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Flight Instructor Instrument

FAA written exam study guide



Sample only Not the full guide, and not for sale.

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Cockpit photograph by Rhys Abel

How to use this guide

The Flight Instructor Instrument (FII) test is required before you can add an instrument rating to your flight instructor certificate for airplanes. The rating allows you to teach instrument flight in an airplane.

The full FII test contains 50 questions from a databank of more than 900 questions. You are allowed 2 hours 30 minutes for the exam and a score of 70% or better is required to pass. With this study guide, a score of 90% or better while completing the exam within 20-30 minutes is easily achievable.

This study guide is divided into four parts.

PART 1

Part 1 has the questions with only the correct answer shown. It is highly recommended you spend the most time on this section. The trick to passing any FAA written exam is rote memorization of the questions and answers. You will learn the fundamentals and principles of all the material later during ground school and self-study lessons. For now, your main focus is to score as high as possible on the FII exam. The best way to prepare for the written exam is by reading the question and then the correct answer, then moving on to the next question and answer, repeating this process until you've read all of the questions and their correct answers. The idea in doing this is to allow your brain/eyes to associate the correct answer to each question. After you've read through this section several times, you will begin to identify certain key words in both the question and answer which starts making the answers easier to identify.

PART 2

Part 2 has the questions with all three possible answer choices shown. It is recommended you only study this section after you have studied Part 1 enough times to build your memory for identifying the correct answer. You can use this section to give yourself random quizzes to see how well the correct answer "stands out" from the wrong answers.

PART 3

Part 3 has the questions with all three possible answer choices shown and the correct answer is highlighted. You can use this section by having a second person read random questions to you along with the answer choices and they will easily be able to see whether or not you were correct.

PART 4

Part 4 has the images/graphics that accompany the test questions. Some of these graphics may appear to be of low quality, however they are the exact images (resolution and quality) that will be provided to you on the exam.

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Jump to a part or a subject. The same part links sit in the footer of every page.

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Weight and Balance / Performance

Part 2 Questions with all three answer choices

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IFR and Navigation
Weather
Weight and Balance / Performance

Part 3 All three choices, correct answer highlighted

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FARs
General
IFR and Navigation
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Weight and Balance / Performance

Part 4
Figures and diagrams >

This is a sample. It does not include all of the questions and answers in the full version of this study guide.

Order the full guide

Part 1

Read the question, then the correct answer, and move on. Repeat until the answer comes with the question.

Aerodynamics and Aircraft

01

If a pitot tube is clogged, which instrument would be affected?

CORRECT ANSWER

B Airspeed indicator.

02

(Refer to figure 81.) When checking a dual VOR system by use of a VOT, which illustration indicates the VOR's are satisfactory?

CORRECT ANSWER

B 1

FARs

03

To meet instrument experience requirements of 14 CFR part 61, section 61.57(c), a pilot enters the condition of flight in the pilot logbook as simulated instrument conditions. What other qualifying information must be entered?

CORRECT ANSWER

C Location and type of each instrument approach completed and name of safety pilot.

04

(Refer to figure 87.) While holding at STRUT west of LCH for an ILS approach to RWY 15 at Lake Charles Muni airport, ATC advises you to expect clearance for the approach at 1015. At 1000, you experience two-way radio communications failure. Which procedure should be followed?

CORRECT ANSWER

B Squawk 7600, attempt to contact ATC via the previously assigned frequency. Plan to start your approach at 1015

General

05

All pilots should use the local altimeter setting because it provides

CORRECT ANSWER

C data to enable better vertical separation of aircraft

06

(Refer to figure 78.) When eastbound on V86 between Whitehall and Livingston, the minimum altitude that you should cross BZN is

CORRECT ANSWER

B 10,200 feet

IFR and Navigation

07

If a pilot elects to proceed to the selected alternate, the landing minimums used at that airport should be the

CORRECT ANSWER

C minimums specified for the approach procedure selected.

08

(Refer to figure 145.) What is the correct sequence for recovery from the unusual attitude indicated?

CORRECT ANSWER

B Reduce power, level the wings, bring pitch attitude to level flight using ailerons and rudder.

