

ADF NAVIGATION A PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. ERC LOW provides information about which items, and when is it used?**
 - A. Air routes; Controlled Airspace; Prohibited, Restricted and Danger (PRD) areas; ATS routes; Radio Navigation services; used at and below FL 200
 - B. Weather and forecast data only
 - C. Not used for military operations
 - D. Used above FL 200
- 2. The Prime Meridian is located at which longitude?**
 - A. 360 degrees longitude
 - B. 90 degrees longitude
 - C. 180 degrees longitude
 - D. 0 degrees longitude
- 3. Which publication is the En Route Supplement Australia?**
 - A. ERSA (En Route Supplement Australia)
 - B. TERMA (Terminal Australia)
 - C. FIHA (Flight Information Handbook Australia)
 - D. GPA (General Planning Australia)
- 4. What is the purpose of wind correction angle (WCA) in navigation?**
 - A. To increase airspeed
 - B. To compensate for crosswind so that your track aligns with your desired course
 - C. To reduce fuel consumption
 - D. To improve signal reception
- 5. What is a compass rose on a map and how is it used?**
 - A. It shows directions and is used to orient the map.
 - B. It shows directions and scale.
 - C. It indicates elevation contours.
 - D. It shows directions and is used to orient the map and to convert between true, magnetic, and grid bearings.

- 6. What is the PCA, and what type of information does it provide?**
- A. Planning Chart Australia; provides information about VHF and HF radio coverage, weather briefing areas, World Aeronautical Chart (WAC) areas
 - B. Planning Chart Australia; only weather briefing areas
 - C. Pilot Chart Australia; provides wind and routing data
 - D. Planning Chart Australia; navigation maps only
- 7. What mnemonic do we use to calculate magnetic tracks?**
- A. Variation East, magnetic least
 - B. Variation West, magnetic least
 - C. Variation East, magnetic best
 - D. Variation West, magnetic best
- 8. How many feet are in one nautical mile?**
- A. 5,000 feet
 - B. 7,000 feet
 - C. 6,076 feet
 - D. 6,500 feet
- 9. Where on the globe do the standard parallels lie in a map projection?**
- A. The Equator
 - B. The Poles
 - C. The Prime Meridian
 - D. The Lines Of Latitude Where The Projection Surface Touches The Globe
- 10. Which statement describes true north?**
- A. True north is geographic north.
 - B. True north is where compasses point.
 - C. True north is grid north on the map projection.
 - D. True north is the magnetic north pole.

Answers

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

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Explanations

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1. ERC LOW provides information about which items, and when is it used?

- A. Air routes; Controlled Airspace; Prohibited, Restricted and Danger (PRD) areas; ATS routes; Radio Navigation services; used at and below FL 200
- B. Weather and forecast data only
- C. Not used for military operations
- D. Used above FL 200

ERC LOW is the en-route chart for the lower airspace, used to plan and navigate from the surface up to and including FL200. It provides the network of air routes and ATS routes, the structure of controlled airspace, Prohibited/Restricted/Danger areas, and the available radio navigation aids and services. This combination is exactly what pilots rely on for routing and airspace awareness in lower altitudes, which is why it's used at or below FL200. Weather data isn't the focus of this chart, and high-altitude planning uses charts for above FL200.

2. The Prime Meridian is located at which longitude?

- A. 360 degrees longitude
- B. 90 degrees longitude
- C. 180 degrees longitude
- D. 0 degrees longitude

Longitude uses the Prime Meridian as the starting line, defined as 0 degrees. This meridian runs through Greenwich, England, and from there longitudes are measured east and west up to 180 degrees. The opposite side of the world is the antimeridian at 180 degrees. So the Prime Meridian sits at 0 degrees longitude. The other numbers correspond to different meridians or wrap-around concepts, not the reference line for longitude.

3. Which publication is the En Route Supplement Australia?

- A. ERSA (En Route Supplement Australia)
- B. TERMA (Terminal Australia)
- C. FIHA (Flight Information Handbook Australia)
- D. GPA (General Planning Australia)

In Australian aviation, the go-to source for information used while flying between destinations is a publication specifically dedicated to en-route details. The En Route Supplement Australia, abbreviated ERSA, is the official resource for en-route navigation information such as routes, airways, navigation aids, and airspace constraints. This is why it's the best answer: it directly represents the publication that provides the data pilots use on en-route segments of their flights. The other options refer to different kinds of publications or information sources and do not serve as the official en-route supplement. TERMA would imply a terminal-area publication, FIHA denotes a general flight information handbook, and GPA suggests a general planning publication. None of these match the official en-route information role that ERSA fulfills.

