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

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://inifr.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright 1
Table of Contents 2
Introduction 3
How to Use This Guide 4
Questions 5
Answers 8
Explanations 10
Next Steps 15

SAMPLE

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. MOCA distance coverage is typically up to how many nautical miles from the VOR/DME facility?

A. Up to 50 NM.

B. Within 100 NM of the VOR/DME facility.

C. Up to 500 NM.

D. Not related to NAV signals.

2. Victor routes are in _____ headings.

A. Geographic

B. True

C. Compass

D. Magnetic

3. BUG stands for which items in this context?

A. Frequency, Altitude, Heading bug, TOLD

B. Frequency, Course, Heading bug, TOLD

C. Frequency, Course, Heading bug, ETA

D. Frequency, Course, Heading bug, TOLD

4. What is a Missed Approach Procedure?

A. The published sequence of actions (usually climb to a specified altitude and turn in a defined manner) to be followed if the landing cannot be completed.

B. A procedure to circle for weather avoidance

C. A procedure to descend below MDA

D. A procedure to reset GPS

5. On a typical ILS approach, what acts as the MAP for the precision portion?

A. Missed approach point at the runway threshold.

B. Final approach fix.

C. Decision altitude (DA).

D. Minimum descent altitude (MDA).

SAMPLE

6. Which statement best describes teardrop penetrations with the required NAVAIDs?

A. TACAN and ADF

B. Only TACAN is allowed.

C. DME is mandatory.

D. DME or Non-DME teardrops with compatible NAVAIDs.

7. Which altitude is associated with 1-minute inbound legs?

A. 20,000 ft MSL

B. Above 14,000 ft MSL

C. Below 10,000 ft MSL

D. At or below 14,000 ft MSL

8. On an instrument approach plate, the fixed point at which the final segment begins is called the

A. End of the initial approach

B. Final Approach Fix

C. IAP altitude

D. Missed approach point

9. In the United States, in which airspace does Class A reside and what are IFR requirements?

A. Class A extends from 18,000 feet MSL to FL600; IFR operations require explicit ATC clearance.

B. Class A extends from the surface to FL180; IFR requires no clearance.

C. Class A is only offshore and does not apply to IFR operations.

D. Class A extends from 12,000 feet to 18,000 feet.

10. On enroute IFR charts, MEA and MOCA are defined as which of the following?

A. MEA guarantees obstacle clearance with NAV signal reception; MOCA is the lowest altitude for obstacle clearance.

B. MOCA guarantees obstacle clearance with NAV signal reception within the VOR/DME facility's range (often 100 NM); MEA is the lowest published altitude guaranteeing obstacle clearance and NAV signal reception.

C. MOCA guarantees obstacle clearance but not NAV signal reception.

D. MEA and MOCA are unrelated.

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. MOCA distance coverage is typically up to how many nautical miles from the VOR/DME facility?

A. Up to 50 NM.

B. Within 100 NM of the VOR/DME facility.

C. Up to 500 NM.

D. Not related to NAV signals.

MOCA provides obstacle clearance like other altitude minimums, but the navigation signal guarantee from the VOR/DME is limited to 100 nautical miles from the facility. This means you can rely on the VOR/DME reception (and the DME readouts you'd use for distance) only when you're within 100 NM of that VOR/DME. Beyond that range, the MOCA tolerance for signal reception isn't guaranteed, so you'd rely on other navigation information for that segment. That's why the correct description is within 100 NM of the VOR/DME facility. The other options don't reflect the actual signal-reception limit, and MOCA is indeed related to NAV signals. On charts, MOCA is indicated with a symbol near the VOR to flag this 100 NM reception limit.

2. Victor routes are in _____ headings.

A. Geographic

B. True

C. Compass

D. Magnetic

Victor routes are the low-altitude IFR airways whose centerlines are defined by magnetic bearings from VORs. The navigation system for these routes is tied to magnetic north, and charts publish the airway courses as magnetic headings. Because magnetic north differs from true north by local variation, using magnetic headings ensures the airway follows the intended path on the ground. True headings or compass-based headings aren't used to define or fly these airways, so the correct answer is magnetic.

3. BUG stands for which items in this context?

A. Frequency, Altitude, Heading bug, TOLD

B. Frequency, Course, Heading bug, TOLD

C. Frequency, Course, Heading bug, ETA

D. Frequency, Course, Heading bug, TOLD

BUG is a mnemonic used to remember four cockpit items you should set or verify for IFR navigation and performance planning: Frequency, Course, Heading bug, and TOLD. Frequency refers to the correct NAV/COM frequencies so you can communicate and navigate on the intended navaid. Course is the navigation course you plan to fly, set on the instrument so the CDI/HSI shows the proper track. Heading bug is the heading setting you use to maintain or intercept a specific direction, giving you a quick reference during turns and course changes. TOLD stands for Takeoff and Landing Data, the performance information you calculate or reference to ensure safe takeoff and landing given the current conditions. An ETA is not part of this mnemonic, so the pair that includes Frequency, Course, Heading bug, and TOLD is the best fit.

SAMPLE

4. What is a Missed Approach Procedure?

A. The published sequence of actions (usually climb to a specified altitude and turn in a defined manner) to be followed if the landing cannot be completed.

