

PRACTICE FRR MIDTERM

CAE USA

A. MATERIALS ALLOWED WITH EXAM:

1. OPNAV 3710.7
2. FAR/AIM

B. DIRECTIONS:

1. Any pubs in the NAV-bag may be used. Focus is on pubs listed in A. above.
2. Group work for practice exam is encouraged.
3. Use the bubble sheet provided to answer questions.

During the practice exam:

1. Read each question thoroughly and carefully.
2. Read all responses thoroughly and carefully.
3. Use the publications above to research the response.
4. Mark the most correct answer.

After the exam:

1. Class room review will be conducted.
2. Utilize the answer key provided to check your answers.

DO NOT WRITE ON EXAM
USE ANSWER FORM PROVIDED

1. (3710.7 Glossary) Log an approach as actual instrument if actual instrument conditions are encountered below:
 - A. 3000 feet above the airport elevation
 - B. 1500 feet above the airport elevation
 - C. 500 feet above the airport elevation
 - D. 1000 feet above the airport elevation
2. (3710.7 Glossary) Competent authority is an official bearing the title of _____
 - A. XO
 - B. CO
 - C. Group Commander or higher
 - D. Wing Commander
3. (3710.7 Glossary) When practicable, Local Flying Area will be bounded by prominent landmarks and/or navigation aids and shall not extend beyond _____ miles.
 - A. 500
 - B. 350
 - C. 250
 - D. 400
4. (3710.7 Glossary) Multi-piloted Aircraft is defined as any aircraft that has:
 - A. Two sets of flight controls and instruments
 - B. Two pilots
 - C. Two sets of flight controls and instruments operated by two pilots, both NATOPS qualified
 - D. Two sets of flight controls operated by two pilots with at least one NATOPS qualified
5. (3710.7 Glossary) When may an "Official Business Only" airport be used by military pilots?
 - A. Only with a prior permission
 - B. Anytime
 - C. Any time as an Alternate
 - D. Only as a filed destination
6. (1.1.1.c) Deviations from OPNAV INST 3710.7 are authorized:
 - A. Only in a tactical environment, whenever a military requirement exists
 - B. Only in the non-tactical environment and only in the event of an emergency
 - C. Only in a tactical environment in the event of an emergency
 - D. In a tactical environment in the event of an emergency or a military exigency; in a non-tactical environment only in the event of an emergency
7. (1.2.1) Where a specific NATOPS Flight Manual indicates a deviation from OPNAVINST 3710.7 the _____ shall govern the operation of the aircraft.
 - A. OPNAVINST 3710.7
 - B. Specific aircraft NATOPS
 - C. FAR/AIM
 - D. 11-217
8. (1.2.1) _____ governs the operation of naval aircraft only if a formal deviation is submitted and approved.
 - A. Specific NATOPS
 - B. Squadron SOP
 - C. FAR91
 - D. FAR141

27. (4.8.4.3) The alternate airport is forecast to have 2000' ceiling/4 statute miles Vsby. The destination only has an NDB approach. What are the IFR destination minimums for a multi-piloted aircraft?
- A. Forecast to be equal to or better than the published minimums for the NDB approach
 - B. Forecast 200' ceiling, ½ mile Vsby above published NDB minimums
 - C. Forecast 300' ceiling, 1 mile Vsby above published NDB minimums
 - D. Forecast 1000' ceiling 3 miles Vsby
28. (4.8.4.3) In a multi-piloted aircraft equipped with only one operative means of two-way voice communication, to select an alternate airport served with a VOR approach minimums (500-2) and a PAR minimums (200-1/2) the forecast at ETA must be at least:
- A. 400' ceiling, 1 statute mile
 - B. 500' ceiling, 2 statute miles
 - C. 500' ceiling, 1 statute mile
 - D. 800' ceiling, 3 statute miles
29. (4.8.4.3) In a multi-piloted T-44 with 2 transceivers and destination above minimums but below 3000-3, to select an alternate airport with a VOR (400-1) and a PAR for the landing runway, (100-1/4) the weather at the alternate must be at least:
- A. 200-1/2
 - B. 300-3/4
 - C. 400-1
 - D. 700-3
30. (4.8.4.2) The destination and alternate forecast weather considerations should be based on the pilots best judgement as to the _____ that will be in use upon arrival.
- A. Runway
 - B. Taxiway
 - C. Lighting
 - D. Frequency
31. (4.8.4) The weather criteria for filing is based on:
- A. Actual weather at the point of departure at the time of clearance
 - B. Existing and forecast weather for the entire route of flight
 - C. Destination and alternate forecasts for a period of 1 hour before, until 1 hour after ETA
 - D. All of the above
32. (4.8.4.3 NOTE) Whenever an alternate airfield is necessary for an IFR flight, that airfield, without exception, must include a published approach compatible with the installed aircraft navigational equipment that can be flown without use of a two-way radio communications.
- A. True
 - B. False
33. (4.8.4.3) An IFR flight plan may be filed to a destination lacking a published approach that is compatible with operable navigational equipment as long as the pilot ensures that:
- A. The forecast weather at the destination is at least 1000 and 3.
 - B. A suitable alternate airfield is selected that will permit execution of a published approach in event of lost communication.
 - C. Sufficient fuel is available to proceed to a suitable alternate airfield in the event of a missed approach.

