ENROUTE MAP 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 information is normally shown for each airway segment?

A. The airway designator, endpoints (VORs or fixes), the MEA (and MOCA if applicable), and any SUA or altitude restrictions

B. The pilot's license number

C. The weather forecast for the segment

D. The air traffic control contact frequency

2. What is the MEA of V417 from DORTS to MHZ?

A. 3500

B. 4000

C. 4500

D. 5000

3. What type of NAVAID is MCB?

A. Vortac

B. Vor

C. Tacan

D. Ndb

4. Which VORTAC is associated with the diamond mileage V245 w JAN APCH?

A. SQS VORTAC

B. MHZ VORTAC

C. PHX VORTAC

D. LAX VORTAC

5. What is the UHF frequency for MLU APCH?

A. 258.2

B. 257.0

C. 260.0

D. 259.5

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6. What is the MEA of V18 from MHZ to MEI?

A. 1,000

B. 3,000

C. 5,000

D. 2,000

7. Which VOR hosts the MOCA?

A. V18

B. BLE

C. KTVR

D. V535

8. KJVW maps to which location?

A. Hawkins Field

B. John Bell Williams

C. Jackson International

D. Macomb

9. Which option correctly describes Special Use Airspace (SUA)?

A. SUA are not depicted on enroute charts

B. SUA includes MOAs, Restricted, and Prohibited airspace; depicted with boundaries and labels

C. SUA are only weather-related zones

D. SUA are used only for training routes and not shown

10. How do RNAV routes provide flexibility in enroute navigation?

A. They allow direct routing between RNAV fixes without following ground-based navaids, increasing efficiency.

B. They require following all VORs in sequence.

C. They reduce routing options.

D. They are used only for helicopter routes.

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Answers

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

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Explanations

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1. What information is normally shown for each airway segment?

A. The airway designator, endpoints (VORs or fixes), the MEA (and MOCA if applicable), and any SUA or altitude restrictions

B. The pilot's license number

C. The weather forecast for the segment

D. The air traffic control contact frequency

On IFR enroute charts, each airway segment is defined to support safe navigation and altitude planning. The airway designator identifies the route, and the endpoints show where the segment starts and ends—typically VORs or named fixes. The MEA sets the lowest altitude at which obstacle clearance and reliable navigation signals are maintained along the segment, and MOCA is shown when applicable to guarantee obstacle clearance within 100 miles of the guiding VOR even if NAV signal reception beyond that range isn't assured. Any SUA (special use airspace) or altitude restrictions along the segment are indicated so you know where you must adjust altitude or avoid restricted airspace. Weather forecasts, a pilot's license number, or ATC frequencies are not normally shown as part of each airway segment on these charts, since they're not specific route-data required for defining the segment itself.

2. What is the MEA of V417 from DORTS to MHZ?

A. 3500

B. 4000

C. 4500

D. 5000

MEA is the lowest altitude along an enroute segment that guarantees both obstacle clearance and reliable navigation signal reception for that path. For V417 from DORTS to MHZ, the published MEA must be high enough to clear the highest terrain or obstacles along the entire segment while also ensuring that the required navigation signal (the VOR/DME or comparable aid) remains usable throughout. In this case, 4000 feet is the lowest altitude that satisfies both conditions for the DORTS-to-MHZ portion of V417. Lower altitudes would risk hitting terrain, while higher altitudes would still be safe but wouldn't be the minimum. Hence 4000 feet is the correct MEA.

3. What type of NAVAID is MCB?

A. Vortac

B. Vor

C. Tacan

D. Ndb

This question tests recognizing a combined VOR and TACAN navigation aid. MCB is a VORTAC because it provides both the VOR azimuth signal for bearing and the TACAN signal for distance (DME) that military users can also use. A VOR alone wouldn't include the TACAN/DME component, a TACAN alone isn't paired with a VOR signal for civilian bearing, and an NDB is a different, non-directional beacon system entirely. So MCB is best identified as a VORTAC.

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4. Which VORTAC is associated with the diamond mileage V245 w JAN APCH?