B. A procedure to circle for weather avoidance

C. A procedure to descend below MDA

D. A procedure to reset GPS

Missed Approach Procedure is the published sequence of actions you must follow when a landing cannot be completed. It starts at the missed approach point or decision altitude/height and typically requires climbing to a specified altitude, executing a defined turn to a prescribed heading or course, and then proceeding along a published path to a holding fix or another waypoint. This structured path is designed to guarantee obstacle clearance and to bring you to a safe point from which you can continue the approach or divert. So, the best answer describes a formal, published set of actions to execute when a landing isn't possible. It's not simply circling for weather avoidance, not a procedure to descend below minimums, and not a GPS reset.

5. On a typical ILS approach, what acts as the MAP for the precision portion?

A. Missed approach point at the runway threshold.

B. Final approach fix.

C. Decision altitude (DA).

D. Minimum descent altitude (MDA).

On a precision approach such as an ILS, the point at which you must decide to land or go missed is defined by the published decision altitude (or decision height). As you fly the glideslope, you continue descent until you reach this altitude; if the runway environment and required references aren't in sight at that moment, you must execute the missed approach. The MAP isn't a fixed point at the runway threshold—its location is determined by reaching that altitude along the glide path. The minimum descent altitude applies to non-precision approaches, not to precision ones, where the decisive point is the DA/DH.

6. Which statement best describes teardrop penetrations with the required NAVAIDs?

A. TACAN and ADF

B. Only TACAN is allowed.

C. DME is mandatory.

D. DME or Non-DME teardrops with compatible NAVAIDs.

The idea here is that teardrop penetrations rely on the ability to measure distance or time from a navigational fix to determine when to start the course reversal, and that can be done with either DME-equipped navaids or non-DME navaids as long as the navaid setup is compatible with the procedure. DME is the most common way to gauge when you're a specific distance from the fix, but if you don't have DME you can still execute the teardrop using other valid means (for example, timing or another compatible navaid) to complete the reversal safely. So teardrop penetrations aren't limited to a single navaid like TACAN; they can be performed with DME or with non-DME navaids as long as the navaid setup supports the procedure.

SAMPLE

7. Which altitude is associated with 1-minute inbound legs?

A. 20,000 ft MSL

B. Above 14,000 ft MSL

C. Below 10,000 ft MSL

D. At or below 14,000 ft MSL

In instrument holds, how long the inbound leg lasts is tied to altitude. One-minute inbound legs are used when you're at or below 14,000 feet MSL because the slower speeds and shorter ground distance keep the spacing and timing manageable for standard-rate turns. Once you're above 14,000 feet MSL, inbound legs are extended to 1.5 minutes to account for higher groundspeeds and to maintain proper separation and pattern geometry. So, the altitude associated with 1-minute inbound legs is at or below 14,000 ft MSL.

8. On an instrument approach plate, the fixed point at which the final segment begins is called the

A. End of the initial approach

B. Final Approach Fix

C. IAP altitude

D. Missed approach point

The main idea is that the Final Approach Fix marks where you start the last part of the approach—the final approach segment. This fixed point is where you begin your final descent toward the runway and continue down to minimums. It's the transition from the intermediate/initial segments into the final path you'll follow to land. On instrument approach charts, the FAF is defined as that point along the final course where the final approach descent begins, and from there you follow the published path to theMissed Approach Point or the runway, depending on the approach type. The other terms don't define the start of the final segment: the end of the initial approach is the boundary before you reach the final segment, a published IAP altitude isn't a fixed location, and the Missed Approach Point marks the end of the final segment (where you decide to go around if you don't have the required conditions).

9. In the United States, in which airspace does Class A reside and what are IFR requirements?

A. Class A extends from 18,000 feet MSL to FL600; IFR operations require explicit ATC clearance.

B. Class A extends from the surface to FL180; IFR requires no clearance.

C. Class A is only offshore and does not apply to IFR operations.

D. Class A extends from 12,000 feet to 18,000 feet.

Class A airspace in the United States starts at 18,000 feet MSL and extends up to and including FL600. In this block, all flights operate under Instrument Flight Rules and entering or operating there requires explicit ATC clearance. You must be on an IFR flight plan, maintain two-way radio communications with ATC, and have appropriate transponder/altitude reporting. The other options misstate either the vertical extent or the clearance requirement (or applicability), so they don't reflect how Class A is defined and used in the U.S.

SAMPLE

10. On enroute IFR charts, MEA and MOCA are defined as which of the following?

A. MEA guarantees obstacle clearance with NAV signal reception; MOCA is the lowest altitude for obstacle clearance.

B. MOCA guarantees obstacle clearance with NAV signal reception within the VOR/DME facility's range (often 100 NM); MEA is the lowest published altitude guaranteeing obstacle clearance and NAV signal reception.

C. MOCA guarantees obstacle clearance but not NAV signal reception.

D. MEA and MOCA are unrelated.

Min enroute altitudes (MEA) and minimum obstacle clearance altitudes (MOCA) have different protections. The MEA is the lowest altitude published for a route segment that guarantees both obstacle clearance and reliable navigation signal reception along the entire segment. The MOCA, on the other hand, guarantees obstacle clearance but only within the service volume of the VOR/DME providing the MOCA—typically within about 100 nautical miles of that facility—and it also guarantees navigation signal reception within that same 100 NM region. Beyond that distance, MOCA does not guarantee NAV signal reception, though obstacle clearance remains ensured within the 100 NM band. Therefore, the statement that MOCA guarantees obstacle clearance with NAV signal reception within the VOR/DME facility's range (often 100 NM) and that MEA provides the lowest altitude guaranteeing obstacle clearance and NAV signal reception is the best description.

SAMPLE

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!

SAMPLE