

Instrument Rating — FAA Question Changes

October 2008 to June 2009

This change report covers changes to the following two books from last year to this year:

Jeppesen Instrument Rating Airman Knowledge Test Guide (JS312401-017 to -018)

Jeppesen Instrument Rating Airman Knowledge Test Question Bank (JS334256-014 to -015)

Initial question number references below pertain to the test guide; parenthetical question number references below pertain to the analogous question bank. In addition, all figure numbers have been changed from chapter-by-folio numbering (for example, 2-1, 2-2, etc.) to the numbering in the FAA computer testing supplement for Instrument Rating (FAA-CT-8080-3E).

Old	New
<p>2-32 PLT118 (44. PLT118)</p> <p>What indication should be observed on a turn coordinator during a right turn while taxiing?</p> <p>A. The miniature aircraft will show a turn to the left and the ball remains centered.</p> <p>B. The miniature aircraft and the ball will remain centered.</p> <p>C. Both the miniature aircraft and the ball will remain centered.</p> <p>2-32. Answer B. GFDICM 2A, IFH</p> <p>During taxi turns, the turn coordinator and heading indicator should display a turn in the correct direction. The ball in the inclinometer should swing to the outside of the turn. Therefore, in a right turn, the miniature aircraft shows a turn to the right and the ball moves to the left.</p>	<p>2-31 PLT118 (43. PLT118)</p> <p>What indication should be observed on a turn coordinator during a right turn while taxiing?</p> <p>A. The miniature aircraft will show a turn to the left and the ball remains centered.</p> <p>B. The miniature aircraft will show a turn to the right and the ball moves to the left.</p> <p>C. Both the miniature aircraft and the ball will remain centered.</p> <p>2-32. Answer B. GFDICM 2A, IFH</p> <p>During taxi turns, the turn coordinator and heading indicator should display a turn in the correct direction. The ball in the inclinometer should swing to the outside of the turn. Therefore, in a right turn, the miniature aircraft shows a turn to the right and the ball moves to the left.</p>

Old	New
<p>2-50 PLT187 (62. PLT187)</p> <p>Prior to starting an engine, you should check the indicator to determine if the</p> <p>A. needle indication properly corresponds to the angle of the wings or rotors with the horizon.</p> <p>B. needle is approximately centered and the tube is full of fluid.</p> <p>C. ball will move freely from one end of the tube to the other when the aircraft is rocked.</p> <p>2-50. Answer B. GFDICM 2A, IFH</p> <p>Prior to starting an aircraft, check to make sure the needle of the turn-and-slip indicator is centered and the inclinometer is full of fluid.</p>	<p>2-49 PLT187 (61. PLT187)</p> <p>Prior to starting an engine, you should check the turn-and-slip indicator to determine if the</p> <p>A. needle indication properly corresponds to the angle of the wings or rotors with the horizon.</p> <p>B. needle is approximately centered and the tube is full of fluid.</p> <p>C. ball will move freely from one end of the tube to the other when the aircraft is rocked.</p> <p>2-50. Answer B. GFDICM 2A, IFH</p> <p>Prior to starting an aircraft, check to make sure the needle of the turn-and-slip indicator is centered and the inclinometer is full of fluid.</p>
<p>NEW</p>	<p>2-144 PLT202 (156. PLT202)</p> <p>(Refer to Figure 108)</p> <p>Where should the bearing pointer be located relative to the wing-tip reference to maintain the 16 DME range in a left hand arc with a left crosswind component?</p> <p>A. Ahead of the left wing-tip reference for the VOR 2.</p> <p>B. Ahead of the right wing-tip reference for the VOR 1.</p> <p>C. Behind the left wing-tip reference for the VOR 2.</p> <p>Answer A. GFDICM 2C</p> <p>The RMI needle points directly toward the station, so in a left hand DME arc with no wind, it would point to the left wing-tip reference. To compensate for a left crosswind component, the aircraft must turn slightly into the wind, so the RMI needle would point slightly ahead of the wingtip reference.</p>

