

VT-10 PRIMARY INAV GROUND SCHOOL INSTRUMENT 3 PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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

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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. What is the equation used when leading a turn from an arc?
 - A. $\frac{1}{2}$ of 1% of GS x (60/DME of Arc)
 - B. 1% of GS x (60/DME of Arc)
 - C. GS x arc length
 - D. 2% of GS x (60/DME of Arc)
2. Which feature on an Instrument Approach Plate is used to identify the runway environment during the landing transition?
 - A. Airfield Sketch on an Approach Plate
 - B. Localizer
 - C. Missed Approach Point
 - D. Altitude Minimums
3. Where can you find the formatted guide for changing flight plans in-flight?
 - A. Inside back cover of the IFR Supp
 - B. In the METAR glossary
 - C. On the FAA's main site
 - D. In the AIP
4. Which statement about the T-6A aircraft is true?
 - A. It is considered a single-piloted aircraft regardless of crew
 - B. It is never a single-piloted aircraft
 - C. It is always multi-piloted
 - D. It is a single-piloted aircraft only with dual controls
5. In Case 2 scenario for Flight Planning for Alternates, what is the alternate requirement when destination ETA +/- 1 hr is published mins (at least 200- $\frac{1}{2}$) up to but not including 3000-3?
 - A. Published minimums PLUS 200- $\frac{1}{2}$ (precision) or better for ETA +/- 1 hr
 - B. 3,000-3 or better for ETA +/- 1 hr
 - C. 0-0 for ETA +/- 1 hr
 - D. 200- $\frac{1}{2}$ for ETA +/- 1 hr

- 6. The Terminal Change Notice (TCN) is used to amend which items?**
- A. SIDs and Terminal High/Low Altitude volumes
 - B. Enroute charts only
 - C. Airport diagrams
 - D. Flight schedules
- 7. If you are given a different altitude by ATC than that depicted by the DP, should you consider the DP canceled?**
- A. Yes
 - B. No
 - C. Only if the altitude is higher
 - D. Only if you have radar guidance
- 8. Reserve fuel endurance is 20 minutes.**
- A. 10 minutes
 - B. 20 minutes
 - C. 30 minutes
 - D. 60 minutes
- 9. What is the minimum runway length for normal T-6 Ops?**
- A. 3500' of hard surfaced runway
 - B. 4000' of hard surfaced runway
 - C. 4500' of hard surfaced runway
 - D. 5000' of hard surfaced runway
- 10. In Point to Point navigation, you must TIM the station and set CDI to the desired _____.**
- A. radial
 - B. course
 - C. bearing
 - D. heading

Answers

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

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Explanations

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1. What is the equation used when leading a turn from an arc?

A. $1/2$ of 1% of GS x (60/DME of Arc)

B. 1% of GS x (60/DME of Arc)

C. GS x arc length

D. 2% of GS x (60/DME of Arc)

Leading a turn from an arc means you start turning before you reach the end of the arc so you roll out on the next course exactly where you want. The rule of thumb used here says to take half of one percent of your current ground speed and multiply it by sixty divided by the arc length in DME. This combination converts how far you're flying along the arc (the DME) into a lead distance that scales with both speed and arc length. The 60/DME factor turns arc distance into a time-like cue, so faster airspeeds or longer arcs increase the lead proportionally, giving a smooth, predictable rollout onto the next leg. Using this approach keeps the lead distance reasonable across typical speeds and arc lengths, whereas using a simple GS times arc length or a larger percentage would not reflect how the arc geometry and speed interact.

2. Which feature on an Instrument Approach Plate is used to identify the runway environment during the landing transition?

A. Airfield Sketch on an Approach Plate

B. Localizer

C. Missed Approach Point

D. Altitude Minimums

The airfield sketch on an approach plate gives a visual map of the airport showing the runway layout, orientation, and nearby features. This lets you match what you're seeing outside with the chart, so you can confirm you've identified the correct runway and its environment during the landing transition. It's especially helpful when you're transitioning from instrument guidance to visual cues and need a quick reference to the actual runway layout, lighting, and surrounding landmarks. The other items provide navigation or procedure details (lateral guidance, where to go if you don't see the runway, and minimum altitudes) but don't depict the runway environment visually.

3. Where can you find the formatted guide for changing flight plans in-flight?

A. Inside back cover of the IFR Supp

B. In the METAR glossary

C. On the FAA's main site

D. In the AIP

The formatted guide for changing a flight plan in-flight is found in the IFR Supplement, and it's designed as a quick reference for en-route updates. It's typically placed on the back cover so pilots can grab the exact steps and fields needed (such as changes to route, altitude, speed, or destination) and communicate them to ATC in the proper format. The other options don't provide this specific, in-flight reference: the METAR glossary covers weather terms, the FAA's main site is too broad to serve as a standardized in-flight guide, and the AIP is general aeronautical information rather than this particular formatted procedure.

