090°, while flying inbound to a VOR on the 360° radial, would cause the CDI to swing to the Left.

15. What are the "zero reference point" indications necessary before beginning to bracket a course using VOR?
VOR NEEDLE centered & heading identical to course

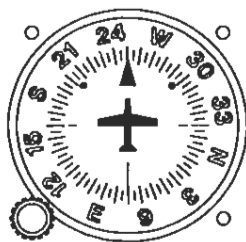
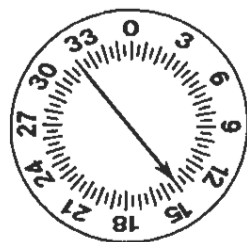
16. What are the "zero reference point" indications necessary before beginning to bracket a course inbound using ADF?
ADF pointing to the nose & heading identical to course

17. What are the "zero reference point" indications necessary before beginning to bracket a course outbound using ADF?
ADF pointing to the tail & heading identical to course

18. Based on the indications below, what is the course to the NDB? 210°



19. Based on the indications below, what is the bearing from the NDB? 320°



20. The VOR receiver is tuned to 110.9 (The DFW 31R localizer), the OBS is set to 308°, the CDI is deflected full right, and the TO/FROM indicator displays "TO". If the heading is 128° what is the position of the airplane?

1. Northeast of the localizer course.
2. Southwest of the localizer course.
- ③ On the back course.
4. The OBS must be reset to determine position.



APPROACH REVIEW

1. You are level at 6000 feet, proceeding southwestbound on V17, approximately 5 miles southwest of the EDDEE intersection. Austin approach control gives you the following clearance: "CLEARED FOR THE VOR/DME RUNWAY 13R APPROACH TO AUSTIN AIRPORT, CRUISE 4,000".

Your reply would be: _____

Your action would be: _____

2. How would you obtain the Austin weather for this approach?

ATIS

3. What are the steps in their proper order, that should be taken when you cross AQUIL intersection on the approach?

a. TURN

b. TIME

c. TWIST

d. THROTTLE

e. TALK

f. TRACK

4. After passing AQUIL outbound, when do you begin course reversal?

5. Can you correct for wind during the procedure turn, or must you follow the published headings?

Adjust for cross winds only in amount of time during timed turns

6. When should you reset the course selector to the inbound course?

After leaving the 1st timed segment on out bound

7. At what position during this approach would you complete the pre-landing checklist? ANY time AFTER being approved for approach

8. If your airplane has retractable gear, where would you lower it?

when not busy with timed turns or other distractions

9. How is groundspeed determined for the final approach segment?

DME

Refer to the Austin VOR/DME RWY 13R approach for questions 10 through 18.

The Austin weather is: 120¹5KT 1SN BRFU VV002 18/16 A2993 CIG 002V005

10. What minimum equipment is required to fly this approach to the lowest authorized minimums? AI, HI, ROI, altimeter, Airspeed Ind

mag compass

INSTRUMENT RATING

11. Can you legally make this approach and land if your airplane is equipped as indicated in question 10? Yes

12. You are cleared for the VOR/DME RWY 13R approach to Austin Mueller airport from over the Austin VOR. What minimum altitudes apply to the following segments of this approach?

Transition _____

Initial _____

Intermediate _____

Final _____

Missed Approach _____

13. When may you descend below 3,000 feet during the VOR DME RWY 13R approach to Austin? _____

14. When may you descend below 2,300 feet during the VOR DME RWY 13R approach to Austin? _____

15. When may you descend below 1,200 feet during the VOR DME RWY 13R approach to Austin? _____

16. What is the significance of the number 450 in the S-13R minimums section for Category A and B aircraft using 2 DME fix minimums?

17. While being radar vectored for the VOR DME RWY 13R approach at Austin you are maintaining an altitude of 3,000 feet. Approach control issues the following: "TURN LEFT HEADING 170, INTERCEPT THE FINAL APPROACH COURSE, FOUR MILES NORTHWEST OF AQUIL, CLEARED FOR THE APPROACH. CONTACT THE TOWER NOW AND REPORT AQUIL INBOUND".

Your reply is CAUSIGN, TURN LEFT 170, Intercept FAC, Cleared for Approach, contacting tower Austin Tower

Can you vary your heading from 170°? When the intercept has been made or after Austin Tower advises NEW course

When would you descend below 3,000 feet? When the intercept has been made

What altitude would you descend to? 2300.