34. (4.8.4.5a.(2) If storm development in an Aviation Severe Weather Warning Area has not progressed as forecast, IFR flight may be permitted if the aircraft has weather radar installed and operative.
- A. True
B. False
35. (4.8.5.1) Reserve fuel shall be 10% but not less than _____ minutes of flight computed on a consumption rate at _____ operation at _____ feet for turbine powered fixed wing aircraft.
- A. 20, max endurance, 10,000
B. 30, max endurance, 15,000
C. 10, max range, 10,000
D. 20, max range, 10,000
36. (4.9.1) At military installations, the pilot shall either verbally confirm the closing of the flight plan with _____ or deliver a copy of the flight plan form to _____
- A. Tower or base operations personnel...Base Ops
B. Base operations... Tower
C. Flight Service...Tower
D. Base Ops... Tower or Base Ops personnel
37. (4.9.2) At nonmilitary installations, the pilot shall close the flight plan with _____ by using any means of communication available. (Radio, cell phone, station phone, etc)
- A. The front desk
B. FBO
C. Flight Service
D. Tower
38. (4.9.2 NOTE) Cancellation of an instrument flight plan, while airborne, does NOT relieve the pilot of the responsibility of closing out the flight plan after landing.
- A. True
B. False
39. (5.1.1.1) Standard position lights shall be displayed if the prevailing visibility as seen from the cockpit is less than:
- A. 1 statute mile
B. 2 statute miles
C. 3 statute miles
D. 5 statute miles
40. (5.1.1.1) Aircraft in flight will illuminate standard position lights during the period of:
- A. 15 minutes before official sunset until 15 minutes after official sunrise
B. 30 minutes before official sunset until 30 minutes after official sunrise
C. Dusk till dawn
D. 30 minutes before official sunset until 45 minutes after official sunrise
41. (5.2.4) VFR flight requires minimums listed in figure 5-3 and destination weather of at least:
- A. 3000' ceiling, 3 statute miles Vsbys
B. 1000' ceiling, 3 statute miles (or such higher minimums as noted in the supplementary airport remarks.

50. (5.3.5.2) In a multi-piloted aircraft, an instrument approach shall not be commenced (unless an emergency exists) when the reported weather is below published:
- A. PAR landing minimums regardless of fuel state.
 - B. Landing minimums for the type of approach contemplated, unless the aircraft has the capability to proceed to a suitable alternate in the event of a missed approach.
 - C. Landing minimums for the type of approach contemplated regardless of fuel state.
51. (5.5.1.2) Except when in compliance with an approved traffic or approach pattern, VR or IR route or special use airspace, noise sensitive areas shall be avoided at altitudes below:
- A. 1000' AGL
 - B. 2000' AGL
 - C. 3000' AGL
 - D. 4000' AGL
52. (5.5.2.1) When it is necessary to fly over known wild fowl habitations, a minimum altitude of at least _____ shall be maintained, conditions permitting.
- A. 3000' AGL
 - B. 1000' AGL
 - C. 4000' AGL
 - D. 5000' AGL
53. (5.5.4) Unless ordered otherwise by competent air traffic control authority, commercial carrier and civil aircraft shall be scrupulously avoided by a margin of at least:
- A. 1000' vertically, 3 miles laterally
 - B. 1000' vertically, 1 mile laterally
 - C. 500' vertically, 1 mile laterally
 - D. 1000' vertically, 1 statute mile laterally
54. (6.2.4.a) Clearance to taxi to the assigned takeoff runway authorizes the aircraft to:
- A. Enter the active runway.
 - B. To cross all runways/taxiways that the taxi route intercepts except the assigned takeoff runway.
 - C. To follow taxi route to assigned departure runway, holding short of all runways for clearance to cross.
 - D. To proceed only to the next taxiway.
55. (7.1.1.3) During simulated emergencies of twin-engine airplanes, no propeller shall be fully feathered at an altitude below _____ feet above the terrain (defined exceptions).
- A. 5000
 - B. 8000
 - C. 4000
 - D. 3000
56. (7.1.9) Use of tobacco products (smoking, dipping, etc.) is forbidden during all operations:
- A. True
 - B. False
57. (7.2) Air crew are required to have seat belts fastened the entire flight (defined exceptions).
- A. True
 - B. False