Old	New
<p>2-148 PLT078 (156. PLT202) (Refer to figure 2-1 on page 2-6 page 2-61)</p> <p>To which maximum service volume distance from the OED VORTAC should you expect to receive adequate signal coverage for navigation at the flight planed altitude?</p> <p>A. 100 NM. B. 80 NM. C. 40 NM.</p> <p>Answer C. GFDICM 2C, AIM</p> <p>The Airport/Facility Directory contains the notation (H) next to the OED VORTAC. According to Legend 27 in Appendix B, this indicates a high altitude service volume. This service volume is usable out to 40 n.m. from 1,000 to 14,500 feet MSL, out to 100 n.m from 14,500 to 18,000 feet MSL, out to 130 n.m. from 18,000 to 45,000 feet MSL, and out to 100 n.m from 45,000 to 60,000 feet MSL. With a cruising altitude of 8,000 feet, you should expect to receive adequate signal coverage out to 40 n.m.</p>	<p>2-147 PLT078 (159. PLT202) (Refer to figure 27 on page 2-6 and figure 30 on page 2-61.)</p> <p>To which maximum service volume distance from the OED VORTAC should you expect to receive adequate signal coverage for navigation at the flight planed altitude?</p> <p>A. 100 NM. B. 80 NM. C. 40 NM.</p> <p>Answer C. GFDICM 2C, AIM</p> <p>The Airport/Facility Directory contains the notation (H) next to the OED VORTAC. According to Legend 27 in Appendix B, this indicates a high altitude service volume. This service volume is usable out to 40 n.m. from 1,000 to 14,500 feet MSL, out to 100 n.m from 14,500 to 18,000 feet MSL, out to 130 n.m. from 18,000 to 45,000 feet MSL, and out to 100 n.m from 45,000 to 60,000 feet MSL. With a cruising altitude of 8,000 feet, you should expect to receive adequate signal coverage out to 40 n.m.</p>

Old	New
<p>3-2 PLT445 (256. PLT445)</p> <p>Which sources of aeronautical information, when used collectively, provide the latest status of airport conditions (e.g., runway closures, runway lighting, snow conditions)?</p> <p>A. Aeronautical Information Manual, aeronautical charts, and Distant (D) Notice to Airman (NOTAMs).</p> <p>B. Airport Facility Directory, FDC NOTAMs, and Local (L) NOTAMs.</p> <p>C. Airport Facility Directory and Distant (D) NOTAMs.</p> <p>3-2. Answer C. GFDICM 3A, AIM</p> <p>The Airport/Facility Directory (A/FD) contains information on runways, communications, and navaids that was current at the time of publication. NOTAMs update publications, such as the A/FD and aeronautical charts, with time-critical information. NOTAM-D information is disseminated primarily by FSSs for all navigational facilities, public use airports, seaplane bases, and heliports listed in the Airport/Facility Directory. NOTAM-D information also includes such items as taxiway closures, construction activities near runways, snow conditions, and changes in the status of airport lighting.</p>	<p>DELETED</p>

Old	New
<p>3-18 PLT162 (272. PLT162)</p> <p>Which airspace is defined as a transition area when designated in conjunction with an airport which has a prescribed IAP?</p> <p>A. The Class E airspace extending upward from 700 feet or more above the surface and terminating at the base of the overlying controlled airspace.</p> <p>B. That Class D airspace extending from the surface and terminating at the base of the continental control area.</p> <p>C. The Class C airspace extending from the surface to 700 or 1,200 feet AGL, where designated.</p> <p>3-18. Answer A. GFDICM 3A, AIM</p> <p>Several types of airspace may be designated as Class E. One example is domestic airspace areas which extend upward from 700 feet or more above the surface when designated in conjunction with an airport which has an approved instrument approach procedure (IAP). This type of Class E airspace, which extends up to the overlying controlled airspace, was formerly referred to as a transition area.</p>	<p>3-16 PLT162 (268. PLT162)</p> <p>Which airspace is defined as a transition area when designated in conjunction with an airport which has a prescribed IAP?</p> <p>A. The Class E airspace extending upward from 700 feet or more above the surface and terminating at the base of the overlying controlled airspace.</p> <p>B. That Class D airspace extending from the surface and terminating at the base of the continental control area.</p> <p>C. The Class C airspace extending from the surface to 700 or 1,200 feet AGL, where designated.</p> <p>3-18. Answer A. GFDICM 3A, AIM</p> <p>Several types of airspace may be designated as Class E. One example is domestic airspace areas which extend upward from 700 feet or more above the surface when designated in conjunction with an airport which has an approved instrument approach procedure (IAP).</p>
<p>3-56 PLT141 (310. PLT323)</p> <p>(Refer to figure 3-10 on page 3-25.)</p> <p>What is the distance (A) from the beginning of the runway to the fixed distance marker?</p> <p>A. 500 feet.</p> <p>B. 1,000 feet.</p> <p>C. 1,500 feet.</p> <p>3-56. Answer B. GFDICM 3A, AIM</p> <p>The solid bold stripes of the fixed distance marker begin 1,000 feet from the threshold.</p>	<p>3-54 PLT141 (306. PLT323)</p> <p>(Refer to figure 137 on page 3-23.)</p> <p>What is the distance (A) from the beginning of the runway to the fixed distance marker?</p> <p>A. 500 feet.</p> <p>B. 1,000 feet.</p> <p>C. 1,500 feet.</p> <p>3-56. Answer B. GFDICM 3A, AIM</p> <p>The solid bold stripes of the fixed distance marker begin 1,000 feet from the threshold. (The current term for the fixed distance marker is "aiming point marking.")</p>

