

INSTRUMENT / INSTRUMENT FLIGHT RULES (IN-IFR) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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.

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!

Questions

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1. What is the typical Vapp speed for the T-1 approach?

- A. 112 KIAS
- B. 90 KIAS
- C. 130 KIAS
- D. 70 KIAS

2. How does RVSM affect altitude assignment and requirements?

- A. RVSM allows reduced vertical separation (1,000 feet) between flight levels in the applicable airspace; requires certified equipment and appropriate approvals.
- B. RVSM increases vertical separation.
- C. RVSM only applies to oceanic routes.
- D. RVSM is optional in all airspace.

3. If you lose communications and have not received lost communications instructions, you are cleared to fly any published approach compatible without equipment and the actual weather. True or False?

- A. True
- B. False
- C. Only if ATC approves
- D. Only if you have a filed IFR clearance

4. Which intercept headings are used for procedure turns?

- A. 45/180 and 80/260 degrees
- B. 30/150 and 60/210 degrees
- C. 15/195 and 70/250 degrees
- D. 0/360 and 90/270 degrees

5. What does MEA stand for and what is its purpose?

- A. Minimum Enroute Altitude; ensures obstacle clearance and NAV signal reception on the route.
- B. Maximum Enroute Altitude; ensures highest altitude.
- C. Minimum Elevation Altitude; ensures terrain clearance.
- D. Mandatory Enroute Altitude; ensures ATC radar coverage.

6. When can you descend?

- A. cleared for an approach
- B. abeam or past the IAF
- C. on a parallel or intercept heading to the approach
- D. after you pass the missed approach point

7. Decision altitude is measured in ____.

- A. MSL
- B. AGL
- C. TDZE
- D. QNH

8. Descend on a procedure turn, only when established ____.

- A. outbound
- B. holding
- C. parallel
- D. inbound

9. How do you prepare for a lost communications scenario in IFR (AVEF)?

- A. Follow the route ATC assigns, but ignore altitude guidance.
- B. Follow Assigned, Vectored, Expected, then Filed route, and maintain the highest of last assigned altitude, the altitude ATC advised to expect, or the minimum IFR altitude.
- C. Continue on the last assigned altitude.
- D. Immediately land at the nearest airport.

10. If the penetration turn altitude is not depicted, what should you do?

- A. Turn at the FAF altitude
- B. Turn half-way between the IAF and FAF altitudes
- C. Turn at the IAF altitude
- D. No turn allowed

Answers

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

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Explanations

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1. What is the typical Vapp speed for the T-1 approach?

- A. 112 KIAS**
- B. 90 KIAS
- C. 130 KIAS
- D. 70 KIAS

Vapp is the speed you aim to fly on final approach with the aircraft in landing configuration. It's chosen to keep the airplane just above stall speed while still giving you good control authority and a stable, energy-manageable approach. For the T-1, the typical Vapp is around 112 KIAS, which reflects a final-approach speed that balances adequate stall margin with smooth descent and braking performance. If you fly significantly slower, you risk stalling, especially in the landing configuration with flaps and landing gear extended. If you fly much faster, you'll carry more energy, which can make the approach less stable and increase landing distance. The 112 KIAS figure sits in the middle as the standard target speed for a typical T-1 approach.

2. How does RVSM affect altitude assignment and requirements?

- A. RVSM allows reduced vertical separation (1,000 feet) between flight levels in the applicable airspace; requires certified equipment and appropriate approvals.**
- B. RVSM increases vertical separation.
- C. RVSM only applies to oceanic routes.
- D. RVSM is optional in all airspace.

RVSM reduces vertical separation to 1,000 feet between flight levels in the airspace that is designated as RVSM, which allows more precise altitude management and higher capacity. Because of this tighter spacing, aircraft must be equipped and approved to participate: two independent altitude measurement systems feed the flight controls, an approved automatic altitude-keeping system is in place, and the altitude-encoding transponder and related equipment must be functioning properly. The operator must have RVSM approval, and ATC relies on this equipment status when assigning altitudes. As a result, altitude assignments within RVSM airspace are made with 1,000-foot steps, typically between the standard RVSM levels, and you can only fly there if both the aircraft and operator meet the required equipment and approval standards. This isn't optional, and RVSM isn't limited to oceanic routes; it applies to designated airspace where such reduced separation is established.

3. If you lose communications and have not received lost communications instructions, you are cleared to fly any published approach compatible without equipment and the actual weather. True or False?

- A. True**
- B. False
- C. Only if ATC approves
- D. Only if you have a filed IFR clearance

Instruments IFR lost-communications rules let you continue with the clearance you last received (or what you would reasonably expect to be cleared for) and then land using an instrument approach that you can actually fly with the equipment you have and that meets the weather minimums. So, if you've lost comms and haven't been given lost-communications instructions, you're allowed to proceed toward the destination and execute a published approach that matches the equipment on board and the current weather. The emphasis is on using an approach you can fly and that you can legally land from, not on waiting for a new ATC instruction. If the weather is below the minimums for that approach, you must choose a different approach with adequate minimums or divert as required. That's why this statement is true: you may fly a published approach compatible with your equipment and the actual weather, provided you follow the lost-communication route/altitude guidance and select an approach you can safely execute.