APPROACH REVIEW

When would you call the tower? Now

18. After completing the approach and landing, how is your IFR flight plan cancelled?
RADIO CALL OR PHONE CALL

19. Describe the indications received when crossing:

The outer marker

The middle marker

A compass locator

20. What is the meaning of:

ALS Approach Lighting System

HIRL High Intensity Runway Lighting System

REIL Runway End Identification Lights

TDZ/LCL Touch down zone lights

ODALS

Refer to the ILS RWY 13L approach to Dallas Love for questions 21 - 25.

21. What lighting aids are available on RWY 13L at DAL?

HIRL, CL, MALSR, TDZ, RVR
medium Integ. App. Light. Sys. w/runway align. IND

22. Which, if any, of these lighting aids are pilot controlled? None

23. If you were being radar vectored onto the approach course one mile outside of NITER at 4,000 feet, what would you do?

Drop to 2500 ft then 1900 ft

24. After passing NITER inbound, Hobby tower clears you to land on Runway 12L, how low could you descend? Not, considering Hobby is in Houston

25. If the glide slope is inoperative, the minimum altitude crossing NITER inbound is 1850.

26. What is the purpose of a course reversal (eg. procedure turn)?

To align the plane in a known position so that a precise let down can occur

INSTRUMENT RATING

27. What is a "straight-in approach?" when the aircraft is vectored to the final approach directly
28. If side-step minimums are not published, what minimum altitude on final applies when landing on a runway parallel to the straight-in runway? lower than published circling minimums
29. What is a "straight-in landing?" Straight in approach No side-step
30. What determines the lowest altitude on the final segment? The Airport Approach Charts
31. How do you determine the lowest appropriate IFR altitude for your position when cleared for an approach from:
- An airway transition? _____
- A published transition? _____
- A DME arc? _____
- Radar vectors? _____
- A hold at the final approach fix? _____
32. Where do you find the minimums for ASR approaches?

FLIGHT PLANNING REVIEW

1. An IFR flight plan should be filed at least 30 min before the proposed departure time.
2. IFR preferred route are listed in the AIRPORT FACILITIES
The general flow patterns, especially in busy metropolitan areas can also be determined from SID / STAR
3. If your destination does not have a published instrument approach, an alternate airport is required to be listed in your flight plan.
4. If your destination has a published instrument approach, an alternate is not required if what minimum weather is forecast? weather is VFR
1 hour before / AFTER ETA 2 thousand Ceiling 3 miles VIS.
5. The minimum weather required for an alternate airport is:
Precision approach 2 miles & 600ft ceiling Non-precision approach 2 miles & 800ft Ceiling
This weather must be forecast for 1 hour before / AFTER ETA
6. What would indicate that the above alternate minimums do not apply at a particular airport? VFR
7. Under what conditions can an airport that does not have an instrument approach be designated as an alternate airport?
The ALTERNATE is VFR conditions
8. What factors affect the choice of cruising altitudes under IFR?
WIND direction / speed
9. FDC NOTAMS are available in the ~~EN~~ Notice to AIRMAN publication and from FSS
10. The estimated time enroute that is put in block 10 of the flight plan form is the time to fly from takeoff to the destination arrival
11. Groundspeed for each leg can be approximated using _____
12. Define the term "speed factor". _____

INSTRUMENT RATING

13. How should you allow for reduced speed during climb when computing the estimated time enroute? _____

14. The fuel required for an IFR flight is based on ETE plus:
45 minutes fuel to primary destination plus arrival at
ALTERNATE Airport
15. How would you file an IFR flight plan while in flight?
Contact NEAREST FSS
16. The route of flight can be listed as Standard Departure, vectors
& STANDARD ARRIVALS
17. ATC normally holds an IFR flight plan for a minimum of 30 minutes before beyond the proposed departure time.
18. How would you obtain an IFR clearance at:
a controlled airport Contact ground
an uncontrolled airport _____
19. An IFR clearance consists of
a. Cleared to
b. ALTITUDE
c. FREQ.
d. TRANSPONDER Code
20. How does an abbreviated IFR clearance differ from a "full" IFR clearance?
Full includes Route
21. What is a clearance void time and when is it used by ATC?
30 minutes ATC will clear an area for
up to 30 minutes AFTER ANTICIPATED departure
22. Who may cancel an IFR flight plan and under what conditions?
Pilot under ANY conditions BUT should
be VFR

HOLDING REVIEW

1. Why would ATC issue a holding clearance? to stack planes on arrival under IFR

2. List the four parts of a holding clearance.
 - a. where to hold "MILSPA"
 - b. what location "SE on 090"
 - c. ALTITUDE
 - d. FURTHER CLEARANCE @ sometime

