ADVANCED INSTRUMENT GROUND TRAINING

FRR PRACTICE EXAM# 21

PRACTICE FRR MIDTERM

CAE USA

A. MATERIALS ALLOWED WITH EXAM:

- OPNAV 3710.7
- 2. FAR/AIM

B. DIRECTIONS:

- 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 EXAMUSE ANSWER FORM PROVIDED

1.	(3710.7 Glossary) Log an approach as <u>actual instrument</u> if actual instrument conditions are encountered below:		
	A. B.	3000 feet above the airport elevation 1500 feet above the airport elevation	C. 500 feet above the airport elevation D. 1000 feet above the airport elevation
2.	(37	210.7 Glossary) Competent authority is an official	bearing the title of
		XO CO	C. Group Commander or higher D. Wing Commander
3.	(37 nav	10.7 Glossary) When practicable, Local Flying Are vigation aids and shall not extend beyondn	ea will be bounded by prominent landmarks and/or niles.
		500 350	C. 250 D. 400
4.	(37	10.7 Glossary) Multi-piloted Aircraft is defined as	any aircraft that has:
	B. C.	Two sets of flight controls and instruments Two pilots Two sets of flight controls and instruments open Two sets of flight controls operated by two pilot	rated by two pilots, both NATOPS qualified
5.		10.7 Glossary) When may an "Official Business Of	
		Only with a prior permission 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 au	chorized:
	C.	Only in a tactical environment, whenever a milit Only in the non-tactical environment and only in Only in a tactical environment in the event of an In a tactical environment in the event of an eme environment only in the event of an emergency	the event of an emergency
7.	(1.2 the_	.1) Where a specific NATOPS Flight Manual indica	ates a deviation from OPNAVINST 3710.7 e aircraft.
		OPNAVINST 3710.7 Specific aircraft NATOPS	C. FAR/AIM D 11-217
8.	(1.2 app	.1) governs the operation of naval airc	raft only if a formal deviation is submitted and
	A.	Specific NATOPS Squadron SOP	C. FAR91 D. FAR141

9. (1.	9. (1.2.4) Procedures contained in FLIPS are mandatory for all pilots flying naval aircraft.		
A.	True	B. False	
10. (3.	7.1) The pilot in command of an aircraft	t shall be responsible for its operation.	
	When at the controls of the aircraft At all times	C. When sitting in the left seat D. When he/she is senior officer onboard	
	.7.3) When deemed by appropriate auth a particular flight operation.	nority, an NFO may be designated the formation leader	
A.	True	B. False	
	.7.3) The mission commander shall be a coper authority.	properly qualified naval aviator, or NFO designated by	
A.	True	B. False	
13. (3 ai	3.7.1.2) A flag officer embarked as a pass rcraft. The pilot is subject to the orders	enger issues orders to the pilot in command of an if the flag officer is a/an:	
	. Admiral in the Supply Corps . Admiral eligible for command at sea	C. General <u>not</u> eligible for command in the field D. Admiral <u>not</u> eligible for command at sea	
14. (3	3.10.1) Pilots of functional check flights:		
A. B.	 May carry passengers. Shall be designated in writing by the 0 safety 	CO and shall carry the minimum crew required for	
15. (3	3.12.1) A cross country flight may/should	d be planned to:	
В.	An airfield where proper security for	ly flown to and is the home of a crew member the aircraft is available. tion that a crew member is wishing to attend	
16. (4 of	I.2.1) Unless modified by CNATRA, flight f passengers requires a pilot in comman	in a multi-piloted aircraft that involves the transport d who has been designated as a/an	
	. Instructor pilot . Aircraft Commander	C. Mission Commander D. ACE	
17. (4	1.4) Pilots shall not file for airfields other re necessary for the accomplishment of	than those listed in the current FLIP unless such flights a mission assigned by higher authority.	
А	. True E	3. False	

