**Name:** _____ **Class ID:** _____ - _____

# T-1A Enroute Navigation Exam

01 (8.01.1.1) You're currently at FL 370 inbound on the 220R at 75 DME when ARTCC directs you to descend to cross the 220/15 at 12,000 feet. Using the 60-to-1 rule, what descent angle should you fly to just meet this restriction?

**A.** 3.2°

**B.** 3.7°

**C.** 4.2°

**D.** 4.7°

**A.** AF Form 70

**B.** Navigator's flight log

**C.** Flight planning computations annotated on a navigation chart

**D.** Any of the above

**A.** Internet access via a military computer system

**B.** Hardcopy printout available at Base Operations

**C.** Telephone briefing via the servicing Flight Service Station

**D.** Internet access via any online computer system

**A.** Maximum Endurance

**B.** Best Endurance

**C.** Endurance

**D.** Maximum Range

**A.** require wide dissemination similar to DoD NOTAMs.

**B.** are similar to DoD Airfield Advisories and less critical in nature.

**C.** are regulatory in nature and contain important information like approach amendments and chart changes.

**D.** affect conditions within 400 NM of the servicing FSS.

**A.** on the back cover of the IFR Supplement.

**B.** in Section A of the IFR Supplement.

**C.** in Section B of the Flight Information Handbook (FIH).

**D.** in AFI 11-202, Vol. 3, Ch. 8.

**A.** not use FAA takeoff weather minimums; minimum weather for takeoff is determined by AFI 11-202, Vol. 3, as supplemented by MAJCOM or MDS flight directives.

**B.** comply with FAA takeoff weather minimums when departing civil aerodromes.

**C.** comply with FAA takeoff weather minimums at all times.

**D.** not comply with FAA takeoff weather minimums when associated with a non-standard climb gradient.

**A.** depend on your Pilot Weather Category (PWC).

**B.** must permit a VFR descent from the IFR enroute altitude to a VFR approach and landing.

**C.** are a 1,000 feet ceiling and 2 SM visibility.

**D.** are a 1,000 feet ceiling or 500 feet above the lowest published minimum ceiling and 2 SM visibility or 1 SM above the lowest published visibility.

**A.** for flights within the conterminous U.S. only.

**B.** for flights within the conterminous U.S. and to or from Canada.

**C.** for flights within the conterminous U.S. and to Canada.

**D.** as a supplement to the DD 1801 for overseas operations.

**A.** 15,000

**B.** 20,000

**A.** schedule that results in the least time in the climb segment to final altitude.

**B.** schedule used when minimum climb fuel and time are not required.

**C.** schedule used to achieve a longer downtrack distance during the climb segment.

**D.** at L/D MAX, thus giving the best possible climb angle.

**A.** 42 NM

**B.** 48 NM

**C.** 54 NM

**D.** 70 NM

**A.** nautical air miles per pound of fuel.

**B.** Mach number for maximum air miles per pound of fuel at a specific altitude.

**C.** Mach number that achieves a 99% value of maximum air miles per pound of fuel.

**D.** specific range achieved at a specific altitude for a given amount of fuel.

**A.** Military base weather station; qualified FAA forecaster or flight weather service briefer; nearest FSS

**B.** Military base weather station; nearest FSS; qualified FAA forecaster or flight weather service briefer

**C.** Nearest FSS; military base weather station; qualified FAA forecaster or flight service briefer

**D.** Qualified FAA forecaster or flight service briefer; military base weather station; nearest FSS

**A.** 1-2

**B.** 3-5

**C.** 5-8

**D.** 10-15

**A.** BKN

**B.** SCT

**C.** FEW

**D.** OVC

**A.** 78

**B.** 88

**C.** 105

**D.** 118

**A.** 0.55 IMN; 320 KTAS; 980 pph

**B.** 0.62 IMN; 360 KTAS; 930 pph

**C.** 0.64 IMN; 372 KTAS; 1150 pph

**D.** 0.66 IMN; 384 KTAS; 1010 pph

**A.** 1,200 feet AGL up to 17,999 feet MSL.

**B.** 3,000 feet AGL up to 17,999 feet MSL.

**C.** 1,200 feet MSL up to 17,999 feet MSL.

**D.** 3,000 feet MSL up to 17,999 feet MSL.

**A.** 10 knots.

**B.** 15 knots.

**C.** 20 knots.

**D.** 25 knots.

**A.** The Flight Information Handbook

**B.** The Enroute Supplement

**C.** FLIP GP, Ch. 4

**D.** FLIP AP/1, Ch. 1

**A.** 2,000 feet MSL

**B.** 2,500 feet MSL

**C.** 3,300 feet MSL

**D.** 3,500 feet MSL

**A.** Class A

**B.** Class B

**C.** Class C

**D.** Class D

**A.** 4 minutes

**B.** 8 minutes

**C.** 11 minutes

**D.** 13 minutes

**A.** You may file a flight plan with the nearest FSS in person, by telephone, or using aircraft radios (if no other means are available).

**B.** You only need to file a flight plan if you're planning on departing using IFR procedures.

**C.** You may depart without filing a flight plan, but you must file with the nearest Flight Service Station as soon as possible once you're airborne.

**D.** Normally, file an IFR flight plan by contacting Clearance Delivery using the aircraft radios.

**A.** The point where you start the deviation.

**B.** The point and ETA where the original route will resume.

**C.** If you're equipped with airborne radar.

**D.** All of the above.

**A.** anti-ice on conditions.

**B.** ACM on conditions.

**C.** ISA deviations.

**D.** landing gear retracted.