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

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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. Time should be rounded to the nearest what, fuel rounded to the nearest what, and distance rounded to the nearest what?

A. 30 seconds; 5 pounds; NM

B. 1 minute; 10 pounds; KM

C. 15 seconds; 2 pounds; NM

D. 60 seconds; 1 pound; NM

2. If told to not acknowledge further transmissions on a GCA approach, what is the exception?

A. Repeating landing clearance

B. Continuing to transmit when asked

C. Requesting a priority from ATC

D. Declaring an emergency

3. When should you initiate the first Time Hack?

A. After Before T/O checklist and Departure Brief, but before calling Tower

B. After Takeoff

C. At Cruise altitude

D. After landing

4. Which type of Approach Brief is used for Radar Vectors?

A. TCARM

B. TICARM

C. TAG

D. FETL

5. What on the Approach plate is used to aid pilots during landing transition by helping to identify the runway environment?

A. Airfield Sketch on an Approach Plate

B. Localizer

C. Missed Approach Point

D. Altitude Minimums

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6. If you change destination, switch from VFR to IFR, or change routing en route, what must you do?

A. Change flight plan in-flight

B. File a new IFR flight plan before departure

C. Contact ATC to re-issue the clearance

D. Cancel the flight plan

7. During holding over a VOR, abeam is achieved when the aircraft crosses the radial offset of which value from the holding course?

A. 90 degrees

B. 45 degrees

C. 180 degrees

D. 270 degrees

8. Holding timing begins when you are outbound and abeam the holding fix, or wings level if unable to determine abeam.

A. Outbound and abeam the holding fix, or wings level if abeam cannot be determined

B. Crossing the holding fix

C. When the outbound leg is completed

D. Upon reaching the FAF

9. Where in ForeFlight would you access Radar Minimums for radar approaches?

A. Airport Page > Procedure Tab > Approach > Radar Minimums

B. Flight Plan Page

C. Maps View

D. Notam Directory

10. For a procedure turn, the initial outbound leg distance is marked by which DME?

A. 2.5 DME

B. 1.5 DME

C. 3.0 DME

D. 2.0 DME

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Answers

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

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Explanations

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1. Time should be rounded to the nearest what, fuel rounded to the nearest what, and distance rounded to the nearest what?

A. 30 seconds; 5 pounds; NM

B. 1 minute; 10 pounds; KM

C. 15 seconds; 2 pounds; NM

D. 60 seconds; 1 pound; NM

In flight planning and navigation, you use practical, standardized increments for rounding to keep calculations accurate but not overly precise. Time is rounded to the nearest 30 seconds, which means times are expressed in half-minute steps. Fuel is rounded to the nearest 5 pounds, matching common weigh-scale readings and avoiding implying more precision than the fuel measurement allows. Distance is rounded to the nearest nautical mile, since aviation charts and navigation are built around nautical miles. This combination—time to 30 seconds, fuel to 5 pounds, distance to NM—provides consistent, usable estimates for planning.

2. If told to not acknowledge further transmissions on a GCA approach, what is the exception?

A. Repeating landing clearance

B. Continuing to transmit when asked

C. Requesting a priority from ATC

D. Declaring an emergency

The key idea here is safety-critical readback. Even when ATC tells you not to acknowledge further transmissions on a GCA approach, you are still expected to repeat the landing clearance. Reading back the landing clearance confirms you've correctly understood the instructions for the final approach and landing, helping prevent miscommunication at a critical phase of flight. Continuing to transmit when asked would violate the instruction to not acknowledge transmissions. Requesting priority or declaring an emergency are actions you'd take if truly needed, but they aren't the required or appropriate exception to that directive in this context.

3. When should you initiate the first Time Hack?

A. After Before T/O checklist and Departure Brief, but before calling Tower

B. After Takeoff

C. At Cruise altitude

D. After landing

Timing your flight from a defined reference point is the idea being tested. Start the first Time Hack after you complete the Before Takeoff checklist and Departure Brief, but before calling Tower. Establishing the timer at this stage gives you a precise takeoff reference to measure subsequent leg times, fuel burn, and ETA calculations. Starting the timer before you contact ATC ensures the initial elapsed time matches the actual moment you're about to depart, keeping your navigation and planning accurate. Beginning it after takeoff would lose that baseline, waiting until cruise altitude would miss the initial climb timing, and starting after landing serves no enroute timing purpose.

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4. Which type of Approach Brief is used for Radar Vectors?

A. TCARM

B. TICARM

C. TAG

D. FETL

Radar vectors rely on ATC actively guiding you to the final approach, so the brief you use must emphasize the elements you'll actually be receiving and acting on during the vectoring. The TCARM format is the one that aligns with this environment because it focuses on time, the course alignment you're being steered toward, the altitude constraints you must observe, and the radar maneuver instructions you'll follow as you're vectored to the final approach. This keeps you prepared for the live, ATC-directed sequence rather than a fixed, preplanned path. The other brief types are meant for different approach setups—where there's a predefined route or intercept—not for the dynamic guidance you get from radar vectors—so they don't fit as well in this radar-vector context.