10	or depart from civil airfields if the airfield is in the enroute supplement and the flight contributes to the training mission.				
	A.	True	B. False		
19	Ne	(4.4.1.2.2) The IFR Supplement denotes commercial fuel/oil with the abbreviation NC (non-contract). Naval aviators are not authorized to purchase aircraft fuel/oil from other than military or contract sources except under the following circumstances:			
		Conduction official business Terminating at alternate	C. Bona fide emergency D. All the above		
20	. (4.	5.7) Naval aircraft are authorized to mak	te passenger stops without filing another DD-175.		
	A.	True	B. False		
21	(4.	5.7) Pilots are required to obtain a new E e first leg.	DD-175-1 at each stop of a stopover flight plan subsequent to		
	A.	True	B False		
22. (4.6.3) A Navy pilot in command with a standard instrument rating uses his/her own approving authori for a proposed flight from as civil airport.			ndard instrument rating uses his/her own approving authority		
	A.	True	B. False		
23. (4.8.3.1) Where Naval Weather Services are available, the weather briefing shall be conducted by a:			e available, the weather briefing shall be conducted by a:		
		Qualified meteorological forecaster Qualified weather serviceman	C. Qualified E-5 or higher D. Qualified technician		
24.	(4.8	3.4) On what weather criteria will IFR cle	arances be based at both destination and alternate?		
	A. B. C. D.	Forecast weather for the estimated time Forecast weather for the propose time Forecast weather during the period one Existing weather for the proposed time	of departure e hour before until one hour after ETA		
25.	(4.8 leas	3.4.3) If the destination WX is forecast to st:	be below minimums the weather at the alternate must be at		
	A. B.	1000-1 3000-3	C. Minimums plus 300-1 D. Minimums plus 200-1/2		
26.	(4.8 desi	.4.3) An IFR flight may be made without tination is forecast to be at or above	designating an alternate airport on the flight plan if the during the period+/- 1 hour of the ETA		
	A. B.	1000' ceiling, 3 statute miles Vsby 1500' ceiling, 5 statute miles Vsby	C. 3000' ceiling, 3 statute miles Vsby D. 5000' ceiling, 5 statute miles Vsby		

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 			
		Forecast 300" ceiling, 1 mile Vsby abov Forecast 1000' ceiling 3 miles Vsby	e published NOB minimums	
28.	com	4.3) In a multi-piloted aircraft equipped munication, to select an alternate airpointmums (200-1/2) the forecast at ETA m	d with only one operative means of two-way voice ort served with a VOR approach minimums (500-2) and a PAR ust be at least:	
	A. B.	400' ceiling, 1 statute mile 500' ceiling. 2 statute miles	C. 500' ceiling, 1 statute mile D. 800' ceiling, 3 statute miles	
29.	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 a the alternate must be at least:			
	-	200-1/2	C. 400-1 D. 700-3	
 B. 300-3/4 D. 700-3 30. (4.8.4.2) The destination and alternate forecast weather considerations should be based on the pilo judgement as to thethat will be in use upon arrival. 			ecast weather considerations should be based on the pilots best be in use upon arrival.	
	A.	Runway	C. Lighting	
	В.	Taxiway	D. Frequency	
31	. (4.	8.4) The weather criteria for filing is bas	ed on:	
	A.	Actual weather at the point of depart	ure at the time of clearance	
	B. C.	Existing and forecast weather for the Destination and alternate forecasts for	r a period of 1 hour before, until 1 hour after ETA	
	D.	All of the above		
32		8.4.3 NOTE) Whenever an alternate aird ception, must include a published appro- uipment that can be flown without use	ield is necessary for an IFR flight, that airfield, without bach compatible with the installed aircraft navigational of a two-way radio communications.	
	A.	True	B. False	
33	3. (4 w	.8.4.3) An IFR flight plan may be filed to ith operable navigational equipment as	a destination lacking a published approach that is compatible long as the pilot ensures that:	
	A. B.	The forecast weather at the destinati A suitable alternate airfield is selecte	on is at least 1000 and 3. d that will permit execution of a published approach in event of	

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. rat	8.5.1) Reserve fuel shall be 10% but not te at operation at feet	less than minutes of flight computed on a consumption for turbine powered fixed wing aircraft.		
	A. B.	20, max endurance, 10,000 30, max endurance, 15,000	C. 10, max range, 10,000 D. 20, max range, 10,000		
36.	(4. wi	9.1) At military installations, the pilot shi th or deliver a co	all either verbally confirm the closing of the flight plan by of the flight plan form to		
37.	(4. an	9.2) At nonmilitary installations, the pilo y means of communication available. (Ra	t shall close the flight plan with by using dio, cell phone, station phone, etc)		
		The front desk 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.	(5.5	1.1.1) Standard positions lights shall be d s than:	isplayed if the prevailing visibility as seen from the cockpit is		
		1 statute mile 2 statute miles	C. 3 statute miles D. 5 statute miles		
40.	(5.1	(5.1.1.1) Aircraft in flight will illuminate standard position lights during the period of:			
	A. B. C. D.		0 minutes after official sunrise		
11.	(5.2	.4) VFR flight requires minimums listed i	n figure 5-3 and destination weather of at least:		
	A. B.	By a state to mines 43by	gher minimums as noted in the supplementary airport		