3. The factor which determines the "correct" entry procedure is: Heading/location which you're arriving at the entry point

4. When entering a hold, outbound timing begins when parallel to VOR/ADF or when wings level (ABEAM)

5. How do you determine the abeam position when holding at:
 - A VOR to/from indication changes
 - An NDB in a right turn the ADF points directly 90° to right
 - An OM outer marker
 - An Intersection (two radials) when two radials intersect

6. How do you correct for wind in a hold? by adding/subtracting time to the downwind leg

7. Over the AQN VOR, ATC issues the following clearance: "CLEARED TO BEGGO INTERSECTION VIA VICTOR 17, HOLD SOUTHWEST OF BEGGO ON VICTOR 18, MAINTAIN FOUR THOUSAND. EXPECT RADAR VECTORS FOR A STRAIGHT IN ILS APPROACH AT DFW. EXPECT FURTHER CLEARANCE AT 1530."

How would you set up your VOR receivers?

NAV #1

FREQ. DFW ILS

OBS DFW ILS

NAV #2

FREQ. AQN BEGGO INT. VOR

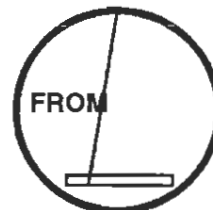
OBS V17 BEGGO INTERSECT

8. What type of entry would be appropriate? feardrop

INSTRUMENT RATING

9. After 1 minute outbound on your entry to the hold, you observe the following indications:

NAV #1	NAV #2
FREQ. 110.6	FREQ. 117.7
OBS 345	OBS 071



What direction would you fly to complete the entry? 071
 Would this require a right or left turn? ~~RIGHT~~ LEFT

10. What would you do if, while holding at BEGGO, one VOR receiver became inoperative? USE THE ONE OPERATING AND DECLARE PARTIAL PANEL

11. If you experienced two-way communications failure, at what time and by what route would you depart BEGGO? 1530Z direct to DFW ILS

12. At 1528 ATC clears you to the DFW VOR via direct. Should you complete the holding pattern or leave from your present position regardless of where it is in the hold? ~~leave the~~ Complete the hold unless otherwise directed

13. Under what conditions would you hold at a clearance limit without having received specific holding instructions? IF you don't have two way communications & you are arriving earlier than scheduled

14. Describe the holding pattern used in this case. (Ref to Q #13). standard hold at VOR/ADF

15. You are holding at JIFFY on the localizer (DFW 17R) at 4,000 feet. What would you do if cleared for the approach 30 seconds after completing the turn to the inbound leg? 6 T's ; complete checklist

CROSS COUNTRY REVIEW

Plan an IFR flight (fill out a route log form) from Addison airport to Lubbock Intl airport. Planned departure time is 1330Z. FSS provides the following weather information:

METAR KADS 011246Z 20004KT 11/2SM BRHZ OVC006 17/15 A2992

METAR KLBB 011245Z 31016KT 3SM BR OVC015 19/16 A2987

METAR KSPS 011254Z 31006KT 3SM BR OVC008 19/17 A2993

METAR KABI 011245Z 30008KT 4SM HZ OVC010 20/16 A2996

TAF KLBB 011145Z 011212 30010KT 3SM BR OVC012

FM 1300 32010G15KT 4SM BR OVC020 TEMPO 1416 3SM -RA OVC010

FM 1600 34015G20KT 5SM HZ OVC020

FM 2100 34008KT P6SM BKN025 OVC080

TAF KSPS 011145Z 011212 00000KT 3SM BR OVC008 TEMPO 1214 31010KT 2SM

-RABR OVC006 BECMG 1416 31010G15KT 3SM -RA OVC010

FM 2200 34015G20 5SM HZ OVC015

TAF KABI 011145Z 011212 00000KT 5SM HZ OVC010 TEMPO 1519 2SM BRHZ
OVC005

FM 2000 31010G15KT 3SM RA- OVC015 BECMG 0002 5SM HZ

FD	3000	6000	9000
DFW	2715	2925+10	3340+06
SPS	2410	2415+11	3035+06

1. Do you need to list an alternate airport for this flight? _____
Explain your answer _____

2. If an alternate is needed, can you use ABI? _____ SPS? _____
3. What is the preferred route for this flight? _____
4. The TAS and fuel flow at cruising altitude is _____ kts _____ gph.
5. What is the estimated time enroute? _____
6. The legal fuel requirement is? (time) _____ (gal) _____
7. What documents must be aboard the airplane for this flight?