4. What is the purpose of wind correction angle (WCA) in navigation?

- A. To increase airspeed
- B. To compensate for crosswind so that your track aligns with your desired course**
- C. To reduce fuel consumption
- D. To improve signal reception

Wind correction angle is the adjustment you make to your heading to counteract wind drift so your ground track follows the desired course. When wind blows from the side, it pushes you off course; by crabbing into the wind by the WCA, the resulting path over the ground lines up with the intended route. The amount of correction depends on how strong and from what direction the wind is blowing relative to your path. Without wind, the WCA would be zero, and the heading would align with the course. This concept isn't about increasing airspeed, reducing fuel, or improving signal reception—the WCA directly addresses staying on course despite crosswinds.

5. What is a compass rose on a map and how is it used?

- A. It shows directions and is used to orient the map.
- B. It shows directions and scale.
- C. It indicates elevation contours.
- D. It shows directions and is used to orient the map and to convert between true, magnetic, and grid bearings.**

A compass rose provides the directional reference on a map and helps you orient the map to real-world directions. It becomes especially useful when there is declination information, because you can convert bearings between true north, magnetic north, and grid north. This combination—showing directions and enabling those bearing conversions—captures what a compass rose does. It's not about map scale or elevation contours, which are depicted elsewhere on a map.

6. What is the PCA, and what type of information does it provide?

- A. Planning Chart Australia; provides information about VHF and HF radio coverage, weather briefing areas, World Aeronautical Chart (WAC) areas**
- B. Planning Chart Australia; only weather briefing areas
- C. Pilot Chart Australia; provides wind and routing data
- D. Planning Chart Australia; navigation maps only

The main idea is that Planning Chart Australia (PCA) is a planning aid that combines key communications and charting information for flight planning. It shows VHF and HF radio coverage along your route so you know where you'll have radio contact and where you'll need to rely on HF or other procedures. It also marks weather briefing areas, helping you know which forecast and briefing regions apply to different segments of the flight. Additionally, it indicates the World Aeronautical Chart (WAC) areas you'll traverse, so you can reference the correct navigation charts. This combination makes it the best choice because it covers both communication coverage and the boundaries for weather briefs and navigational chart references in one planning tool. The other options misstate the acronym or limit the content to weather alone or to wind data, which doesn't capture the full scope of what the PCA provides.

7. What mnemonic do we use to calculate magnetic tracks?

- A. Variation East, magnetic least
- B. Variation West, magnetic least
- C. Variation East, magnetic best
- D. Variation West, magnetic best**

The key idea is how to convert a true track into a magnetic track using magnetic variation. The mnemonic you'll use is to remember that when variation is west, you subtract it from the true track to get the magnetic track, and when variation is east, you add it. The phrase variation west, magnetic best captures that rule: west variation means subtract to arrive at the magnetic heading, which yields the most accurate magnetic track to fly. For example, with a true track of 60 degrees and a west variation of 7 degrees, the magnetic track is $60 - 7 = 53$ degrees. If the variation were east, you'd add instead ($60 + 7 = 67$ degrees).

8. How many feet are in one nautical mile?

- A. 5,000 feet
- B. 7,000 feet
- C. 6,076 feet**
- D. 6,500 feet

A nautical mile is a unit tied to Earth's geometry and is defined as 1,852 meters. To express this in feet, use the conversion 1 meter $\approx$ 3.28084 feet. Multiplying gives $1,852 \times 3.28084 \approx 6,076.12$ feet. So the standard value used is about 6,076 feet per nautical mile. The other numbers diverge from the precise conversion and aren't used in navigation, so 6,076 feet is the correct approximate distance in feet.

9. Where on the globe do the standard parallels lie in a map projection?

- A. The Equator
- B. The Poles
- C. The Prime Meridian
- D. The Lines Of Latitude Where The Projection Surface Touches The Globe**

Standard parallels are the lines of latitude where the projection surface actually touches the globe in a map projection. In conic projections, a cone wraps around the sphere and typically intersects it along two parallels. Those two latitudes are where the scale is true and distortion is minimized, so they are designated as the standard parallels. Distortion grows as you move away from those lines, which is why the choice of standard parallels helps shape how the rest of the map behaves. The equator is not inherently the standard parallel in this context (that line is where many cylindrical projections are most accurate), the poles aren't the contact lines for these projections, and the prime meridian is a longitude, not a latitude.

10. Which statement describes true north?

- A. True north is geographic north.**
- B. True north is where compasses point.
- C. True north is grid north on the map projection.
- D. True north is the magnetic north pole.

True north refers to geographic north—the direction toward the North Pole along the Earth's axis of rotation. This is the fixed reference used for global coordinates and navigation independent of any magnetic influence. A compass points toward magnetic north, which is the direction of the Earth's magnetic field and varies by location and over time. On a map, grid north follows the map's projection grid and can differ from true north depending on how the map is laid out. So the statement that true north is geographic north identifies the fixed geographical direction used for navigation and coordinates, distinct from magnetic north or grid directions.

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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://adfnavigationa.examzify.com>

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

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