42.	(5.1.9.2) Aerobatic flight below 10,000 feet is permissible within an airway provided the flight visibility is 3 miles or more.				
	Α.	True	B. False		
43.	of	4) The <i>minimum</i> weather cond feet and a flight visibility ne hour before until one hour a	itions at the <i>destination</i> for determination of VFR are a ceiling if miles or more and be forecast to remain so during the period after ETA.		
		3000, 3 1000, 5	C. 1000, 3 D. 3000, 5		
44.	(5.2. other	erwise, flights in fixed wing airc	takeoff and landing, or when the mission of the flight requires raft shall not be conducted below an altitude of feet above the		
		300 500	C. 1000 D. 1500		
45.	high	(5.3.1.6b) A Navy pilot plans IFR flight in uncontrolled airspace in designated mountainous terrain. The highest obstacle within 22 NM of the intended course is 9,600 feet. If the intended course is 190 degrees magnetic, the minimum altitude at which the flight could be conducted is feet.			
	A. B.	10,000 11,000	C. 12,000 D. 10,500		
46	. (5.3	.2.1c) Sustained flight into fore	cast icing conditions shall be permitted:		
	A. B.	If the aircraft is equipped with Under no circumstances.	suitable de-icing and anti-icing equipment.		
47	min A.	3.4.1) for a pilot with a standard limums of 100-3/4, are: 100-3/4 200-1/2	C. 200-3/4 D. 300-1		
48	48. (5.3.4.1) The IFR take-off minimums for a standard instrument rating are published minimums for the non-precision approach in use but no lower than ceiling and mile(s) visibility, when a precision approach is not available.				
	A. B.	200-1/2 300-1	C. 0-0 D.1000-3		
49	. (5.3	3.5.1) For straight-in approache	s, pilots shall use RVR, if available.		
	A.	True	B. False		

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: 		
	B.	proceed to a suitable alternate	ess of fuel state. e of approach contemplated, unless the aircraft has the capability to in the event of a missed approach. e of approach contemplated regardless of fuel state.
51.	(5.5 spe	.1.2) Except when in complianc cial use airspace, noise sensitive	e with an approved traffic or approach pattern, VR or IR route or areas shall be avoided at altitudes below:
	A. B.	1000' AGL 2000' AGL	C. 3000' AGL D. 4000' AGL
52.		(2.1) When it is necessary to fly st shall be maintained, co	over known wild fowl habitations, a minimum altitude of at onditions permitting.
	A. B.	3000' AGL 1000' AGL	C. 4000' AGL D. 5000' AGL
53.		5.4) Unless ordered otherwise be raft shall be scrupulously avoid	y competent air traffic control authority, commercial carrier and civil ed by a margin of at least:
	A. B.		ly C. 500' vertically, 1 mile laterally D. 1000' vertically, 1 statute mile laterally
54.	4. (6.2.4.a) Clearance to taxi to the assigned takeoff runway authorizes the aircraft to:		
	B. C.		that the taxi route intercepts except the assigned takeoff runway. d departure runway, holding short of all runways for clearance to cross xiway.
55.			ncies of twin-engine airplanes, no propeller shall be fully feathered at e the terrain (defined exceptions).
	A. B.	5000 8000	C. 4000 D. 3000
56.	(7.1	9) Use of tobacco products (sn	noking, dipping, etc.) is forbidden during all operations:
	A.	True	B. False
57.	(7.2	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 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 mainta for longer than hours.					
		12,000, 2 1/2 13,000, 3	C. 15,000, 3 D. 25,000, 3		
59.	(8.2. desc	4.5) With loss of pressurization ent shall be made to a cabin a	n, if oxygen systems are not suspect of contamination, immediate ltitude at or below:		
		FL250 FL200	C. FL180 D. FL300		
60.			ng-Minimum required, within preceding 6 months includes: simulated), precision approaches, non-precision approaches.		
		12, 12, 6 18, 12, 12	C. 12, 18, 12 D. 6, 6, 6		
61	. (13.		ing-Minimum required, within the 12 preceding 12 months includes: simulated), precision approaches, non-precision approaches.		
		12, 12, 6 18, 12, 12	C. 12, 18, 12 D. 6, 6, 6		
62		.4) An instrument check was flo trument flight in:	own in a T44C and an instrument rating issued. This pilot may file for		
		A T44C only Multiengine aircraft only	C. Single or multiengine reciprocating type aircraft D. Any aircraft in which the pilot is NATOPS qualified		
63	3. (FA	NR/AIM 23-2-3, 3-2-4, 4-1-19) N	lode C is required in:		
		Class A airspace Class B airspace	C. Class C airspace D. All the above		
64		AR/AIM 3-2-3) An IFR clearance ather conditions.	is required prior to operating within Class B airspace, regardless of		
	A.	True	B. False		
6	5. (F <i>A</i>	(FAR/AIM 3-2-5) Which of the following phrase is TRUE concerning class D airspace?			
	C.	Within 4 NM of the primary a	ce up to 2500 feet above the surface sirport, maximum airspeed 200 knots indicated. control tower, and two way radio communications for takeoff, landing, or		