A. SQS VORTAC

B. MHZ VORTAC

C. PHX VORTAC

D. LAX VORTAC

Diamond mileage along a VOR airway is defined by DME from a specific VORTAC, creating distance-based fixes on that route. For the V245 segment associated with the JAN approach, the VORTAC that provides the reference distance is the MHZ VORTAC, because it lies on that airway segment and supplies the DME readout used to define the mileage point. The other VORTACs listed do not sit on that particular V245 segment in the JAN area, so they don't supply the diamond mileage reference for this approach.

5. What is the UHF frequency for MLU APCH?

A. 258.2

B. 257.0

C. 260.0

D. 259.5

The frequency shown for UHF APCH is the specific channel published for military use to contact the airport's approach control. For Monroe Regional (MLU), the UHF approach frequency is 258.2 MHz. This is the frequency you'd dial on a UHF radio to reach the approach controller when operating in the UHF band. The other numbers listed are not the published UHF approach frequency for this airport; they correspond to different channels or fields and would not connect you to Monroe's approach on UHF. Remember, civilian pilots use the VHF (civilian) approach frequency, while military or UHF-capable users would use 258.2 for this airport.

6. What is the MEA of V18 from MHZ to MEI?

A. 1,000

B. 3,000

C. 5,000

D. 2,000

When flying an IFR enroute airway, the MEA is the minimum altitude that guarantees obstacle clearance along the segment and ensures reliable navigation aid reception for the route. For V18 between MHZ and MEI, the published MEA is three thousand feet. This altitude provides the necessary clearance over terrain and obstacles on that route and ensures you can reliably navigate using the airway's VORs/DME. Lower altitudes wouldn't guarantee adequate clearance if terrain or obstacles rise along the path, while a much higher altitude isn't required for this segment.

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7. Which VOR hosts the MOCA?

A. V18

B. BLE

C. KTVR

D. V535

MOCA is the altitude on enroute charts that guarantees obstacle clearance within about 22 nautical miles of a VOR that provides DME (a VOR/DME or VORTAC). Because you need distance information to determine whether you're within that 22 NM zone, the MOCA is tied to the VOR that has DME. In this airway context, the VOR that hosts the MOCA is the one equipped with DME for that segment, which is V535. The other VORs listed do not serve as the MOCA host for this segment.

8. KJVW maps to which location?

A. Hawkins Field

B. John Bell Williams

C. Jackson International

D. Macomb

ICAO codes identify each U.S. airport with a four-letter code, and US codes start with K. KJVW is the official ICAO designation for the John Bell Williams Airport in the Jackson area. This code is how flight planners and charts reference that specific field in FAA databases and on enroute maps. The other locations have different ICAO codes, so they don't correspond to KJVW. If you want to double-check, look up KJVW in an aviation chart or the FAA database and you'll see John Bell Williams listed there.

9. Which option correctly describes Special Use Airspace (SUA)?

A. SUA are not depicted on enroute charts

B. SUA includes MOAs, Restricted, and Prohibited airspace; depicted with boundaries and labels

C. SUA are only weather-related zones

D. SUA are used only for training routes and not shown

Special Use Airspace marks parts of the sky where activities occur that require special handling or permissions. The main examples you'll encounter are Military Operations Areas, Restricted Areas, and Prohibited Areas. These zones are shown on enroute charts with clear boundaries and labels so pilots can plan around them or know when special procedures apply. MOAs may be active at certain times and usually allow flight through with caution, whereas Restricted and Prohibited areas require permission to enter or are off-limits when active. The other statements don't fit because SUA are indeed depicted on charts, they aren't solely weather-related zones, and training routes are separate concepts.

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10. How do RNAV routes provide flexibility in enroute navigation?

A. They allow direct routing between RNAV fixes without following ground-based navaids, increasing efficiency.

B. They require following all VORs in sequence.

C. They reduce routing options.

D. They are used only for helicopter routes.

RNAV routes are defined by GPS-determined fixes, not by ground-based navaids. This lets you fly directly from one RNAV waypoint to another, rather than being forced to follow a sequence of VORs or other navaids. That direct, point-to-point capability makes enroute navigation more efficient and flexible, allowing you to choose shorter or more favorable paths around weather, terrain, or congestion. In contrast, routing that requires following VORs or limiting paths reduces flexibility, and RNAV is used broadly for enroute navigation, not only for helicopters.

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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://enroutemap.examzify.com

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

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