

11. [91.17] Additionally, no person may act or attempt to act as a crewmember of a civil aircraft:
 - a) While under the influence of alcohol
 - b) While using any drug that affects that person's faculties in any way contrary to safety
 - c) Within 8 hours after the consumption of any alcoholic beverage
 - d) a, b, and c are correct

12. [91.103] Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include:
 - a) Weather reports and forecasts
 - b) Fuel requirements and alternate airports
 - c) Landing weight
 - d) a and b are correct

13. [91.113] On an IFR flight plan, when are you required to see and avoid other aircraft?
 - a) When radar contact is lost
 - b) During takeoff and landing
 - c) When weather conditions permit
 - d) When approach control hands you off to center

14. [91.121] When departing an airport without a local altimeter setting, each person shall set:
 - a) Reported altimeter setting within 100 NM
 - b) A current setting from an available station
 - c) Wait until you get radio contact with ATC then obtain the altimeter setting
 - d) a and b

15. [91.123] While on an IFR flight, you have an emergency that causes you to deviate from an ATC clearance. According to regulations, what action must you take?
 - a) Squawk 7700
 - b) Notify ATC of the deviation as soon as possible
 - c) Request an amended clearance or cancel IFR
 - d) Submit a detailed report of the deviation to the supervisor of the ATC facility within 48 hours

16. [91.123] If you have canceled your IFR flight plan 10 miles from your controlled airport destination, when are you required to establish radio communications with the control tower.
 - a) When the ARTCC hands you off
 - b) Immediately after you cancel the flight plan
 - c) Prior to entering Class B, C, or D airspace
 - d) 4 NM from the center of the airport

17. [91.131] For IFR operations in Class B airspace, what equipment is required in addition to two-way radio and a 4096-code transponder with mode C?
 - a) GPS receiver
 - b) DME capability
 - c) An operable VOR/TACAN receiver
 - d) Standby communications, transponder, and DME

18. [91.155] What minimum flight visibility and distance from clouds is required during a VFR-on-top flight at 12,500 feet MSL (more than 1,200 feet AGL) in controlled airspace?
 - a) 5 miles visibility, 2,000 feet horizontal, 1,000 feet above, and 500 feet below any clouds
 - b) 5 miles visibility, 1 mile horizontal, 1,000 feet above, 1,000 feet below any clouds
 - c) 3 miles visibility, 2,000 feet horizontal, 1,000 feet above, and 500 feet below any clouds
 - d) 3 miles visibility, one mile horizontal, 1,000 feet above, 1,000 feet below any clouds

19. [91.157] What is the minimum flight visibility and distance from clouds required for a special VFR clearance?
 - a) 1 mile visibility and clear of clouds
 - b) 3 miles visibility and clear of clouds
 - c) 1 mile flight visibility, 2,000 feet horizontal, 1,000 feet above, 1,000 feet below any clouds
 - d) 3 miles flight visibility, 2,000 feet horizontal, 1,000 feet above, and 1,000 feet below any clouds

20. [91.159] Below 18,000 MSL, what cruising altitude would be appropriate for a westbound VFR-on-top flight?
- Odd thousand foot altitudes
 - Even thousand foot altitudes
 - Odd thousand foot altitudes plus 500 feet, but not below MEA
 - Even thousand foot altitudes plus 500 feet, but not below MEA
21. [91.167] When operating on an IFR flight plan, how much fuel must be carried?
- Enough to fly from departure to destination
 - Enough to fly from departure to destination, to an alternate airport, and thereafter for 30 minutes at best endurance
 - Enough to fly from departure to destination, to an alternate airport, and thereafter for 45 minutes at normal cruise
 - Full fuel tanks
22. [91.167] While operating on an IFR flight plan, it is necessary to list an alternate airport when the weather conditions are less than _____ foot ceilings and _____ visibility for a period of _____ hour(s) before to _____ hour(s) after the ETA.
23. TAF
 KMEM 091135Z 091212 15005KT 5SM HZ
 BKN060
 FM1600 VRB04KT P6SM SKC
- [91.169] (True/False) The terminal aerodrome forecast for your arrival (ETA 1700Z) at Memphis Airport indicates that an alternate airport is not required on your IFR flight plan.
24. [91.169] Assume an airport with a precision approach procedure has standard alternate minimums. To qualify as an alternate airport, the minimum forecast conditions at your ETA must be no lower than a ceiling of at least _____ feet and visibility of _____ _____ miles or more.
25. [91.169] For an airport without approved instrument approach procedures to qualify as an alternate, the minimum ceiling and visibility forecast for your ETA must:
- Be at least 2,000 feet and 3 miles visibility
 - Allow descent from the MEA, approach, and landing under basic VFR
 - Be at least 2,000 feet and three miles from 2 hours before until 2 hours after your ETA
 - Be at least 1,000 feet above the highest obstacle and three miles from two hours before until two hours after your ETA.
26. [91.171] Before VOR equipment is used under IFR, the equipment must have been operationally checked within the preceding _____ days.
27. [91.171] What information must be logged by each person performing an operational check of VOR equipment?
- Date, rank, and place of birth
 - Name, rank, and serial number
 - Date, place, bearing error and signature
 - Date, place, bearing error, type of test and signature
28. [91.171] There are six ways to test VOR equipment. Name three.
- _____
 - _____
 - _____