58. (8.2.4.1) In unpressurized aircraft, the pilot at the controls shall use oxygen above 10,000 feet. When an aircraft with no oxygen available to other occupants must ascend to higher altitude for air traffic purposes, provided that the higher altitude is not above _____ indicated altitude and not maintained for longer than _____ hours.
- A. 12,000, 2 1/2
B. 13,000, 3
C. 15,000, 3
D. 25,000, 3
59. (8.2.4.5) With loss of pressurization, if oxygen systems are not suspect of contamination, immediate descent shall be made to a cabin altitude at or below:
- A. FL250
B. FL200
C. FL180
D. FL300
60. (13.2.1c) Standard instrument rating-Minimum required, within preceding 6 months includes: _____ hours (instrument, actual, or simulated), _____ precision approaches, _____ non-precision approaches.
- A. 12, 12, 6
B. 18, 12, 12
C. 12, 18, 12
D. 6, 6, 6
61. (13.2.1d) Standard instrument rating-Minimum required, within the 12 preceding 12 months includes: _____ hours (instrument, actual or simulated), _____ precision approaches, _____ non-precision approaches.
- A. 12, 12, 6
B. 18, 12, 12
C. 12, 18, 12
D. 6, 6, 6
62. (13.4) An instrument check was flown in a T44C and an instrument rating issued. This pilot may file for instrument flight in:
- A. A T44C only
B. Multiengine aircraft only
C. Single or multiengine reciprocating type aircraft
D. Any aircraft in which the pilot is NATOPS qualified
63. (FAR/AIM 23-2-3, 3-2-4, 4-1-19) Mode C is required in:
- A. Class A airspace
B. Class B airspace
C. Class C airspace
D. All the above
64. (FAR/AIM 3-2-3) An IFR clearance is required prior to operating within Class B airspace, regardless of weather conditions.
- A. True
B. False
65. (FAR/AIM 3-2-5) Which of the following phrase is TRUE concerning class D airspace?
- A. Normally includes the airspace up to 2500 feet above the surface
B. Within 4 NM of the primary airport, maximum airspeed 200 knots indicated.
C. A US Government operated control tower, and two way radio communications for takeoff, landing, or entry are required
D. All the above

66. (FAR/AIM 4-3-13 table) Airport traffic control light signals are covered in the AIM and Section A of the Flight Information Handbook. A flashing green in flight indicates:
- A. Cleared to land
 - B. Give way and continue circling
 - C. Airport unsafe do not land
 - D. Return for landing
67. (FAR/AIM 5-1-5) The pilot in command of an aircraft may cancel his/her IFR flight plan only if:
- A. Aircraft is outside Class A airspace
 - B. Flight is operating in VMC conditions
 - C. Both A and B are correct
 - D. Controller grants permission
68. (FAR/AIM 5-2-8) Obstruction clearance is based on:
- A. The pilot being at least 35 feet above departure end of the runway
 - B. Climbing to at least 400' AGL before turning
 - C. Maintaining a minimum climb gradient at least 200 feet per nautical mile
 - D. All the above
69. (FAR/AIM 3-3-3) In the contiguous U.S., IFR flight in Class G airspace is permitted if:
- A. Aircraft is instrument rated
 - B. Pilot is instrument rated
 - C. Minimum obstacle clearance is met
 - D. All the above are correct
70. (FAR/AIM 5-5-13) The tops of the overcast at 6000 feet. You are westbound on an IFR flight plan with an assigned altitude of "MAINTAIN VFR CONDITIONS ON TOP". Which of the following is the correct altitude?
- A. 6500
 - B. 7500
 - C. 8000
 - D. 8500
71. (FAR/AIM 5-5-15) "Minimum Fuel" is not considered an emergency term; i.e., the pilot should not expect special handling from the FAA controllers.
- A. True
 - B. False
72. (FAR/AIM 91.113c) An aircraft in distress has the right of way over all other traffic
- A. True
 - B. False
73. (FAR/AIM 91.113d) Aircraft A has the right of way when converging with aircraft B, if aircraft B is on aircraft A's left. (Same category aircraft)
- A. True
 - B. False
74. (FAR/AIM 91.113e) When approaching head-on, each pilot shall alter course to the right regardless of category.
- A. True
 - B. False