Weather

09

The average height of the troposphere in the middle latitudes is

CORRECT ANSWER

B 37,000 feet

10

(Refer to figure 2.) What approximate wind direction, speed, and temperature (relative to ISA) should a pilot expect when planning for a flight over PSB at FL 270?

CORRECT ANSWER

C 255° true at 93 knots; ISA +6 °C.

Weight and Balance / Performance

11

The rate of descent required to stay on the ILS glide slope

CORRECT ANSWER

C must be decreased if the ground speed is decreased

12

(Refer to figure 182.) For takeoff on RWY 9, using an average ground speed of 140 knots, what minimum indicated rate of climb must be maintained to meet the required climb gradient (feet per NM) to 6,300 feet?

CORRECT ANSWER

A 945 feet per minute.

Part 2

All three choices. The correct one is not marked. Use this after Part 1.

Aerodynamics and Aircraft

01

If a pitot tube is clogged, which instrument would be affected?

A Altimeter.

B Airspeed indicator.

C Vertical speed indicator.

02

(Refer to figure 81.) When checking a dual VOR system by use of a VOT, which illustration indicates the VOR's are satisfactory?

A 4.

B 1

C 2.

FARs

03

To meet instrument experience requirements of 14 CFR part 61, section 61.57(c), a pilot enters the condition of flight in the pilot logbook as simulated instrument conditions. What other qualifying information must be entered?

A Name and pilot certificate number of safety pilot and type of approaches completed.

B Number and type of instrument approaches completed and route of flight

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04

(Refer to figure 87.) While holding at STRUT west of LCH for an ILS approach to RWY 15 at Lake Charles Muni airport, ATC advises you to expect clearance for the approach at 1015. At 1000, you experience two-way radio communications failure. Which procedure should be followed?

A Squawk 7700 for one minute, then 7600. After 1 minute, descend to the minimum final approach fix altitude. Start your approach at 1015

B Squawk 7600, attempt to contact ATC via the previously assigned frequency. Plan to start your approach at 1015

C Squawk 7600 and listen on the LOM frequency for instructions from ATC. If no instructions are received, start your approach at 1015

General

05

All pilots should use the local altimeter setting because it provides

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B correct indications of altitude above ground level.

C data to enable better vertical separation of aircraft

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If a pilot elects to proceed to the selected alternate, the landing minimums used at that airport should be the

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B alternate minimums shown on the approach chart.

C minimums specified for the approach procedure selected.

08

(Refer to figure 145.) What is the correct sequence for recovery from the unusual attitude indicated?

A Raise the nose, reduce power, level the wings, bring pitch attitude to level flight

B Reduce power, level the wings, bring pitch attitude to level flight using ailerons and rudder.

C Level the wings, raise the nose of the aircraft to level flight attitude, and obtain desired airspeed.

Weather

09

The average height of the troposphere in the middle latitudes is

A 20,000 feet

B 37,000 feet

C 25,000 feet

10

(Refer to figure 2.) What approximate wind direction, speed, and temperature (relative to ISA) should a pilot expect when planning for a flight over PSB at FL 270?

A 260° magnetic at 93 knots; ISA +7 °C.

B 280 true at 113 knots; ISA +3 °C

C 255° true at 93 knots; ISA +6 °C.

Weight and Balance / Performance

11

The rate of descent required to stay on the ILS glide slope

A must be increased if the ground speed is decreased.

B will remain constant if the indicated airspeed remains constant

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12

(Refer to figure 182.) For takeoff on RWY 9, using an average ground speed of 140 knots, what minimum indicated rate of climb must be maintained to meet the required climb gradient (feet per NM) to 6,300 feet?

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B 805 feet per minute.

C 405 feet per minute.

Part 3

All three choices, with the correct answer highlighted. Useful when someone else is reading the questions to you.

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Figure 2. Wind and Temperatures Aloft Forecast

VALID 1600Z FOR USE 0900-1500Z. TEMPS NEG ABV 24000

FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
EMI	2807	2715-07	2728-10	2842-13	2867-21	2891-30	751041	771150	780855
ALB	0210	9900-07	2714-09	2728-12	2656-19	2777-28	781842	760150	269658
PSB		1509+04	2119+01	2233-04	2262-14	2368-26	781939	760850	780456
STL	2308	2613+02	2422-03	2431-08	2446-19	2461-30	760142	782650	760559

FIGURE 2.—Wind and Temperatures Aloft Forecast.