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. B.	Cleared to land Give way and continue circling	3	C. Airport unsafe do not land D. Return for landing
67.	FAF	V/AIM 5-1-5) The pilot in comm	and of ar	n aircraft may cancel his/her IFR flight plan only if:
	A. B.	Aircraft is outside Class A airsp Flight is operating in VMC con	pace ditions	C. Both A and B are correct D. Controller grants permission
68.	(FA	R/AIM 5-2-8) Obstruction clear	ance is b	ased on:
	C.	The pilot being at least 35 fee Climbing to at least 400' AGL I Maintaining a minimum climb All the above	before tu	leparture end of the runway rning : at least 200 feet per nautical mile
69.	(FA	R/AIM 3-3-3) In the contiguous	U.S., IFR	flight in Class G airspace is permitted if:
		Aircraft is instrument rated Pilot is instrument rated		C. Minimum obstacle clearance is met D. All the above are correct
70.	(FAI	R/AIM 5-5-13) The tops of the ogned altitude of "MAINTAIN VE	overcast a	at 6000 feet. You are westbound on an IFR flight plan with an TIONS ON TOP". Which of the following is the correct altitude?
	A. B.	6500 7500	C. 8000 D. 8500	
71.	(FAI	R/AIM 5-5-15) "Minimum Fuel" cial handling from the FAA cont	is not co trollers.	onsidered an emergency term; i.e., the pilot should not expect
	A.	True	B. False	
72.	(FAF	R/AIM 91.113c) An aircraft in d	listress ha	as the right of way over all other traffic
	A.	True	B. False	
73.	(FAF	R/AIM 91.113d) Aircraft A has t raft A's left. (Same category air	he right o	of way when converging with aircraft B, if aircraft B is on
	A.	True	B. False	
74.		R/AIM 91.113e) When approach	hing head	d-on, each pilot shall alter course to the right regardless of
	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.			
		2000, 1000 1000, 2000	C. 3000, 1000 D. 1500, 2000	
76.	(FA veh	R/AIM 91.119a.c) The minimum icles but not a city or congested	n VFR altitude ab d area is:	ove terrain on which there are building, persons, and
	В. С.	to persons, or property on the 1000 Feet plus sufficient altitu hazard to persons, or property	surface. de to make it to on the surface. e to make it to a	landing in case of power failure, without undue hazard a landing in case of power failure, without undue landing in case of power failure, without undue hazard
77.	(FA	R-AIM 91.121) The altimeter se	tting used for IFI	R flight in the contiguous U. S. is:
	В.	29.92 Above 18000' MSL Current altimeter setting withi Both A and B are correct	in 100 NM below	18000' MSL
78.		R/AIR 91.155 table) VFR visibilit below 10000' MSL and		erate an aircraft within a Federal Airway is e 10000' MSL
		1 statute mile, 3 statute miles 3 statute miles, 3 statute miles		
79.				less authorized by air traffic control, aircraft shall not t and/or Vsby less than miles.
		3000, 3 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:			flying VFR below 1200' AGL in Class G airspace, no
	A. B. C. D.		three miles or mo s one mile or mo or more (daytim	re e).
81.	airs A.	R/AIM 91.159) VFR operations a space True False	long airways abo	ove 14500' are permissible below the base of Class A
82.		R/AIM 91.159) You intend to fly rect for direction?	eastbound on ai	rways below 3000' above the surface. What altitude is
	A.	Odd plus 500-foot altitude req		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

C. Odd thousand foot levels

1

- B. Even thousand foot levels plus 500
- 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
- C. Odd thousand foot altitudes
- B. Even 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
- C. Altitude as assigned by ATC
- B. Even thousand foot altitudes
- 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