Old	New
<p>3-58 PLT141 (310. PLT323) (Refer to figure 3-10 on page 3-25.)</p> <p>What is the distance (C) from the beginning of the touchdown zone marker to the beginning of the fixed distance marker?</p> <p>A. 1,000 feet. B. 500 feet. C. 250 feet.</p> <p>3-58. Answer B. GFDICM 3A, AIM</p> <p>The distance between the beginning of the touchdown zone marker and the beginning of the fixed distance marker is 500 feet.</p>	<p>3-56 PLT141 (308. PLT141) (Refer to figure 137 on page 3-23.)</p> <p>What is the distance (A) from the beginning of the runway to the fixed distance marker?</p> <p>A. 500 feet. B. 1,000 feet. C. 1,500 feet.</p> <p>3-56. Answer B. GFDICM 3A, AIM</p> <p>The distance between the beginning of the touchdown zone marker and the beginning of the fixed distance marker is 500 feet. (The current term for the fixed distance marker is "aiming point marking.")</p>
<p>3-67 PLT323 (321. PLT323)</p> <p>What information is contained in the Notices to Airman Publication (NTAP)?</p> <p>A. Current NOTAM (D) and FDC NOTAMs. B. All Current NOTAMs. C. Current NOTAM (L) and FDC NOTAMs.</p>	<p>DELETED</p>
<p>4-13 PLT201 (387. PLT201)</p> <p>Which procedure applies to instrument departure procedures?</p> <p>A. Instrument departure clearances will not be issued unless requested by the pilot. B. The pilot-in-command must accept an instrument departure procedure when issued by ATC. C. If an instrument departure procedure is accepted, the pilot must possess at least a textual description.</p> <p>Answer C. GFDICM 4B, AIM</p> <p>Use of an Instrument Departure Procedure (DP) requires the pilot to possess at least a textual description of the departure procedure.</p>	<p>4-13 PLT201 (381. PLT201)</p> <p>Which procedure applies to instrument departure procedures?</p> <p>A. Instrument departure clearances will not be issued unless requested by the pilot. B. The pilot in command must accept an instrument departure procedure when issued by ATC. C. If an instrument departure procedure is accepted, the pilot must possess a textual or graphic description.</p> <p>Answer C. GFDICM 4B, AIM</p> <p>Use of an Instrument Departure Procedure (DP) requires the pilot to possess a textual or graphic description of the departure procedure.</p>

