

TRAINING AIR WING (TW4) COURSE RULES CORPUS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://tw4courserulescorpus.examzify.com>



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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

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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. Oso Transition inbound with runways 31L/18, to which control tower should you switch when directed?**
 - A. Waldron Tower
 - B. Oso Bridge Control
 - C. Kings Control
 - D. Shamrock Control

- 2. What altitude should be maintained during the Mustang Central exit?**
 - A. 1/2 working altitude
 - B. 3/4 working altitude
 - C. Full altitude
 - D. No altitude specified

- 3. After circling Redfish Point, what landmark do you pass over and at what altitude?**
 - A. LBJ Causeway at 1,500' MSL
 - B. LBJ Causeway at 500' MSL
 - C. Woodsboro at 1,500' MSL
 - D. Redfish Point at 1,500' MSL

- 4. After completing Mustang areas 5-8, descend to what altitude prior to transiting under adjacent working areas?**
 - A. 4500' MSL
 - B. 3500' MSL
 - C. 5500' MSL
 - D. 5000' MSL

- 5. What is the KNGP pattern altitude?**
 - A. 1000' MSL
 - B. 1500' MSL
 - C. 800' MSL
 - D. 2000' MSL

6. During Waldron VFR departures, you must stay west of the power plant for RWY 36 and east of it for RWY 31. Which option correctly states this pair?
- A. West of power plant for RWY 36; East of power plant for RWY 31
 - B. East of power plant for RWY 36; West of power plant for RWY 31
 - C. North of power plant for RWY 36; South of power plant for RWY 31
 - D. South of power plant for RWY 36; North of power plant for RWY 31
7. Do not commence engine start or taxi within how many feet of refueling operations?
- A. 100 feet
 - B. 25 feet
 - C. 50 feet
 - D. 75 feet
8. In Beach Line Departure for Runway 13L, what heading is flown until you reach the high bridge?
- A. HDG 125
 - B. HDG 105
 - C. HDG 135
 - D. HDG 305
9. What is the KINGS 4 MOA high block altitude range?
- A. 15,000' to 22,000' MSL
 - B. 14,000' to 24,000' MSL
 - C. 10,000' to 20,000' MSL
 - D. 20,000' to 28,000' MSL
10. Corpus App will assign working altitudes from what to what in what intervals, resulting in what separation?
- A. 6500 ft to 14,500 ft in 2000 ft intervals, resulting in 1000 ft of separation
 - B. 6000 ft to 13,000 ft in 1000 ft intervals, resulting in 500 ft of separation
 - C. 7000 ft to 15,000 ft in 2500 ft intervals, resulting in 2000 ft of separation
 - D. 6500 ft to 12,000 ft in 1500 ft intervals, resulting in 1500 ft of separation

Answers

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

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Explanations

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1. Oso Transition inbound with runways 31L/18, to which control tower should you switch when directed?

- A. Waldron Tower**
- B. Oso Bridge Control
- C. Kings Control
- D. Shamrock Control

When you're inbound on a transition, switch to the tower that has jurisdiction over the destination airfield and the runway configuration you're coming in on. For Oso Transition inbound with runways 31L/18, Waldron Tower is the controlling facility for that field and runway setup, so you would switch to Waldron Tower as directed to receive the final approach clearance and sequencing. The other towers control different sectors or airfields and do not have jurisdiction for this specific inbound path, so they aren't the correct choice in this scenario. Once you're established with Waldron Tower, they'll guide you through the approach and landing on 31L or 18.

2. What altitude should be maintained during the Mustang Central exit?

- A. 1/2 working altitude**
- B. 3/4 working altitude
- C. Full altitude
- D. No altitude specified

During the Mustang Central exit, controlling vertical position is about establishing a safe, predictable transition to the next phase of the flight. The standard practice is to descend to half of your working altitude and hold that level during the exit. This deliberate step-down provides essential vertical separation from other traffic or elements below, while still keeping you in a favorable energy state to complete the exit and reconfigure for the next maneuver or climb if needed. It creates a consistent, repeatable exit profile that aids coordination and reduces the chance of overshoot or late descent. If you stayed at full altitude, you'd be higher than the designed exit path, which can complicate sequencing and leave less room for upcoming maneuvers or rapid changes in traffic. A three-quarters altitude would keep you higher than the prescribed profile and disrupt the standard spacing and timing. And saying no altitude is specified would remove a clear, mandatory reference, increasing ambiguity and risk.

3. After circling Redfish Point, what landmark do you pass over and at what altitude?

- A. LBJ Causeway at 1,500' MSL**
- B. LBJ Causeway at 500' MSL
- C. Woodsboro at 1,500' MSL
- D. Redfish Point at 1,500' MSL

The main idea being tested is reading and following a published route by identifying the next required landmark and its assigned altitude. After you finish circling Redfish Point, the next leg on the chart directs you to pass over the LBJ Causeway at 1,500 feet MSL. This altitude is published to ensure adequate obstacle clearance over the causeway and water and to maintain proper separation in the local airspace as you transition to the next segment. The landmark is the designated point for that leg, and the altitude given is the minimum you should maintain to stay safely above terrain, structures, and other traffic. The other options either point to a different landmark or propose an altitude that wouldn't meet the published clearance requirements, so they don't align with the intended routing.