29. [91.171] If you are making an airborne VOR operational check, what is the maximum allowable tolerance between the two indications of a dual VOR system?
- a) Four degrees between the indicated bearings to a VOR
 - b) Six degrees between the indicated bearings to a VOR
 - c) Plus or minus four degrees when set to identical radials of a VOR
 - d) Plus or minus six degrees when set to identical radials of a VOR
30. [91.171] If you are flying directly over an airborne VOR checkpoint, what is the maximum tolerance for the VOR indication when the CDI is centered?
- a) Within four degrees of the designated radial with a TO indication
 - b) Within six degrees of the designated radial with a TO indication
 - c) Plus or minus four degrees of the designated radial with a FROM indication
 - d) Plus or minus six degrees of the designated radial
31. [91.173] If you are departing an airport located outside of controlled airspace during IFR conditions, you must file an IFR flight plan and receive a clearance before entering _____.
32. [91.175] If, during an ILS approach in IFR conditions, the approach lights are not visible upon your arrival at the DH, you are required to execute a missed approach unless you have at least _____ of the required visual references in sight.
33. [91.175] If during an ILS approach in IFR conditions, the approach lights are visible, you may continue the approach, but may not descend below _____ feet above TDZE unless the red terminating or side row bars are also visible and identifiable.
34. [91.177] When no other minimum altitude is prescribed, the minimum altitude over non-mountainous terrain is _____ feet above the highest obstacle within 4 NM.
35. [91.177] When no other minimum altitude is prescribed, the minimum altitude over mountainous terrain is _____ feet above the highest obstacle within 4 NM.
36. [91.185] Assume you enter a holding pattern at a fix that is not the same as the approach fix and receive an EFC time of 1530. If you experience complete two-way radio communications failure at 1520, what procedure should you follow to execute the approach to a landing?
- a) Depart the holding fix at the EFC time and complete the approach
 - b) Depart the holding fix at the EFC time, or earlier, if your flight planned ETA is before the EFC.
 - c) Depart the holding fix to arrive at the approach fix at the EFC and complete the approach
 - d) Depart the holding fix to arrive about two minutes ahead of the EFC, enter a holding pattern at the final fix and adjust the pattern to leave the fix inbound at the EFC time
37. [91.185] What altitude and route should you use if you are flying in IFR weather conditions and have two-way radio communications failure?
- a) Fly the most direct route to your destination, maintaining the highest of the last assigned altitude or MEA
 - b) Descend to the MEA, and, if clear of clouds, proceed to the nearest appropriate airport. If not clear of clouds, maintain the highest MEA along the clearance route.
 - c) Fly direct to an area that has been forecast to have VFR conditions. Fly at an altitude that is at least 1,000 feet above the highest obstacles along the route.
 - d) Continue on the route specified in your clearance. Fly an altitude that is the highest of: the last assigned altitude, the altitude ATC has informed you to expect, or the MEA

38. Assume your aircraft is equipped with two VOR receivers, the No. 1 receiver has VOR/LOC/GS capability, and the No. 2 has only VOR. What action, if any, should you take if your No. 1 VOR receiver malfunctions while you are operating in controlled airspace under IFR?
- Report the malfunction immediately to ATC
 - Continue the flight as cleared, no report is required
 - Continue the approach and request a VOR or NDB approach
 - Report the malfunction to ATC if you do not have ADF for backup
39. [91.205] According to regulations, what flight instruments are required for any IFR flight?
- _____ f) _____
 - _____ g) _____
 - _____ h) _____
 - _____ i) _____
 - _____ j) _____
40. [91.205] What minimum navigation equipment is required for IFR flight?
- VOR/LOC receiver, transponder, and DME
 - Navigation equipment compatible with the enroute ground facilities
41. [91.207] The ELT must be inspected every 12 months. Additionally, the batteries must be recharged or replaced after:
- One cumulative hour of use or half the battery's useful life
 - When the useful life of the battery has expired
 - After 5 hours of use
 - It doesn't need replacing
42. [91.209] Aircraft position lights must be illuminated from:
- Sunrise to sunset
 - Evening civil twilight to morning civil twilight
 - Sunset to sunrise
 - A half hour after sunset to a half hour before sunrise
43. [91.211] If you fly an unpressurized aircraft above 12,500 feet MSL, but not more than 14,000 feet MSL, for a period of 2 hours and 20 minutes, how long are you required to use supplemental oxygen during the flight?
- 1 hour and 20 minutes
 - 1 hour and 50 minutes
 - 2 hours and 20 minutes
 - Supplemental oxygen is not required
44. [91.215] If your aircraft is equipped with an operational transponder, regulations require that it be on at all times while operating in _____ airspace.
45. [91.215] If you need to fly through Class B airspace, how far in advance must you contact the controlling ATC facility for permission to deviate from the transponder requirement?
- One hour before the proposed flight
 - 24 hours before the proposed flight
 - ATC will immediately grant deviation from this rule
 - Don't bother to ask, they won't let you in without a transponder
46. [91.411] IFR flight in controlled airspace is prohibited, unless, in the preceding 24 calendar months the:
- Static system, transponder, and altimeter have been tested and inspected
 - The VOR has been calibrated
 - Your seat has been moved to the upright and locked position