Figure 78. En Route Low-Altitude Chart Segment

Appendix 2

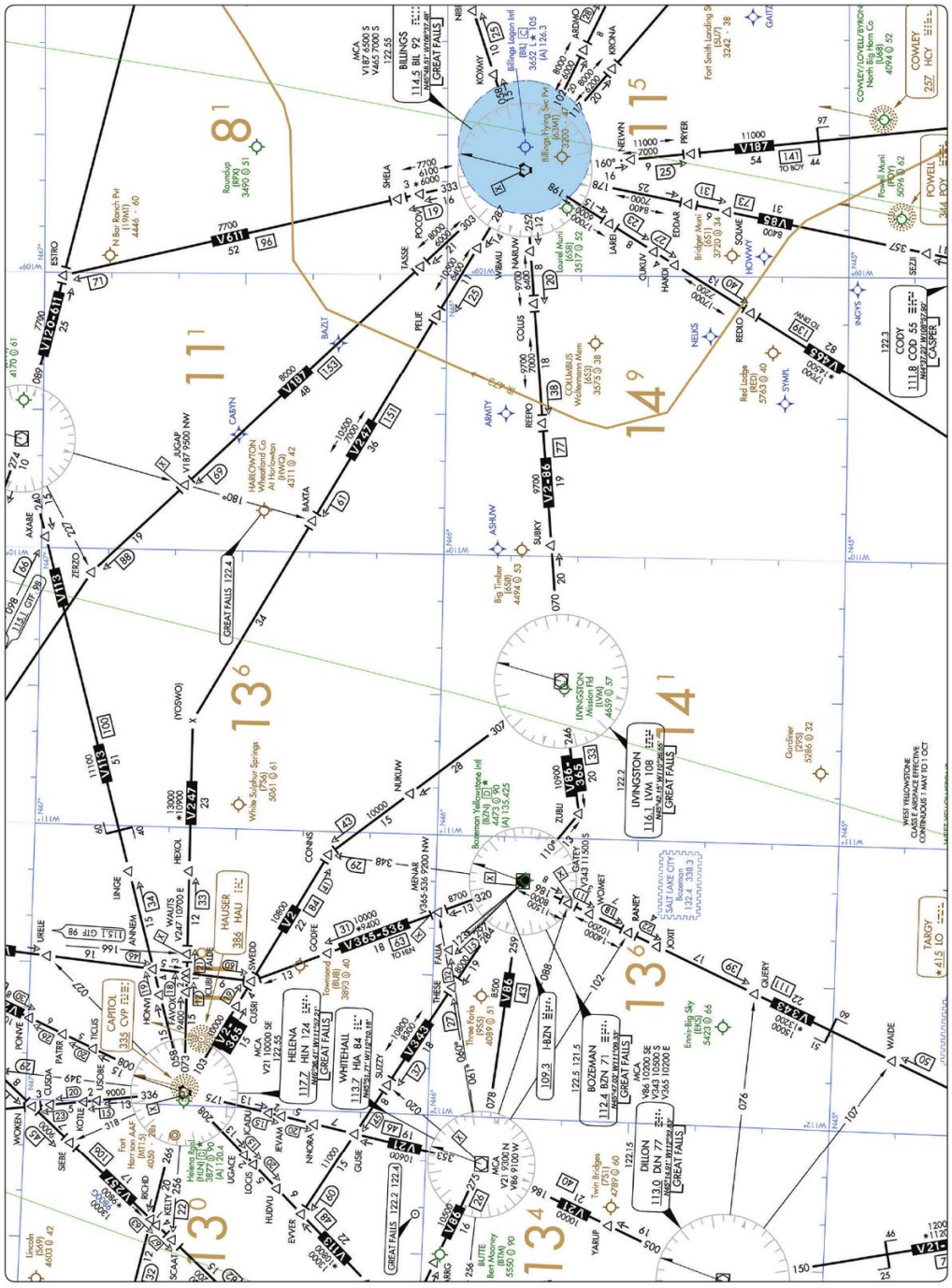


FIGURE 78.—En Route Low-Altitude Chart Segment.
NOTE: Chart is not to scale and should not be used for navigation. Chart is for testing purposes only.