Old	New
<p>5-15 PLT430 (412. PLT430)</p> <p>Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained during an IFR off airways flight over mountainous terrain?</p> <p>A. 2,000 feet above the highest obstacle within 4 NM of course.</p> <p>B. 1,000 feet above the highest obstacle within a horizontal distance of 5 NM of course.</p> <p>C. 7,500 feet above the highest obstacle within a horizontal distance of 3 NM of course.</p> <p>Answer A. GFDICM 5A, FAR 91.177</p> <p>When flying in an area with no published MEA, MOCA, or other procedural altitude prescribed in 14 CFR Part 95 or Part 97, you may fly an off-airways IFR flight over mountainous terrain no lower than 2,000 feet above the highest obstacle within a horizontal distance of four nautical miles from the course line.</p>	<p>5-15 PLT430 (406. PLT430)</p> <p>Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained during an IFR off airways flight over mountainous terrain?</p> <p>A. 2,000 feet above the highest obstacle within 4 NM of course.</p> <p>B. 1,000 feet above the highest obstacle within a horizontal distance of 4 NM of course.</p> <p>C. 2,000 feet above the highest obstacle within a horizontal distance of 5 NM of course.</p> <p>Answer A. GFDICM 5A, FAR 91.177</p> <p>When flying in an area with no published MEA, MOCA, or other procedural altitude prescribed in 14 CFR Part 95 or Part 97, you may fly an off-airways IFR flight over mountainous terrain no lower than 2,000 feet above the highest obstacle within a horizontal distance of four nautical miles from the course line.</p>
<p>5-65 PLT296 (462. PLT296)</p> <p>To ensure proper airspace protection while in a holding pattern, what is the maximum airspeed above 14,000 feet for civil turbojet aircraft?</p> <p>A. 230 knots.</p> <p>B. 265 knots.</p> <p>C. 200 knots.</p> <p>Answer B. GFDICM 5C, AIM</p> <p>The maximum airspeed for civil turbojet aircraft holding above 14,000 feet MSL is 265 knots. For 6,000 feet MSL and below, the speed is 200 knots. For 6,001 feet MSL through 14,000 feet MSL the maximum holding speed is 230 knots.</p>	<p>5-65 PLT296 (456. PLT296)</p> <p>To ensure proper airspace protection while in a holding pattern, what is the maximum indicated airspeed above 14,000 feet?</p> <p>A. 220 knots.</p> <p>B. 265 knots.</p> <p>C. 200 knots.</p> <p>Answer B. GFDICM 5C, AIM</p> <p>The maximum indicated airspeed for all aircraft holding above 14,000 feet MSL is 265 knots. For 6,000 feet MSL and below, the speed is 200 knots. For 6,001 feet MSL through 14,000 feet MSL the maximum holding speed is 230 knots.</p>

Old	New
<p>NEW QUESTION AND FIGURE (SEE NEW FIGURE AT END OF FILE)</p>	<p>5-77 PLT083 (468. PLT083) (Refer to figure 152 on page 5-36.) What waypoints are designated as fly-over waypoints? A. FAF and AGHAN. B. Missed approach and AGHAN. C. Missed approach and the IAFs. Answer B. GFDICM 8C IPH Legend 14 (see appendices) shows that a fly-over waypoint has a circle around the waypoint symbol. Both AGHAN and the missed approach point, RW30, have circled waypoint symbols.</p>
<p>NEW QUESTION AND FIGURE (SEE NEW FIGURE AT END OF FILE)</p>	<p>5-78 PLT083 (469. PLT083) (Refer to figure 152 on page 5-36.) At what point is the pilot authorized to descend below 5200 feet when cleared to the SUXYO waypoint from the West? A. 24 NM from AJCIZ. B. 24 NM from SUXYO. C. 30 NM from SUXYO. Answer B. GFDICM 8C IPH The left base quadrant for aircraft approaching SUXYO from the west shows that you can descend to 5,200 feet MSL within the 30 n.m. arc but not below it. Within the 24 n.m. arc, you can descend below 5,200 feet to 4,900 feet.</p>