4. Which intercept headings are used for procedure turns?

- A. 45/180 and 80/260 degrees**
- B. 30/150 and 60/210 degrees
- C. 15/195 and 70/250 degrees
- D. 0/360 and 90/270 degrees

The idea here is how you set up the course reversal for a procedure turn by using a defined intercept angle from the inbound course. You don't fly a random turn; you intercept the outbound leg at a specific angle so you end up aligned with the inbound course again. Two common intercept angles used for a procedure turn are 45 degrees and 80 degrees. With an inbound course of 180 degrees, a 45-degree intercept gives you an outbound heading around 225 degrees, while an 80-degree intercept yields an outbound heading around 260 degrees. The numbers shown in the choice reflect these two practical intercept options: 45 degrees off the inbound course and 80 degrees off the inbound course, leading to the respective outbound headings. These two patterns represent the typical teardrop/parallel-entry choices for a procedure turn, chosen based on airspace, terrain, and spacing requirements to stay in protected airspace while reversing course. The other options don't correspond to the standard intercept-angle choices used for procedure turns.

5. What does MEA stand for and what is its purpose?

- A. Minimum Enroute Altitude; ensures obstacle clearance and NAV signal reception on the route.**
- B. Maximum Enroute Altitude; ensures highest altitude.
- C. Minimum Elevation Altitude; ensures terrain clearance.
- D. Mandatory Enroute Altitude; ensures ATC radar coverage.

Minimum Enroute Altitude is the published altitude along an IFR enroute segment that ensures two things: obstacle clearance and reliable navigation signal reception. Flying at or above this altitude protects you from terrain and obstacles along the route and guarantees you can receive the required navigation signals (such as VOR/DME or GPS) for dependable navigation. It does not guarantee ATC radar coverage, and it is not describing a maximum or elevation-specific altitude. If you fly below the MEA, you risk hitting terrain or losing navigation signal, which is why this altitude is specified for each route segment.

6. When can you descend?

- A. cleared for an approach**
- B. abeam or past the IAF
- C. on a parallel or intercept heading to the approach
- D. after you pass the missed approach point

The ability to descend on an instrument approach comes from ATC authorization to fly the approach. You may not descend from your en route altitude until you have been cleared for the approach, which permits you to descend along the published altitudes of the approach to the minimums. That's why the correct choice is "cleared for an approach." Being abeam or past the initial approach fix, or being on a parallel or intercept heading, does not grant permission to descend on the approach. And after you pass the missed approach point, you're at the end of the approach segment and would either continue to land if cleared or execute the missed approach; descent would have already been governed by the previous approach clearance.

7. Decision altitude is measured in ____.

- A. MSL
- B. AGL
- C. TDZE
- D. QNH

Decision altitude is expressed in feet above mean sea level. This standard reference comes from how the altimeter reading is used during an approach: with the local pressure setting, the instrument shows your height above sea level, providing a consistent reference across different airports. If you want to know how high you are above the runway surface, you subtract the runway's TDZE from the DA to get height above ground, but the published DA itself is an MSL measurement. AGL isn't used because it would vary with airport elevation and terrain, TDZE is just the runway's elevation, and QNH is a pressure setting, not a height unit.

8. Descend on a procedure turn, only when established ____.

- A. outbound
- B. holding
- C. parallel
- D. inbound

Descend on a procedure turn only when established on the inbound course of the procedure turn. The purpose is to ensure you're correctly positioned to intercept the final approach on the published course. Once you've completed the outbound leg and are established on the inbound course, you can begin the descent in a stable, controlled manner that aligns with the approach profile. Descending while on the outbound leg could leave you below required altitudes or off course before you're properly oriented to the final approach, which is not acceptable. The other terms don't describe the segment where this descent is permitted—this rule specifically refers to being established on the inbound course.

9. How do you prepare for a lost communications scenario in IFR (AVEF)?

- A. Follow the route ATC assigns, but ignore altitude guidance.
- B. Follow Assigned, Vectored, Expected, then Filed route, and maintain the highest of last assigned altitude, the altitude ATC advised to expect, or the minimum IFR altitude.
- C. Continue on the last assigned altitude.
- D. Immediately land at the nearest airport.

In IFR lost-communications handling, you follow the AVEF order for the route and use a specific rule for altitude to stay safely separated from other air traffic. AVEF means: start with the route last assigned by ATC, then the route you're being vectored on if you're still under vectors, then the route ATC said you should expect, and finally the filed route in your flight plan if none of the previous apply. For altitude, you fly the highest of the last assigned altitude, the altitude ATC advised you to expect, or the minimum IFR altitude. This combination keeps you aligned with ATC's intentions and within safe terrain/traffic protection, even when you can't communicate. This is the best answer because it directly implements the established procedure for maintaining proper routing and altitude when communications fail, ensuring you remain predictable and safe within the airspace system. The other options disrupt that workflow: ignoring altitude guidance breaks the safety rule about altitude to expect or maintain; sticking only to the last assigned altitude ignores the possible higher altitude ATC indicated to expect or the MEA required for obstacle clearance; and landing immediately at the nearest airport isn't a mandatory action in a routine loss of comms and can lead you away from the intended handling and potentially unsafe situations unless you're actually in distress.

10. If the penetration turn altitude is not depicted, what should you do?

- A. Turn at the FAF altitude
- B. Turn half-way between the IAF and FAF altitudes**
- C. Turn at the IAF altitude
- D. No turn allowed

The key idea is how to handle a penetration turn when the altitude for it isn't published on the procedure. In that situation, you should perform the turn at the altitude halfway between the IAF altitude and the FAF altitude. This midpoint helps you stay inside the protected airspace for obstacle clearance while you maneuver from the initial approach segment to the final approach course. Turning at the FAF altitude would place the turn too late on the approach path and could reduce clearance during the turn. Turning at the IAF altitude would keep you higher than necessary and may not provide the proper descent profile for a safe, controlled reversal. Not performing a turn would prevent you from aligning with the final approach course, which is required.

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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://inifr.examzify.com>

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

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