

# Richmor Aviation, Inc.

## Instrument Proficiency Test

The references to the applicable Federal Aviation Regulation paragraph or Airman's Information Manual paragraph are indicated to the right of many of the questions.

1. What are the recent Instrument experience hour requirements? *FAR§61.57*
2. What are the recent Instrument experience requirements other than hours? *FAR§ 61.57*
3. How far into the approach (assuming that you are IMC) must you be in order to “count” it as an “Instrument Approach” for currency purposes?
4. Can the recent instrument experience be in a single engine and the person then fly a twin IFR? *FAR§ 61.57*
5. Are any minimum numbers of approaches required? How many? What kind? *FAR §61.57*
6. Can the approaches be in an approved simulator or must they be a part of the required hours in flight? *FAR§ 61.57*
7. How can you substantiate the recent instrument experience, if asked to do so? *FAR§ 61.51*
8. What are the requirements for logging of instrument flight time to satisfy the recent experience requirements? *FAR §61.51*
9. If you do not have the required instrument experience in the past six months, what happens? Over six months, but less than twelve months? *FAR §61.57*
10. If you have not satisfied the recent instrument requirements for a period of one year, can you meet the requirements under the hood with a safety pilot? *FAR §61.57 (d) (2)*
11. What are the instrument flight test requirements as far as approaches are concerned under FAR §61? *FAR §61.65; and FAA Practical Test Standards*
12. What is a Cruise clearance? *AIM – Pilot/Controller Glossary*
13. Once you vacate an altitude under a cruise clearance for a lower altitude, can you climb up to that altitude again? Do you need to report leaving an altitude when operating under a cruise clearance? *AIM*
14. Can you make the approach to an airport in conjunction with a cruise clearance; i.e., “cleared to the Saratoga Airport, cruise 5000.”? For which approach (if there is more than one) are you cleared? *AIM – Pilot/Controller Glossary*
15. What is the emergency transponder code for loss of 2-way radio communications? *AIM*
16. What is the emergency transponder code? *AIM*
17. Can you make the approach (i.e. attempt the approach) to an airport legally if the ceiling is below minimums (assume you are flying under Part 91)?
18. Can you make the approach to an airport legally if the visibility is below minimums (assume you are flying under Part 91)?

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19. In order to operate below the DA or MDA what three criteria must be met? §91.175(c) 1-3
20. What does “V” on an approach chart profile view signify and how is it used? *AIM Glossary*
21. What must the weather be at destination in order to not name an alternate? §91.169
22. How often must the altimeter, static source, transponder, encoder and VOR’s be checked for legal IFR operations and what is the required VOR accuracy? §91.171 Is a Mode C transponder absolutely required for IFR flight within controlled airspace?
23. List the reports that are to be made at ATC without request. Specify those that are not required if in radar contact.  
*AIM*
24. What is meant by “Report Procedure Turn Inbound” ? *AIM Pilot/Controller Glossary*
25. What are the procedures to follow in the event of a loss of 2-way communication? §91.185
26. What do the following mean: MEA. & MOCA and what does each guarantee? . *AIM – Pilot/Controller Glossary*
27. When can you use the MOCA? *AIM – Pilot/Controller Glossary*
28. What is a visual approach and when is it used? *AIM*
29. What is a contact approach and when is it used? *AIM*
30. What is an RNAV approach with LPV minimums? What type of GPS system must be used to fly an RNAV LPV approach? *AIM 5-4-5(k)*
31. LPV approaches may have decision altitudes as low as 200’ height above touchdown and visibility minimums as low as ½ SM. Are LPV approaches considered precision approaches? Could an applicant fly an RNAV LPV approach instead of an ILS on an Instrument Flight Test in order to satisfy the requirements of a precision approach? *AIM 1-1-20 (b) (1) and (2)*
32. You are making an approach into an airport 45NM from a VOR. If you have the correct radial set in the OBS, (and there is no error in the OBS/CDI) and it indicates 3 degrees (1 ½ dot deflection) from the centered position, how far are you off course in miles?
33. What is MSA and when would you use the MSA attitude published on the approach plate?
34. What are the elements (items) of an instrument clearance?
35. An ATC hold clearance at fix or intersection where the pattern is not depicted must contain? *AIM*
36. You are established on an airway, 35NM out and inbound to the VOR. The VOR is the IAF and FAF on which the only approach (a VOR/DME approach) to your destination airport based. You are at 7000ft., MEA is 3000ft., MOCA is 2700, and Initial Approach Altitude is 2700ft. You are cleared (at 35NM DME) to cruise 5000 to the destination

