AVIT 221 BASIC ATTITUDE INSTRUMENT FLYING BLOCK 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What defines a Temporary Flight Restriction (TFR)?

A. A NOTAMed restriction with ATC clearance required, placed over airspace

B. A weather advisory for thunderstorms

C. An area where military training occurs

D. An area with no restrictions

2. Which airspace is described as having a 5 NM core from the surface and an outer ring of about 10 NM, with two-way radio and Mode C required?

A. Class B

B. Class D

C. Class A

D. Class C

3. Which checklist evaluates Pilot, Aircraft, enViornment, External Pressures?

A. PAVE

B. IMSAFE

C. 5P Check

D. ADM

4. If a standard-rate turn is maintained, how many degrees per second are added to the heading?

A. 1 degree per second.

B. 2 degrees per second.

C. 6 degrees per second.

D. 3 degrees per second.

5. What is the recommended scanning method for instrument flight?

A. Focus only on the attitude indicator.

B. A continuous, disciplined cross-check cycle prioritizing AI for attitude, Altimeter for altitude, and ASI for airspeed, with occasional VSI and HI checks.

C. Monitor only the airspeed indicator.

D. Scan altimeter first, then VSI, then AI.

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6. What is the purpose of the slip/skid indicator in the instrument system?

A. To show whether the aircraft is in coordinated flight; the ball should be centered for coordinated flight.

B. To indicate bank angle.

C. To show vertical speed.

D. To indicate turn rate.

7. How many SRM parts are listed in the framework?

A. Five

B. Six

C. Four

D. Seven

8. Which instrument provides the airspeed indication that pilots rely on for obstacle clearance and maneuvering?

A. The airspeed indicator (ASI).

B. The vertical speed indicator (VSI).

C. The attitude indicator (AI).

D. The heading indicator (HDI).

9. Which statement is true regarding IAS and Mach number for high-altitude planning?

A. IAS remains the primary reference for planning at all altitudes.

B. Mach number and IAS are unrelated.

C. IAS measures vertical speed.

D. Mach number relates true airspeed to the speed of sound at altitude; IAS is used for controls; at high altitude Mach becomes the key reference.

10. Which airspace states that VFR traffic is not separated?

A. Class B

B. Class D

C. Class E

D. Class G

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Answers

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1. A
2. D
3. A
4. D
5. B
6. A
7. B
8. A
9. D
10. B

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Explanations

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1. What defines a Temporary Flight Restriction (TFR)?

A. A NOTAMed restriction with ATC clearance required, placed over airspace

B. A weather advisory for thunderstorms

C. An area where military training occurs

D. An area with no restrictions

A Temporary Flight Restriction is a NOTAMed restriction placed over a defined area and time, with ATC clearance required to operate within it. The purpose is safety or security, such as presidential movements, wildland fires, space launches, or major events. It is not a weather advisory, not simply a military training area, and not something with no restrictions. To fly in or through a TFR, you must check NOTAMs and obtain clearance from ATC before entering the restricted airspace.

2. Which airspace is described as having a 5 NM core from the surface and an outer ring of about 10 NM, with two-way radio and Mode C required?

A. Class B

B. Class D

C. Class A

D. Class C

This describes Class C airspace. In Class C, there is a surface area around the primary airport with a 5 NM core, and a surrounding outer ring that extends out to about 10 NM. To operate in this airspace, you must establish two-way radio communication with ATC and have a Mode C transponder reporting. The core typically rises from the surface up to roughly 4,000 ft above the airport elevation, and the outer shelf reaches up to that same top but starts at a higher radius (about 5 to 10 NM from the airport). This structure and the required equipment differentiate it from other classes: Class B has multiple shelves and requires ATC clearance to enter; Class D surrounds towered airports and doesn't require Mode C; Class A starts at 18,000 ft MSL and extends upward.

3. Which checklist evaluates Pilot, Aircraft, enViornment, External Pressures?

A. PAVE

B. IMSAFE

C. 5P Check

D. ADM

Risk assessment before flight is aided by the PAVE checklist, which prompts you to evaluate four areas: Pilot, Aircraft, Environment, and External pressures. The idea is to surface factors that could affect safety before you fly, so you can decide whether to proceed, delay, or adjust plans. - Pilot: consider your own fitness, proficiency, and any factors like fatigue, medication, or stress that could impair performance. - Aircraft: assess airworthiness, maintenance status, and available equipment. - Environment: look at weather, terrain, runways, airspace, and time of day or visibility. - External pressures: account for time deadlines, passengers or cargo demands, and any pressures that might push you to fly despite risks. This checklist helps you identify risk factors early. Other checklists have different focuses: IMSAFE targets your personal health and readiness; the 5P check covers planning, the aircraft, the pilot, passengers, and programming; ADM refers to the broader decision-making process rather than a single four-part evaluation.

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4. If a standard-rate turn is maintained, how many degrees per second are added to the heading?

A. 1 degree per second.

B. 2 degrees per second.

C. 6 degrees per second.

D. 3 degrees per second.

Standard-rate turns change the aircraft's heading at a fixed rate of 3 degrees per second. This rate is set so that a complete 360° turn takes 2 minutes, or 120 seconds, to execute. So, the heading increases by 3 degrees every second while maintaining a standard-rate turn. The alternative rates would produce different completion times for a full circle: 1 degree per second would take 360 seconds (6 minutes), 2 degrees per second would take 180 seconds (3 minutes), and 6 degrees per second would complete a 360° turn in 60 seconds. Therefore, 3 degrees per second is the standard-rate value.

