



# ***INSTRUMENT PROFICIENCY EXAM***

(revised 03/20/2009)

1. It's a daytime IFR flight. Your destination forecast is 1,800 feet ceiling, five miles visibility. Your fuel calculations indicate 45 minutes of fuel remaining at your planned destination. Can you legally initiate this IFR flight? \_\_\_\_\_ What if the destination forecast is clear and three miles visibility? \_\_\_\_\_
2. Your transponder was checked on January 15, 2000. Today is January 20, 2002. Can you fly IFR through the LAX Class B airspace? \_\_\_\_\_
3. Your VOR check was accomplished 20 days ago. The required information is recorded on a simple note pad that's now located on the rear seat. Can you fly IFR today? \_\_\_\_\_
4. You are departing IFR in VFR conditions, and your clearance instructed you to turn right after takeoff, heading 220 degrees. At what altitude do you make the turn? \_\_\_\_\_
5. Same as the last question, but now you're departing in IFR conditions and ATC asks for an early turn after takeoff. At what altitude do you make the turn? \_\_\_\_\_
6. The Mexican restaurant at Montgomery Airport has a special today. You are cleared to MYF via radar vectors, Victor 23, MZB. It's IMC and you lose communications. How do you navigate to shoot the MYF ILS Rwy 28R approach? \_\_\_\_\_  
\_\_\_\_\_
7. Position and anti-collision lights must be on at night. Your aircraft has strobes and no beacon. Can you legally turn off the strobes at night while on an IFR flight in IMC? \_\_\_\_\_
8. Your last clearance from the tower was, "Cleared for takeoff." You depart and contact departure control at 500 feet. Is this procedure correct? \_\_\_\_\_
9. You have an IFR rating but do not meet the currency requirements. Can you legally fly on an IFR clearance in VFR conditions? \_\_\_\_\_ Can you legally make practice approaches with ATC approval? \_\_\_\_\_
10. Your instrument proficiency check is dated July 15, 2001. Today is January 20, 2002. Can you legally fly a tower-to-tower IFR flight from SNA to CNO? \_\_\_\_\_

11. You are radar vectored for the LGB VOR Rwy 30 approach; when cleared for the approach you're at 2,000 feet. The MEA for the intermediate approach segment that you'll intercept is 1,500 feet. When do you start your descent? \_\_\_\_\_
12. You have an IFR rating and meet the currency requirements. You depart Corona Airport in IMC without a clearance. Is this legal? \_\_\_\_\_ Is this safe? \_\_\_\_\_
13. On an IFR approach, you have the approach lights in sight but not the runway or runway lights. Can you descend below the MDA/DA? \_\_\_\_\_
14. Your destination is below minimums. Can you initiate the instrument approach? \_\_\_\_\_  
Under what conditions can you land? \_\_\_\_\_
15. While enroute on an IFR clearance, you ask for and received a VFR-On-Top clearance. Cloud tops are 4,000 feet, MEA is 3,800 feet. What is the minimum eastbound altitude you can use? \_\_\_\_\_
16. Your last clearance before you experienced communications failure was, "5,000 ft. expect 6,000 ft. in 10 minutes." The MEA is 4,500 ft. What altitude(s) do you fly? \_\_\_\_\_
17. You depart SNA at 1:30 pm on an IFR flight to Fresno. Your ETE is three hours, ten minutes. You lose communications while enroute in IMC and arrive at a Fresno IAF at 4:30 pm. When do you begin your descent for the approach? \_\_\_\_\_
18. On an IFR flight, what are the maximum allowable errors for the following instruments:  
altimeter - \_\_\_\_\_, attitude indicator - \_\_\_\_\_, and heading indicator - \_\_\_\_\_
19. True airspeed increases \_\_\_\_\_% per 1,000 feet of altitude gained.
20. Allowable VOR accuracy when checking a VOR receiver with a VOT is \_\_\_\_\_
21. You are tracking a VOR radial, 30 DME miles from the VOR. The CDI is deflected to the edge of the doughnut. How many miles off course are you? \_\_\_\_\_
22. You are tracking a localizer and the CDI is deflected to the edge of the doughnut. How many degrees off course are you? \_\_\_\_\_
23. To determine the magnetic bearing from an NDB, turn the radio compass card to