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airport and radar service is terminated at that point. When can you descend? To what altitude? What reports are required? *AIM Glossary*

37. What is a VFR-On-Top clearance? What is the minimum and maximum altitude you can operate VFR-On-Top?
38. If you are given authorization to operate VFR-On-Top, can you now fly direct to your destination even though that was **not** assigned in your original IFR clearance?
39. What are the standard takeoff minimums? *FAR §91.175*
40. Where are Obstacle Departure Procedures (ODPs) for a particular airport found?
41. What airports have Departure Procedures (DPs) and where are these procedures found?
42. Explain: ASR., PAR. and No-Gyros Approaches?
43. Name four situations where the use of a procedure turn would not be authorized on an approach.
44. Does an aircraft on an instrument flight plan making an instrument approach in VFR conditions have the right-of-way priority over VFR traffic?
45. You are flying the VOR-A approach into Saratoga County Airport (5B2) and you break-out of the clouds prior to the MAP, you decide to circle for Runway 23, can you circle to enter a right pattern for Runway 23? *§91.126*
46. What is the maximum allowable altimeter error for IFR flight? *FAA Inst. Flying Handbook*
47. What are the instruments required for IFR flight that are needed in addition to those needed for day VFR flight?
48. You elect to file and fly IFR from SCH to Basin Harbor, VT (B06) on a “severe-clear” (no clouds and unlimited visibility in the entire area) day. Basin Harbor **does not** have an instrument approach procedure. Do you need to file an alternate airport? How much fuel reserve must you have for this particular flight? *§91.167 (a) and §91.169 (a)&(b)*
49. Explain the sensing on the ILS front and back courses, inbound and outbound. How about back course approaches?  
*FAA Inst. Flying Handbook*
50. What symbol indicates a sector discrete frequency for a particular area and where would the frequency be found?  
*Jeppesen Enroute Chart or NACO Low Altitude Enroute Chart Legend*
51. When and how may you cancel an IFR Flight Plan?
52. How is an IFR Flight Plan cancelled after arrival at the destination airport?
53. It is generally accepted that inside the final approach fix (FAF), full scale deflection of the VOR/ILS Navigation Indicator (i.e.:+ 10 degrees for VOR; +- 2.5% on ILS or full-scale up/down on glide slope) dictates initiation of a missed approach. (True/False)

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54. If the above statement is true, what about an NDB approach where this is no “full scale” deflection? What Maximum Magnetic Bearing deviation inside the FAF dictates initiation of a missed approach? *Instrument Rating Practical Test Standards*
55. GPS navigation equipment intended for IFR usage must be permanently (panel) mounted as opposed to a handheld unit. (True/False)
56. GPS panel mounted equipment, when used as a primary source for IFR navigation must have a current database. (True/False)
57. In order to be current a database update must be installed every 28/56/90 days?
58. It is permissible to use a GPS with a database, which has expired as a backup as long as other navigation equipment current for IFR use (VOR/ADF) is used as the primary means of navigation? (True/False)
59. What is RAIM? What is WAAS? *AIM 1-1-19 and 1-1-20*
60. If you are operating at an uncontrolled airport, under what weather conditions should you remain clear of the ILS Critical Area if one is designated at the airport? *AIM 1-1-9 k. (2)*