8. The flight plan should be filed no later than _____ Z.

INSTRUMENT RATING

You receive the ATIS as: "ADDISON INFORMATION ALPHA, WIND 200 AT 4, VISIBILITY 1 AND 1/2 MIST, HAZE, CEILING 600 OVERCAST, TEMPERATURE 17° CELSIUS DEWPOINT 15° CELSIUS, ALTIMETER 2992. ILS RUNWAY 15 APPROACH IN USE, LANDING AND DEPARTING RUNWAY 15. CLEARANCE DELIVERY FREQUENCY IS OUT OF SERVICE..."

9. With the altimeter set to the current altimeter setting, it reads 785'. Is this error acceptable for IFR flight? _____
10. How can the ADF receiver be checked before departure?

11. Could you make this flight if the ADF receiver was inoperative? _____
12. What should your initial contact with ground control consist of?

13. Why should you state your destination when requesting clearance?

Ground issues the following:

"(CALL SIGN), TAXI TO RUNWAY 15 VIA TANGO AND ALPHA, CLEARANCE ON REQUEST."

14. What is the meaning of the term "CLEARANCE ON REQUEST"...?

Ground Control issues the following:

"(CALL SIGN), CLEARED TO LBB, RADAR VECTOR KORKS V66 BPR V355 SPS V114 CDS V14, MAINTAIN 3000, EXPECT 6000 10 MINUTES AFTER DEPARTURE, DEPARTURE CONTROL WILL BE 124.3, SQUAWK 4321."

15. Based on the above clearance, what is the proper way to set up the VOR receivers?

NAV #1	NAV #2
FREQ. _____	FREQ. _____
OBS _____	OBS _____

Addison tower clears you for takeoff with a turn to a heading of 270°.

CROSS COUNTRY REVIEW

16. What departure procedure applies?

17. At what altitude would you start your turn to 270°? _____

18. The tower tells you to contact departure control. Your initial contact should be:

19. Departure advises "Radar contact, maintain 3000". Does this supercede your previous clearance, or should you climb to 6000 10 minutes after departure?

20. Departure hands you off to Ft. Worth Center. Your initial contact should be:

21. Center requests an ETA for SPS. How do you determine this?

22. Center informs you that "Radar services are terminated". At what point will you make a position report? _____. The position report should be:

23. When should you obtain the LBB ATIS? _____

LBB approach issues the following clearance:

"CLEARED TO LBB VOR VIA V14. EXPECT VOR-ALPHA APPROACH".

24. Will this be a straight-in or full approach? _____

25. From over SHOES intersection, what is the initial approach altitude? _____

26. What is the minimum altitude on V14 at which you can identify SHOES?

27. What would you do if you lost two-way radio communications prior to reaching LBB VOR. _____

INSTRUMENT RATING

14. What are the preferred routes from the DFW area to:

Atlanta, GA. _____
Houston, TX. _____
Chicago, IL. _____
Memphis, TN. _____

15. There are four factors that should be considered when selecting a cruise altitude. List them in order of importance.

a. _____
b. _____
c. _____
d. _____

16. What technique should be used to control the airplane in extremely turbulent air?

17. What does a "cruise" clearance mean? _____

18. When in radar contact, what are the compulsory reports?

a. _____
b. _____
c. _____
d. _____
e. _____
f. _____
g. _____
h. _____
i. _____

19. If radar service is terminated what additional reports are required?

a. _____
b. _____
c. _____

FINAL REVIEW

20. List the reasons why the approach chart for the approach in use at the departure airport should be available.
- a. _____
 - b. _____
 - c. _____
 - d. _____
21. What instruments would be affected if the static air vent became clogged?

22. What instruments would be affected if the vacuum pump failed?

23. What facilities should be used to identify the following intersections?
- | | | | |
|-------|-------|-------|-------|
| ELLMO | _____ | FLATO | _____ |
| MANDY | _____ | MYGAL | _____ |
24. If you were flying east on Victor 102 from GTH to SPS would the flag symbol at SNEED intersection affect your flight? _____

25. Why is the MRA at ELECT intersection 3,500 feet when the MEA of Victor 102 is 2,700 feet? _____
26. How can an airport with an instrument approach be identified on the en route charts? _____
27. If you were flying eastbound on Victor 66 from BPR, at what point should you change VOR's? _____
28. Why is the control zone for Dallas Redbird not shown on the en route chart?

29. If you were flying VFR in the vicinity of Paris and wanted to contact Ft. Worth Center, what frequency would you use? _____
30. If you arrive at a clearance limit short of your destination, and due to frequency congestion you have not received further clearance, what should you do?