75. (FAR/AIM 91.119) Over congested areas, the VFR minimum safe altitude at which an aircraft may be operated is _____ feet above the highest obstacle within a horizontal distance of _____ feet.
- A. 2000, 1000
B. 1000, 2000
C. 3000, 1000
D. 1500, 2000
76. (FAR/AIM 91.119a.c) The minimum VFR altitude above terrain on which there are building, persons, and vehicles but not a city or congested area is:
- A. 300 Feet
B. 500 Feet plus sufficient altitude to make it to a landing in case of power failure, without undue hazard to persons, or property on the surface.
C. 1000 Feet plus sufficient altitude to make it to a landing in case of power failure, without undue hazard to persons, or property on the surface.
D. 300 Feet plus sufficient altitude to make it to a landing in case of power failure, without undue hazard to persons, or property on the surface.
77. (FAR-AIM 91.121) The altimeter setting used for IFR flight in the contiguous U. S. is:
- A. 29.92 Above 18000' MSL
B. Current altimeter setting within 100 NM below 18000' MSL
C. Both A and B are correct
78. (FAR/AIR 91.155 table) VFR visibility required to operate an aircraft within a Federal Airway is _____ below 10000' MSL and _____ at/above 10000' MSL
- A. 1 statute mile, 3 statute miles
B. 3 statute miles, 3 statute miles
C. 3 statute miles, 5 statute miles
D. 3 nautical miles, 5 nautical miles
79. (FAR/AIM 91.155 table) Within Class D airspace, unless authorized by air traffic control, aircraft shall not be flown VFR when the ceiling is less than _____ feet and/or Vsby less than _____ miles.
- A. 3000, 3
B. 5000, 3
C. 1000, 3
D. 1000, 5
80. (FAR/AIM 91.155 table) According to FAR-91, when flying VFR below 1200' AGL in Class G airspace, no person shall operate an aircraft unless:
- A. The ceiling is 1000', Vsby is one mile or more
B. The ceiling is 100', the Vsby is three miles or more
C. The ceiling is 1500', the Vsby is one mile or more
D. Clear of clouds, Vsby one mile or more (daytime).
81. (FAR/AIM 91.159) VFR operations along airways above 14500' are permissible below the base of Class A airspace
- A. True
B. False
82. (FAR/AIM 91.159) You intend to fly eastbound on airways below 3000' above the surface. What altitude is correct for direction?
- A. Odd plus 500-foot altitude required
B. Even plus 500 foot altitude required
C. Odd thousand foot levels
D. Any altitude would suffice

83. (FAR/AIM 91.159a.1) Cruising altitude for VFR flight outside controlled airspace between 3000 feet and 14500', when on a magnetic course of 050 is?
- A. Even thousand foot levels
 - B. Even thousand foot levels plus 500
 - C. Odd thousand foot levels
 - D. Odd thousand foot levels plus 500
84. (FAR/AIM 91.179b) On an IFR flight, IFR semi-circular rules for cruising altitudes (within the contiguous United States):
- A. Shall be applied when operating in Class G airspace
 - B. Do not exist since IFR flight outside controlled airspace is prohibited
 - C. Need to be applied unless operating at 3000 feet or more above the surface
 - D. Need to be applied except as assigned by ATC.
85. (FAR/AIM 91.179a) Westbound IFR flights on low altitude airways should maintain:
- A. Altitude assigned by ATC
 - B. Even thousand foot altitudes
 - C. Odd thousand foot altitudes
 - D. Odd thousand foot altitudes PLU 500 FEET
86. (FAR/AIM91.179a) Eastbound IFR flights on low altitude airways should maintain:
- A. Odd thousand foot altitudes
 - B. Even thousand foot altitudes
 - C. Altitude as assigned by ATC
 - D. Odd thousand foot altitudes PLUS 500 FEET
87. (FAR/AIM91.123d) In an emergency, when a pilot requires priority over other aircraft, he/she is required to file a report of the incident with the FAA:
- A. Upon request
 - B. In all cases
88. (OPNAV 13.2.1) Within 12 months preceding to the date of the instrument check, the pilot must obtain:
- A. 12 hours actual, or simulated instrument time
 - B. 12 precision approaches
 - C. 6 non-precision approaches
 - D. All the above