5. What is the recommended scanning method for instrument flight?

A. Focus only on the attitude indicator.

B. A continuous, disciplined cross-check cycle prioritizing AI for attitude, Altimeter for altitude, and ASI for airspeed, with occasional VSI and HI checks.

C. Monitor only the airspeed indicator.

D. Scan altimeter first, then VSI, then AI.

In instrument flight, you maintain awareness and control by a continuous cross-check of the instruments, focusing on the three primary sources: the attitude indicator for attitude (pitch and bank), the altimeter for altitude, and the airspeed indicator for speed. This continuous cycle keeps you aware of how the aircraft is moving through the air and ensures you can hold or change your flight path safely. The vertical speed indicator and the heading indicator are still important, but they're checked periodically to confirm rate of climb/descent and your course. Why this approach is best: prioritizing attitude, altitude, and airspeed gives you the essential flight picture you must manage at all times. Attitude tells you how the aircraft is oriented, which is the central control you must maintain; altitude tells you where you are vertically, and airspeed tells you how fast you're progressing toward or away from your target. Checking the VSI and HI regularly complements this by confirming vertical motion and heading, helping you detect any deviations quickly without letting other critical information go unchecked. Other scanning methods that focus on a single instrument or follow a fixed order that omits the daily emphasis on attitude, altitude, and airspeed aren't sufficient for timely, safe instrument conditions.

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6. What is the purpose of the slip/skid indicator in the instrument system?

A. To show whether the aircraft is in coordinated flight; the ball should be centered for coordinated flight.

B. To indicate bank angle.

C. To show vertical speed.

D. To indicate turn rate.

The slip/skid indicator is all about keeping flight coordinated. It uses a small ball that slides in a curved tube to sense sideways (lateral) acceleration. When the airplane is in coordinated flight, the lift, weight, and centripetal forces balance in the turn, so there's no sideways force on the airplane and the ball sits centered. If you're not coordinating properly—perhaps you're banked but not enough rudder, or you're applying too much rudder—the ball moves to one side, indicating a slip (ball to the inside of the turn) or a skid (ball to the outside). The pilot uses rudder and aileron to bring the ball back to the center, restoring coordinated flight. This instrument doesn't show bank angle (that's the job of the attitude indicator), vertical speed (that's the vertical speed indicator), or turn rate (that's shown by the turn indicator/turn coordinator). Its purpose is specifically to reveal whether the turn is coordinated by centering the ball.

7. How many SRM parts are listed in the framework?

A. Five

B. Six

C. Four

D. Seven

The SRM framework is described as a six-part structure in this course. This six-part setup covers the key aspects of single-pilot resource management, such as maintaining situational awareness, recognizing and defining problems, making timely decisions, managing workload, using automation and aircraft systems effectively, and communicating and coordinating with others. Since the material defines six distinct components, six is the correct count. The other options would miss part of the framework or add elements not described in this framework.

8. Which instrument provides the airspeed indication that pilots rely on for obstacle clearance and maneuvering?

A. The airspeed indicator (ASI).

B. The vertical speed indicator (VSI).

C. The attitude indicator (AI).

D. The heading indicator (HDI).

The airspeed indicator is the instrument that provides the airspeed reading pilots rely on for obstacle clearance and maneuvering. It measures the dynamic pressure from the pitot-static system and converts it to indicated airspeed, which directly correlates with the aircraft's stall speed and maneuvering margins. Keeping within the indicated airspeed bands helps ensure you won't stall in turns or climbs near obstacles and allows safe maneuvering performance. The other instruments serve different purposes—vertical speed shows rate of climb or descent, attitude shows orientation, and heading shows direction—so they don't provide the speed information needed for obstacle clearance and maneuvering.

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9. Which statement is true regarding IAS and Mach number for high-altitude planning?

A. IAS remains the primary reference for planning at all altitudes.

B. Mach number and IAS are unrelated.

C. IAS measures vertical speed.

D. Mach number relates true airspeed to the speed of sound at altitude; IAS is used for controls; at high altitude Mach becomes the key reference.

At high altitude, the speed reference that matters for planning shifts from indicated airspeed to Mach number because the local speed of sound changes with altitude and temperature, and the aerodynamic regime you're in is best described by Mach. Mach is the ratio of true airspeed to the local speed of sound, so it directly tells you how close you are to sonic conditions and how the aircraft will behave in different layers of the atmosphere. Indicated airspeed, while useful for control and ensuring safe margins at lower speeds, is tied to dynamic pressure and air density, which vary with altitude. That means the same IAS can correspond to very different true airspeeds as you climb, making it less reliable for planning high-altitude performance. So the true statement is that Mach relates true airspeed to the speed of sound at altitude, IAS is used for controls, and at high altitude Mach becomes the key reference.

10. Which airspace states that VFR traffic is not separated?

A. Class B

B. Class D

C. Class E

D. Class G

VFR traffic is not separated in airspace where there is no ATC service at all—uncontrolled airspace. In this environment every pilot is responsible for maintaining separation from other aircraft using see-and-avoid and their own judgement, because ATC does not provide separation services for VFR. Among the options, the one that describes this scenario is the uncontrolled airspace. In the other, controlled airspaces, ATC provides separation services (at least for IFR traffic, and often gives advisories or traffic information to VFR). So the statement that VFR traffic isn't separated best fits the uncontrolled airspace rather than the controlled ones.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://avit221block1.examzify.com

We wish you the very best on your exam journey. You've got this!

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