Figure 81. Dual VOR System, VOT Check



FIGURE 81.—Dual VOR System, VOT Check.

Figure 87. En Route Low-Altitude Chart Segment

Appendix 2

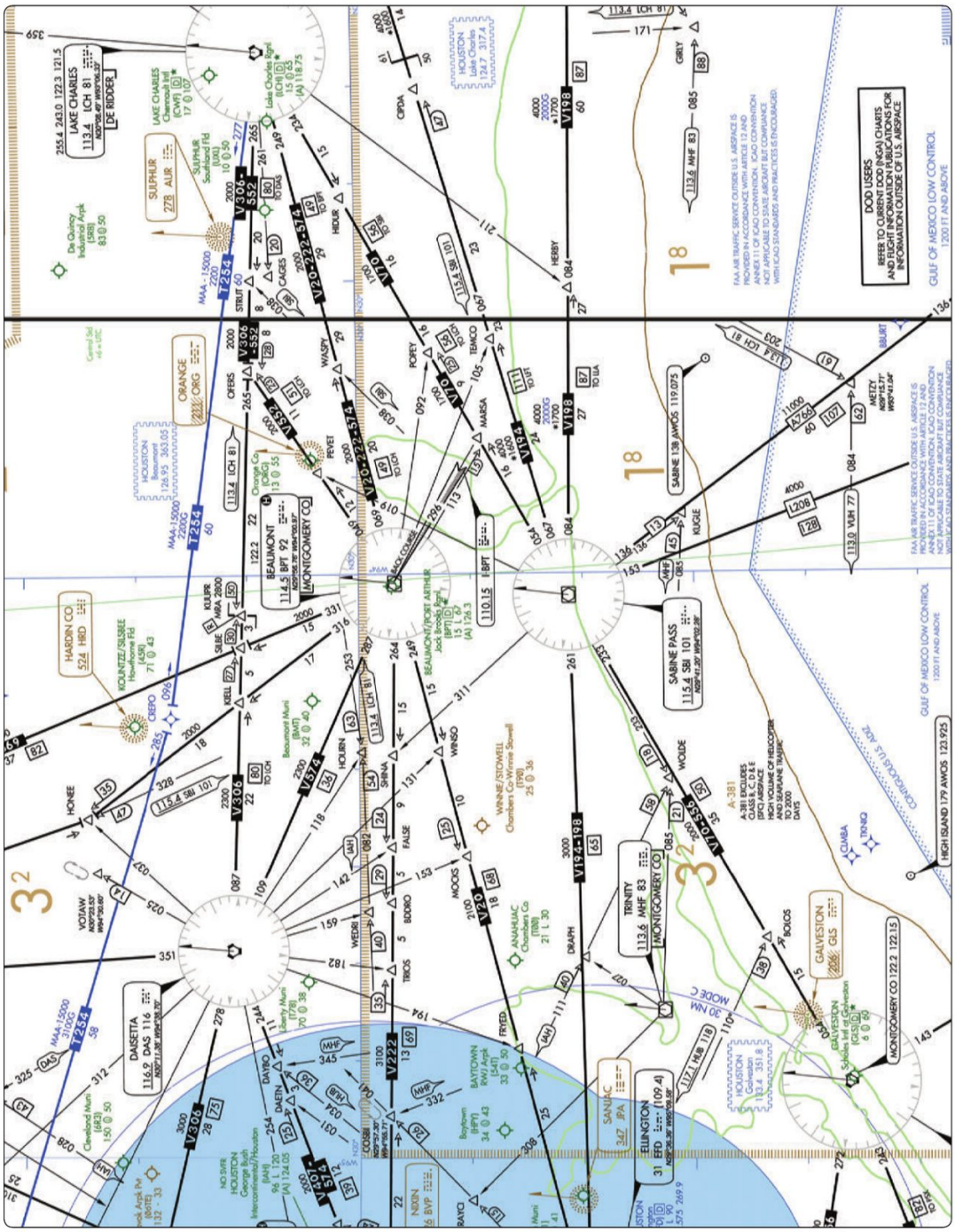


FIGURE 87.—En Route Low-Altitude Chart Segment.
NOTE: Chart is not to scale and should not be used for navigation. Chart is for testing purposes only.

