
PREG20084559	Ref Fig. 26 The final approach fix for the precision approach is located at	B
OPCION A:	DENAY intersection.	
OPCION B:	Glide slope intercept.	
OPCION C:	ROMEN Intersection/Locator outer marker.	

PREG20084560	REF. FIG. 27 In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is	A
OPCION A:	7,000 feet MSL.	
OPCION B:	11,000 feet MSL.	
OPCION C:	9,000 feet MSL.	

PREG20084557	What does the absence of the procedure turn barb on the plan view on an approach chart indicate?	A
OPCION A:	A procedure turn is not authorized.	
OPCION B:	Teardrop-type procedure turn is authorized.	
OPCION C:	Racetrack-type procedure turn is authorized.	

PREG20084558	When making an instrument approach at the selected alternate airport, what landing minimums apply?	C
OPCION A:	Standard alternate minimums.	
OPCION B:	The IFR alternate minimums listed for that airport.	
OPCION C:	The landing minimums published for the type of procedure selected.	

PREG20084552	Pilots are not authorized to land an aircraft from an instrument approach unless the	A
OPCION A:	flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.	
OPCION B:	flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.	
OPCION C:	visual approach slope indicator and runway references are distinctly visible to the pilot.	

PREG20084553	A pilot performing a published instrument approach is not authorized to perform a procedure turn when	A
OPCION A:	receiving a radar vector to a final approach course or fix.	
OPCION B:	maneuvering at minimum safe altitudes.	
OPCION C:	maneuvering at radar vectoring altitudes.	

PREG20084551	On an instrument approach where DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the	A
OPCION A:	aircraft is continuously in a position from which a descent to a normal landing, on the intended runway, can be made.	

OPCION B: approach and runway lights are distinctly visible to the pilot.

OPCION C: flight visibility and ceiling are at, or above, the published minimums for that approach.

PREG20084555 The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when **B**

OPCION A: climbing or descending to assigned altitudes.

OPCION B: experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight.

OPCION C: requested to contact a new controlling facility.

PREG20084556 Ref Fig. 25 **B**
During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?

OPCION A: 1,420 feet.

OPCION B: 1,340 feet.

OPCION C: 1,121 feet.

PREG20084554 The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when **B**

OPCION A: passing FL 180.

OPCION B: passing each designated reporting point, to include time and altitude.

OPCION C: changing control facilities.