Old	New
<p>5-79 PLT296 (462. PLT296)</p> <p>To ensure proper airspace protection while in a holding pattern, what is the maximum indicated airspeed above 14,000 feet?</p> <p>A. 200 knots. B. 220 knots. C. 265 knots.</p> <p>5-79. Answer C. GFDICM 5C, AIM</p> <p>The maximum holding speed for civil aircraft (piston and jet) is 200 KIAS up to 6,000 feet MSL, 230 KIAS from 6,001 to 14,000 feet, and 265 KIAS above 14,000 feet.</p>	<p>5-81 PLT296 (456. PLT296)</p> <p>To ensure proper airspace protection while in a holding pattern, what is the maximum indicated airspeed above 14,000 feet?</p> <p>A. 220 knots. B. 265 knots. C. 200 knots.</p> <p>Answer B. GFDICM 5C, AIM</p> <p>The maximum indicated airspeed for all aircraft holding above 14,000 feet MSL is 265 knots. For 6,000 feet MSL and below, the speed is 200 knots. For 6,001 feet MSL through 14,000 feet MSL the maximum holding speed is 230 knots.</p>
<p>8-7 PLT090</p> <p>(Refer to figure 8-4 on page 8-9 and figure 8-5 on page 8-10.)</p> <p>To which aircraft position(s) does HSI presentation "B" correspond?</p> <p>A. 11. B. 5 and 13. C. 7 and 11.</p> <p>8-7. Answer B. GFDICM 8B, IFH</p> <p>Both aircraft number 9 and 6 are on a heading of north, directly over the extended centerline. This is indicated by the localizer, which from either position, shows a centered CDI.</p>	<p>8-7 PLT090</p> <p>(Refer to figure 96 on page 8-9 and figure 97 on page 8-10.)</p> <p>To which aircraft position(s) does HSI presentation "B" correspond?</p> <p>A. 11. B. 5 and 13. C. 7 and 11.</p> <p>8-7. Answer B. GFDICM 8B, IFH</p> <p>Both aircraft number 5 and 13 are on a heading of east, south of the course. Because the back course of 090° is selected, the CDI is reverse sensing.</p>

Old	New
<p>8-49 PLT090</p> <p>(Refer to figure 8-7 on page 8-23 on page 8-25.)</p> <p>Which displacement from the localizer and glide slope at the outer marker is indicated?</p> <p>A. 1,550 feet to the left of the localizer centerline and 210 feet below the glide slope.</p> <p>B. 1,550 feet to the right of the localizer centerline and 210 feet above the glide slope.</p> <p>C. 775 feet to the left of the localizer centerline and 420 feet below the glide slope.</p> <p>8-49. Answer A. GFDICM 8B, IFH</p> <p>Figure 8-10 indicates that the aircraft is approximately 1 dot below the glide slope and 2 dots to the left of the localizer. At the outer marker, this corresponds to 210 feet below glide slope and approximately 1,550 feet to the left of the centerline.</p>	<p>8-49 PLT090</p> <p>(Refer to figure 139 on page 8-22 and figure 142 on page 8-24.)</p> <p>Which displacement from the localizer and glide slope at the outer marker is indicated?</p> <p>A. 1,550 feet to the left of the localizer centerline and 210 feet below the glide slope.</p> <p>B. 1,550 feet to the right of the localizer centerline and 210 feet above the glide slope.</p> <p>C. 775 feet to the left of the localizer centerline and 420 feet below the glide slope.</p> <p>8-49. Answer A. GFDICM 8B, IFH</p> <p>Figure 142 indicates that the aircraft is approximately 1 dot below the glide slope and 2 dots to the left of the localizer. At the outer marker, this corresponds to 210 feet below glide slope and approximately 1,550 feet to the left of the centerline.</p>
<p>9-106 PLT291 (737. PLT291)</p> <p>"WND" in the categorical outlook in the Aviation Area Forecast means that the wind during that period is forecast to be</p> <p>A. At least 6 knots or stronger.</p> <p>B. At least 15 knots or stronger.</p> <p>C. At least 20 knots or stronger.</p> <p>Answer C. GFDICM 9C, AWS</p> <p>The contraction "WND" appended to any category indicates that the sustained surface wind is expected to be 20 knots or more, or surface wind gusts are expected to be 25 knots or more during the majority of the six-hour outlook period.</p>	<p>9-102 PLT291 (725. PLT291)</p> <p>"WND" in the categorical outlook in the Aviation Area Forecast means that the wind during that period is forecast to be</p> <p>A. sustained surface wind speed of 6 knots or greater.</p> <p>B. sustained surface wind speed of 15 knots or greater.</p> <p>C. sustained surface wind speed of 20 knots or greater.</p> <p>Answer C. GFDICM 9C, AWS</p> <p>The contraction "WND" appended to any category indicates that the sustained surface wind is expected to be 20 knots or more, or surface wind gusts are expected to be 25 knots or more during the majority of the six-hour outlook period.</p>