4. Which statement about the T-6A aircraft is true?

- A. It is considered a single-piloted aircraft regardless of crew**
- B. It is never a single-piloted aircraft
- C. It is always multi-piloted
- D. It is a single-piloted aircraft only with dual controls

This tests how trainer aircraft are classified in terms of crew: single-piloted vs multi-piloted. The T-6A Texan II is certified as a single-piloted aircraft, meaning one pilot is enough to operate it under flight rules. The aircraft is designed with dual controls so an instructor can shoulder the controls or supervise a student during training, but that doesn't change its certification. Two people on board for instruction do not make it a multi-piloted aircraft by designation. So, even with a student and instructor aboard, the T-6A remains a single-piloted platform. The other statements imply that two pilots are always required or that dual controls would modify its status, which isn't how this aircraft is categorized.

5. In Case 2 scenario for Flight Planning for Alternates, what is the alternate requirement when destination ETA +/- 1 hr is published mins (at least 200-½) up to but not including 3000-3?

- A. Published minimums PLUS 200-½ (precision) or better for ETA +/- 1 hr**
- B. 3,000-3 or better for ETA +/- 1 hr
- C. 0-0 for ETA +/- 1 hr
- D. 200-½ for ETA +/- 1 hr

In this Case 2 situation, the rule for choosing an alternate is to base the alternate minimums on the destination's published minimums and then add an extra margin. Since the destination ETA +/- 1 hour mins are at least 200-½ but less than 3000-3, the required alternate minimums are the destination minimums plus 200-½, and the alternate must be at least as good as a precision approach minimum or better. In other words, take the published minimums for ETA +/- 1 hour and add 200-½ to them, ensuring the alternate offers precision (or better) minima. The other options don't fit because they either rely on a fixed minimum, omit the required addition, or imply no minimums, which is not consistent with Case 2 rules.

6. The Terminal Change Notice (TCN) is used to amend which items?

- A. SIDs and Terminal High/Low Altitude volumes**
- B. Enroute charts only
- C. Airport diagrams
- D. Flight schedules

A Terminal Change Notice updates the data that affects how aircraft depart from or arrive to a terminal area: it amends Standard Instrument Departures (SIDs) and the Terminal High/Low Altitude volumes used in terminal airspace charts. This keeps the departure routes and the terminal airspace depiction current for safe and efficient operations near airports. Enroute charts, airport diagrams, and flight schedules aren't updated by TCNs, as they have their own update processes and charting/maintenance mechanisms.

7. If you are given a different altitude by ATC than that depicted by the DP, should you consider the DP canceled?

- A. Yes
- B. No**
- C. Only if the altitude is higher
- D. Only if you have radar guidance

ATC clearance takes precedence over published procedures. If ATC assigns an altitude different from what the departure procedure shows, you must fly the ATC-assigned altitude. The DP is not canceled just because ATC gave a different altitude; you continue to follow ATC instructions unless they explicitly cancel the DP or clear you for the procedure as filed. In short, don't assume cancellation—comply with the ATC altitude and route, and only resume or revert to the DP when ATC advises or cancels it.

8. Reserve fuel endurance is 20 minutes.

- A. 10 minutes
- B. 20 minutes**
- C. 30 minutes
- D. 60 minutes

Reserve fuel endurance is the amount of time you can stay aloft using only the reserve fuel, providing a safety margin beyond your planned flight. In many training contexts for light aircraft, this standard reserve is about 20 minutes of flight at typical cruise consumption. So, after accounting for planned fuel, you should be able to continue flying for roughly 20 more minutes if you need to. Ten minutes would give too small a cushion, thirty minutes is more than the typical training standard, and sixty minutes is unnecessarily large for everyday planning.

9. What is the minimum runway length for normal T-6 Ops?

- A. 3500' of hard surfaced runway
- B. 4000' of hard surfaced runway**
- C. 4500' of hard surfaced runway
- D. 5000' of hard surfaced runway

The main idea is that normal T-6 operations assume standard day conditions and typical weight, so there must be enough runway to safely reach takeoff speed and establish a climb with a comfortable safety margin. For a T-6, four thousand feet of hard-surfaced runway provides that margin under usual conditions. It covers the takeoff run and still leaves room for a safe climb and any small contingencies. Shorter lengths (like 3,500 ft) would be too tight for normal ops once you account for weight, drag, and potential wind or small mistakes. Longer runways (4,500 or 5,000 ft) aren't the standard minimum for normal ops; they're useful in hotter/high-altitude conditions or at higher weights, but for typical training operations four thousand feet is the baseline.

10. In Point to Point navigation, you must TIM the station and set CDI to the desired _____.

A. radial

B. course

C. bearing

D. heading

In Point to Point navigation using a VOR, you navigate along a specific line that radiates from the station. TIMing to the station helps you know when you're at the expected distance so you can identify the leg and determine where to turn next. Setting the CDI to the desired radial anchors your navigation to that fixed reference line from the station, and the CDI will show how far off you are from that line. When the CDI is centered, you're on the intended path toward the next waypoint. Using a heading or bearing alone doesn't define that VOR reference line, and while a course can guide you, radial is the term that ties directly to the VOR's reference from the station, which is why it's the best choice here.

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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://vt10primaryinavgroundschiinst3.examzify.com>

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

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