4. After completing Mustang areas 5-8, descend to what altitude prior to transiting under adjacent working areas?

- A. 4500' MSL**
- B. 3500' MSL
- C. 5500' MSL
- D. 5000' MSL

When you finish Mustang areas 5-8, the rule is to descend to a specific transition altitude before moving under adjacent working areas. Dropping to 4500' MSL places you below the base of those adjacent areas, so you're not inside their active airspace while you transit beneath them. This keeps you in safe vertical separation from the other training areas and aligns with the published transition procedure. Higher altitudes would risk being inside or near the other areas' airspace, while much lower altitudes could conflict with terrain/obstacle clearance and the overall transition plan. So 4500' MSL is the appropriate altitude for this transition.

5. What is the KNGP pattern altitude?

- A. 1000' MSL
- B. 1500' MSL
- C. 800' MSL**
- D. 2000' MSL

Pattern altitude is the height you keep in the traffic pattern as published for a specific field. It's not a universal "one size fits all" value; it's set by the airport's procedures to ensure safe spacing and obstacle clearance in that location. For KNGP, the published pattern altitude is 800 feet MSL. This means you should fly the downwind, base, and final legs at 800 feet above mean sea level, not at the generic 1,000 feet AGL you might use at other fields. If you prefer to think in feet above the ground, you would subtract the field elevation from 800 to get the pattern altitude in AGL. The other options don't reflect the field's published data, which is why 800 feet MSL is the correct choice.

6. During Waldron VFR departures, you must stay west of the power plant for RWY 36 and east of it for RWY 31. Which option correctly states this pair?

- A. West of power plant for RWY 36; East of power plant for RWY 31**
- B. East of power plant for RWY 36; West of power plant for RWY 31
- C. North of power plant for RWY 36; South of power plant for RWY 31
- D. South of power plant for RWY 36; North of power plant for RWY 31

During Waldron VFR departures, pilots follow a landmark-based corridor using the power plant to define which side of that facility to fly on, depending on the runway. This keeps the departure path predictable and maintains separation from restricted or high-traffic areas as you climb away from the field. The required pairing is to stay west of the power plant when departing RWY 36 and to stay east of the power plant when departing RWY 31. RWY 36 is generally a northbound departure, so remaining on the west side places you in the established corridor away from the plant on that heading. RWY 31 heads toward the northwest, so being east of the plant keeps you in the approved path and away from potential conflicts on the plant's west side. Other side assignments would place you on the wrong side for the given runway and violate the published procedure.

7. Do not commence engine start or taxi within how many feet of refueling operations?

- A. 100 feet
- B. 25 feet
- C. 50 feet**
- D. 75 feet

During fueling operations, anything that starts a fire—like an engine, a hot exhaust, sparks, or electrical arcing—must be kept well away from the area where fuel vapors can accumulate. Starting an engine or taxiing near fueling can introduce ignition sources right where vapors may be present, increasing the risk of a fire or explosion. The standard safety buffer is fifty feet. That distance provides a practical and recognized separation between ignition sources and the fueling area, reducing the chance that vapors reach a hot or spark-producing source and giving ground crew room to manage fueling safely. It also helps limit any incidental fuel spray or spills from reaching engine intakes or exhaust areas. Other distances aren't used because they don't offer the same proven balance of safety and operational practicality: too close, and ignition risk rises; too far, and it unnecessarily hinders movement and coordination around fueling. Fifty feet is the established minimum that aligns with typical ground handling procedures.

8. In Beach Line Departure for Runway 13L, what heading is flown until you reach the high bridge?

- A. HDG 125**
- B. HDG 105
- C. HDG 135
- D. HDG 305

The key idea here is that SIDs specify a precise initial track to ensure obstacle clearance and proper alignment with the rest of the route. For Beach Line Departure on Runway 13L, you fly a heading of 125 degrees straight after takeoff until you reach the high bridge fix. This keeps you on the published, protected path to the high bridge, positioning you correctly to continue with the remainder of the SID. Other headings would take you off the intended track and could place you outside the protected area or ahead of where the next waypoint is defined, so they don't meet the published procedure.

9. What is the KINGS 4 MOA high block altitude range?

- A. 15,000' to 22,000' MSL**
- B. 14,000' to 24,000' MSL
- C. 10,000' to 20,000' MSL
- D. 20,000' to 28,000' MSL

The main idea here is understanding the vertical limits of a MOA's high block. For the KINGS 4 MOA, the high block defines the upper airspace available for training and runs from 15,000 feet MSL up to 22,000 feet MSL. This published range sets predictable boundaries for aircrew planning and ensures separation from other airspace blocks and activities. The other options don't match these established limits, so they aren't the correct high-block range. Remember, when you're planning within this MOA, stay between 15,000 and 22,000 feet MSL to remain inside the high block.

10. Corpus App will assign working altitudes from what to what in what intervals, resulting in what separation?

- A. 6500 ft to 14,500 ft in 2000 ft intervals, resulting in 1000 ft of separation**
- B. 6000 ft to 13,000 ft in 1000 ft intervals, resulting in 500 ft of separation
- C. 7000 ft to 15,000 ft in 2500 ft intervals, resulting in 2000 ft of separation
- D. 6500 ft to 12,000 ft in 1500 ft intervals, resulting in 1500 ft of separation

The concept here is how the Corpus App structures working altitudes to enforce a predictable vertical separation during training. The app sets altitudes within a fixed block and uses a consistent step size. Specifically, it assigns working altitudes from 6500 feet up to 14,500 feet in 2000-foot steps. That yields the possible levels of 6500, 8500, 10500, 12500, and 14500 feet. The training rules are arranged so that, within this block, two aircraft can operate with a 1000-foot vertical separation, even though the step between levels is 2000 feet. So the given range and interval produce the intended 1000-foot separation, making the stated option the correct one.

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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://tw4courserulescorpus.examzify.com>

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

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