5. What on the Approach plate is used to aid pilots during landing transition by helping to identify the runway environment?

A. Airfield Sketch on an Approach Plate

B. Localizer

C. Missed Approach Point

D. Altitude Minimums

The Airfield Sketch on an Approach Plate is the visual aid used to recognize the runway environment during the landing transition. This small diagram shows the airport layout, including the runway orientation, thresholds, and sometimes key surrounding features. As you descend through the approach and begin transitioning from instruments to the visual phase, the sketch helps you quickly compare what you see outside with the charted runway layout, making it easier to confirm you're aligned with the correct runway. The localizer provides lateral guidance to the runway centerline, but it's not a tool for identifying the runway environment itself. The Missed Approach Point is the point to execute a missed approach if you don't have the runway in sight, not a visual cue. Altitude minimums tell you the lowest safe altitudes for the procedure, not how to identify the runway environment.

6. If you change destination, switch from VFR to IFR, or change routing en route, what must you do?

A. Change flight plan in-flight

B. File a new IFR flight plan before departure

C. Contact ATC to re-issue the clearance

D. Cancel the flight plan

When you alter where you're headed or how you're flying (changing destination, switching from VFR to IFR, or rerouting en route), you must update the record of your flight to match the new plan. That means changing the flight plan while you're still in flight so ATC has the current route, destination, and other details. This keeps air traffic control correctly informed, avoids confusion, and helps maintain safe separation. Filing a new IFR plan before departure isn't correct for changes made after you've already started, and canceling the flight plan isn't appropriate when you still intend to fly. While you may request a reissued clearance from ATC if you've altered your route, the essential action to take is updating the flight plan in flight to reflect the new plan.

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7. During holding over a VOR, abeam is achieved when the aircraft crosses the radial offset of which value from the holding course?

A. 90 degrees

B. 45 degrees

C. 180 degrees

D. 270 degrees

Abeam means you are perpendicular to the holding course relative to the VOR. In a standard hold over a VOR, you become abeam when you cross the radial that sits 90 degrees away from the holding course. That perpendicular geometry is why you're considered abeam the fix at this point. The other offsets don't produce a right-angle relationship to the course: 180 degrees would put you on the line opposite the course, and 45 degrees (or the other non-90 offset options) would not place you perpendicular to the course. So the needed radial offset is 90 degrees.

8. Holding timing begins when you are outbound and abeam the holding fix, or wings level if unable to determine abeam.

A. Outbound and abeam the holding fix, or wings level if abeam cannot be determined

B. Crossing the holding fix

C. When the outbound leg is completed

D. Upon reaching the FAF

Timing in a standard holding pattern starts once you are outbound and abeam the holding fix (or, if you can't determine abeam, when you are wings level). This point marks the beginning of the outbound leg's timed portion, giving you a consistent, repeatable measure for how long you stay on the outbound course before turning inbound. Being abeam the fix means you're directly opposite the fix and aligned with the outbound direction, so the leg length is measured from that point. If you can't determine abeam due to navigation limitations, you hold wings level and begin timing until you can establish abeam position. After the outbound timing completes, you turn inbound and proceed toward the fix, continuing the pattern.

9. Where in ForeFlight would you access Radar Minimums for radar approaches?

A. Airport Page > Procedure Tab > Approach > Radar Minimums

B. Flight Plan Page

C. Maps View

D. Notam Directory

Radar minimums for radar approaches are found on the Airport page, within the Procedure tab, by selecting the approach and viewing Radar Minimums. This location ties the minima directly to the specific airport and approach type, so you can see the published minimums you must meet when using radar guidance. The other views aren't where approach minima are displayed: the Flight Plan Page is for building and editing your flight plan, Maps View shows charts and overlays, and the NOTAM Directory lists notices rather than approach minimums.

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10. For a procedure turn, the initial outbound leg distance is marked by which DME?

A. 2.5 DME

B. 1.5 DME

C. 3.0 DME

D. 2.0 DME

In a procedure turn, the outbound leg must start at a defined point so you have the proper spacing to reverse course and align with the inbound track. When a chart uses DME, the point to begin the reversal is indicated by a specific DME distance from the reference facility. In this case, the published outbound distance is 2.5 DME, so you fly outbound until you're 2.5 nautical miles from the VOR (or the defined fix) and then start the turn to set up the inbound course. This 2.5 DME point ensures you remain within protected airspace and have enough room to complete the reversal safely. Other distances are only used if the chart explicitly specifies a different outbound length.

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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://vt10primaryinavgroundschinst3.examzify.com

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

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