31. If you were eastbound on Victor 94 between SCY and GGG and were cleared for the VOR/DME 4 approach to Tyler Pounds Field by way of the MYSON transition, what is the initial approach altitude? _____

INSTRUMENT RATING

32. What methods are approved to make a straight-in approach at the following airports?

FTW LOC BC 34R _____
 ADS NDB 15 _____
 ADS ILS 33 _____
 AFW ILS 16 _____
 RBD VOR 17 _____

33. You are holding southeast of the MQP VOR on the 129° radial, (the VOR RWY 31 approach course at MWL). You are at 3,000 feet and are cleared for the straight-in approach from the hold. What altitude should you be at when crossing the VORTAC inbound? _____

34. Fill in the applicable values for the following:

AIRPORT & APPROACH	LANDING RUNWAY	MDA	HAA	HAT	DH
DTO ILS 17	17	_____	_____	_____	_____
DTO ILS 17	35	_____	_____	_____	_____
FTW ILS 16R	16L	_____	_____	_____	_____
RBD ILS 31	31	_____	_____	_____	_____
ADS NDB 15	15	_____	_____	_____	_____
LBB VOR-A	8	_____	_____	_____	_____

35. What are the four basic components of an ILS and what is the visual aid that is usually associated with it?

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

36. What is the difference between an ILS and a Localizer approach?

37. What are the straight-in MDA's with the glide slope inoperative, for the:

FTW ILS 16R _____
 ADS ILS 15 _____
 DFW ILS 36L _____

FINAL REVIEW

38. What are the meteorological straight-in landing minimums for the approaches in question 36?

FTW _____ ADS _____ DFW _____

39. In the event of a missed approach, what are some of the alternatives available to the pilot?

- a. _____
b. _____
c. _____
d. _____

40. After completing the approach and landing at the following airports, is the IFR flight plan automatically cancelled?

DFW _____ FTW _____ DTO _____ RBD _____

41. What course of action should be followed when you are unable to establish communications with a newly assigned controller?

- a. _____
b. _____
c. _____
d. _____
e. _____

The next eight questions deal with an IFR flight plan in IMC, from Mineral Wells airport to Longview / Gregg Co. airport. The flight plan filed by the pilot with the FSS is as follows:

MQP V16 AQN V94 GGG. Requested altitude, 5,000 feet. Estimated time en route, 1 hour 5 minutes.

The clearance received is:

“CLEARED TO THE GGG VOR, VIA RADAR VECTORS BEGGO INTERSECTION, VICTOR 18 UIM V114, MAINTAIN 3000. EXPECT 7000 10 MINUTES AFTER DEPARTURE, SQUAWK CODE 2341, DEPARTURE CONTROL 127.0. UPON ENTERING CONTROLLED AIRSPACE FLY HEADING 090. RELEASED FOR DEPARTURE AT 1137Z, CLEARANCE VOID IF NOT OFF BY 1152Z, TIME NOW 1125Z. IF NOT OFF BY 1152Z ADVISE FT. WORTH RADIO OF INTENTIONS NOT LATER THAN 1222Z.”

Shortly after takeoff and still on a heading of 090°, you determine that you have a communications failure.

42. What route would you fly to BEGGO ? _____

INSTRUMENT RATING

43. What should your altitude be when crossing V161 north of MQP ? _____

44. What should your altitude be at DFW ? _____

45. You arrive at your clearance limit, the GGG VOR, ten minutes earlier than your route log ETA. Describe your actions.

You decide to make the ILS approach and land on runway RWY 13.

46. Would this be a "full" or "straight-in" approach? _____

47. What is the initial approach altitude? _____

48. If you arrived at GG LOM ten minutes earlier than your ETE, what would your action be? _____

49. At what time would you begin the approach? _____

50. What conditions must exist in order to request a contact approach at your destination?

a. _____

b. _____

51. Who is responsible for safe separation of two IFR aircraft, each cleared for a visual approach to the same airport? _____

52. When can a pilot cancel an IFR flight plan?

53. What is the obstacle clearance provided by a MEA in:

Non-mountainous terrain? _____

Mountainous terrain? _____

54. What time can a pilot log as "instrument time?"

55. When would a pilot who holds an instrument rating be required to take an instrument competency check?

FINAL REVIEW

56. What is the difference between "VFR-ON-TOP" and "VFR OVER-THE-TOP"?

57. Who is pilot in command on an instrument flight test? _____
58. What are the cumulative currency requirements to act as PIC on an IFR flight with passengers aboard?
- a. _____
 - b. _____
 - c. _____