24. You're cleared for the SNA LOC BC approach, and you are using an HSI. Your course selector should be set to \_\_\_\_\_
25. You land at Corona after an IFR flight. To complete the flight requirements before you leave the airport in your friend's car, you must
26. You're flying a C172/A on SNA's LOC BC Rwy 1L approach. The runway is in sight at Newpo. When can you descend below the MDA?
27. You're flying on an IFR clearance. ATC must provide you separation from IFR and VFR traffic. True or false?
28. You are on the ground at Corona Airport. The whole world is IMC. The procedure for getting into the system is \_\_\_\_\_
29. Same flight as question 28. Your clearance from Corona is, "Cleared to VNY via PDZ, Victor 186, VNY, direct." What procedure will you use to get to PDZ? \_\_\_\_\_
30. You spent the night in Perris, CA and are returning IFR to SNA in the morning due to IMC. Your clearance is, "Direct PDZ, Victor 8, SLI, direct." What procedure will you use to get to PDZ, and what are your responsibilities? \_\_\_\_\_
31. You are planning lunch at SBA's Elephant Bar. SNA clearance delivery gives you the following clearance: "Cleared to SBA, turn right heading 240 degrees, vectors SLI, direct SXC, direct VTU, direct Kwang, direct." You must accept the over-water routing because you must comply with an ATC clearance. True or false?
32. You obtain an IFR clearance with a void time at Catalina. Due to slow service at the restaurant, you miss the void time. What procedure must you follow? \_\_\_\_\_
33. A cruise clearance allows you to fly at any altitude from the MEA to the cruise clearance altitude. You may climb and descend within that block without informing ATC. True or false?
34. You are arriving at SNA from the west. The airport is VFR and in sight. So-Cal approach clears you for a visual approach. Your IFR flight is now canceled by ATC and you can proceed VFR to the airport. True or false?

35. After a four-hour IFR flight, you are approaching your home airport from the east. The instrument approach is from the north. Visibility is two miles in haze, and you don't want to take the extra time required to shoot the approach. You may request a \_\_\_\_\_  
which allows you to \_\_\_\_\_
36. You are cleared for the FUL VOR-A approach from Wilma intersection. ATC radar is out of service. At SLI you can turn left, descend, and follow the final approach course to the airport. True or false?
37. While flying IFR from San Diego to LGB on V25, you are re-cleared as follows: "Cleared to Becca Intersection via V25 and the SLI 200° radial. Hold at Becca as published. Maintain 3,000 feet. EFC 2100Z." What is the course for the holding pattern's inbound leg, and because you do not have ADF equipment, how would you fix Becca? \_\_\_\_\_
38. On the way to the air museum at CNO, you are on Victor 8 eastbound out of SLI. What is the lowest altitude where you can be assured to identify Ollie intersection using the POM 170 degree radial? \_\_\_\_\_ What is the minimum IFR crossing altitude at Ollie? \_\_\_\_\_
39. You're enroute to RAL via PDZ. ATC radar is inoperative. Your clearance is, "Maintain 5,000 feet until PDZ, cleared for RAL's ILS Rwy 9 approach." When can you descend below 5,000 feet? \_\_\_\_\_ What type of holding pattern entry would you use? \_\_\_\_\_
40. On an IFR flight from SBA to FAT (Fresno), your clearance is, "FIM, V386, Saugs, V459, LHS, etc." Your last clearance at FIM was, "Maintain 6,000 feet." Communication has been lost. When do you initiate your climb? \_\_\_\_\_ To what altitude? \_\_\_\_\_ (Refer to the LA area chart)