Old	New
<p>11-9 PLT442</p> <p>What minimum conditions are necessary for the instrument approaches required for IFR currency?</p> <p>A. The approaches may be made in an aircraft, approved instrument ground trainer, or any combination of these.</p> <p>B. At least three approaches must be made in the same category of aircraft to be flown.</p> <p>C. At least three approaches must be made in the same category and class of aircraft to be flown.</p> <p>Answer A. FAR 61.57</p> <p>To maintain instrument currency, you must complete six instrument approaches. The approaches can be made in the category of aircraft to be used, an approved instrument ground trainer, or any combination of the two.</p>	<p>11-9 PLT442</p> <p>What minimum conditions are necessary for the instrument approaches required for IFR currency?</p> <p>A. The approaches may be made in an aircraft, flight simulator, or flight training device.</p> <p>B. At least three approaches must be made in the same category of aircraft to be flown.</p> <p>C. At least three approaches must be made in the same category and class of aircraft to be flown.</p> <p>Answer A. FAR 61.57</p> <p>To maintain instrument currency, you must complete six instrument approaches. The approaches must be made in the appropriate category of aircraft or in a flight simulator or flight training device that is representative of the appropriate aircraft category.</p>
<p>9-156 PLT353 (787. PLT353)</p> <p>For most effective use of the Radar Summary Chart during preflight planning, a pilot should</p> <p>A. consult the chart to determine more accurate measurements of freezing levels, cloud cover, and wind conditions between reporting stations.</p> <p>B. compare it with the charts, reports, and forecasts of a three-dimensional picture of clouds and precipitation.</p> <p>C. utilize the chart as the only source of information regarding storms and hazardous conditions existing between reporting stations.</p> <p>Answer B. GFDICM 9D, AWS</p> <p>Because the radar summary chart primarily displays observed conditions at the valid time, it's best to compare it with other charts, reports, and forecasts to get a three dimensional picture of the existing and forecast weather.</p>	<p>9-154 PLT353 (777. PLT353)</p> <p>For most effective use of the Radar Summary Chart during preflight planning, a pilot should</p> <p>A. consult the chart to determine more accurate measurements of freezing levels, cloud cover, and wind conditions between reporting stations.</p> <p>B. know the chart displays precipitation only; it does not display clouds, fog, fronts, or other boundaries.</p> <p>C. utilize the chart as the only source of information regarding storms and hazardous conditions existing between reporting stations.</p> <p>Answer B. GFDICM 9D, AWS</p> <p>Because the radar summary chart primarily displays precipitation, you should use it with other charts, reports, and forecasts to get a comprehensive picture of the existing and forecast weather.</p>

Old	New
<p>9-170 PLT290 (801. PLT290)</p> <p>Which meteorological condition is issued in the form of a SIGMET (WS)?</p> <p>A. Widespread sand or duststorms lowering visibility to less than 3 miles.</p> <p>B. Moderate icing.</p> <p>C. Sustained winds of 30 knots or greater at the surface.</p> <p>9-170. Answer A. GFDICM 9E, AIM</p> <p>The three-digit numbers contained in boxes represent the forecast height of the tropopause measured from Mean Sea Level. Arrow G indicates that the height of the tropopause is 30,000 feet MSL. Wind direction is shown using shafts, pennants and barbs. Areas of moderate or greater turbulence are enclosed by bold dashed lines.</p>	<p>9-168 PLT290 (750. PLT290)</p> <p>Which meteorological condition is issued in the form of a SIGMET (WS)?</p> <p>A. Widespread sand or dust storms affecting at least 3,000 square miles or an area deemed to have a significant effect on the safety of aircraft operations.</p> <p>B. Moderate icing.</p> <p>C. Sustained winds of 30 knots or greater at the surface.</p> <p>Answer A. GFDICM 9E, AIM</p> <p>SIGMETs (WSs) are issued for hazardous weather that might be significant to all aircraft. SIGMET criteria include severe or extreme turbulence and severe icing (when not associated with thunderstorms), as well as widespread dust storms, sandstorms, and volcanic ash. SIGMETs are issued for weather that affects an area of at least 3,000 square miles at any one time. AIRMETs apply to weather that might be hazardous to light aircraft only, such as moderate turbulence or icing, or sustained surface winds greater than 30 knots.</p>