Figure 145. Instrument Sequence



FIGURE 145.—Instrument Sequence (Unusual Attitude).

Figure 182. GROMO Three Departure

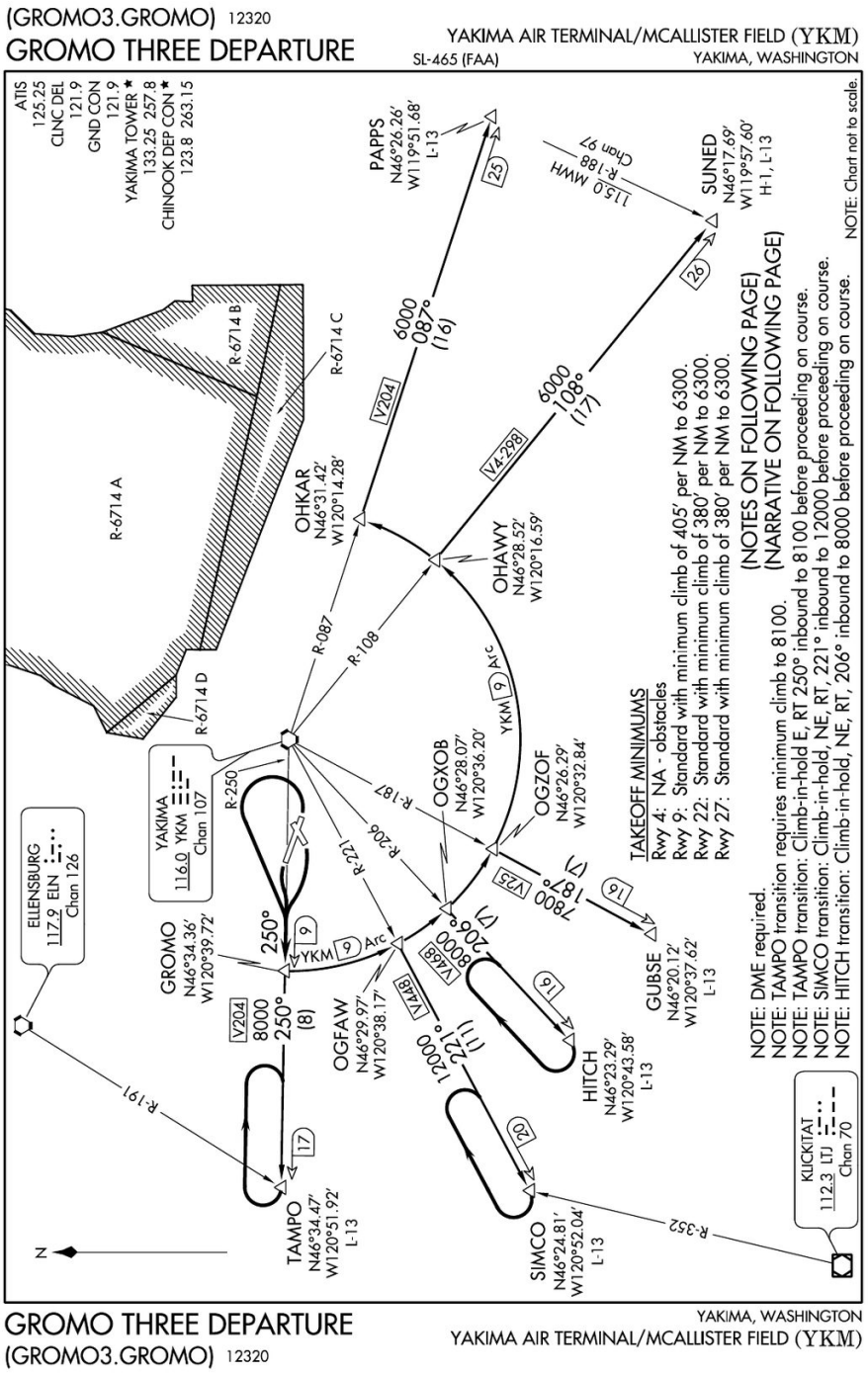


FIGURE 182.—GROMO Three Departure (GROMO3.GROMO).