

AERO CENTER / MAP 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. Which of the following is NOT one of the MOAs in Aero Center?

- A. Columbus 3 MOA
- B. Meridian 1 West
- C. Meridian 2 West
- D. Atlantic 1 MOA

2. Name all the intersections in Aero Center.

- A. BOOSI, MIZZE, HEDUD, DINKY, STUEE, BARNE, ZAMMA, DORTS, HATER, RICKS, HAZAL
- B. BOOSI, MIZZE, HEDUD, DINKY, STUEE
- C. BARNE, ZAMMA, DORTS, RICKS
- D. BOOSI, MIZZE, HEDUD, DINKY, STUEE, BARNE, ZAMMA, DORTS, HATER, RICKS

3. What best describes the V11 general path?

- A. NW to McComb and SE to Vicksburg
- B. NE to Holly Springs and SE to Greene County, NS in middle between Magnolia and Sidon
- C. North to Tallulah and South to HLI
- D. East to Monroe and West to Lake Providence

4. What is the radial from Magnolia VORTAC to Hawkins Field?

- A. 170
- B. 200
- C. 190
- D. 180

5. From Magnolia to McComb reading left to right, which is the first listed diamond mileage?

- A. 33 miles SW
- B. 35 miles SE
- C. 35 miles SE
- D. 26 miles SW

6. HLI Holly Springs VORTAC is located in which sector?

- A. Sector 12
- B. Sector 9
- C. Sector 8
- D. Sector 15

7. Jackson airport is between airways which pair?

- A. V9 and V557
- B. V11 and V555
- C. V245 and V557
- D. V417 and V245

8. MIAs are used for which types of routes?

- A. On-airway routes only
- B. Off-airway vectors and direct routes
- C. VFR flight planning
- D. En route altitude determinations

9. What is the distance from Mizze to Greene County?

- A. 19 miles
- B. 41 miles
- C. 62 miles
- D. 120 miles

10. The radial path segment SQS341/UJM belongs to which airway route?

- A. V9
- B. V11
- C. V10
- D. V3

Answers

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

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Explanations

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1. Which of the following is NOT one of the MOAs in Aero Center?

- A. Columbus 3 MOA
- B. Meridian 1 West
- C. Meridian 2 West
- D. Atlantic 1 MOA**

MOAs are designated blocks of airspace within an ARTCC's jurisdiction used to separate military training from civilian air traffic. The Aero Center area includes MOAs like Columbus 3 and the Meridian MOAs to the west, which lie inside that center's airspace. Atlantic 1 MOA sits outside Aero Center's boundaries, belonging to a different ARTCC's region, so it isn't part of Aero Center's MOA set. Therefore Atlantic 1 MOA is the one that is not an Aero Center MOA.

2. Name all the intersections in Aero Center.

- A. BOOSI, MIZZE, HEDUD, DINKY, STUEE, BARNE, ZAMMA, DORTS, HATER, RICKS, HAZAL**
- B. BOOSI, MIZZE, HEDUD, DINKY, STUEE
- C. BARNE, ZAMMA, DORTS, RICKS
- D. BOOSI, MIZZE, HEDUD, DINKY, STUEE, BARNE, ZAMMA, DORTS, HATER, RICKS

This question is about knowing every intersection defined inside Aero Center. To answer correctly, you need the complete set of intersections designated for that airspace, not just a portion. The full list includes BOOSI, MIZZE, HEDUD, DINKY, STUEE, BARNE, ZAMMA, DORTS, HATER, RICKS, and HAZAL. Any option that omits one of these intersections isn't the complete set. The other choices leave out at least one intersection (for example, one option lists only the first five, another lists a different subset, and another misses HAZAL). Therefore, the set that contains all 11 intersections is the correct choice.

3. What best describes the V11 general path?

- A. NW to McComb and SE to Vicksburg
- B. NE to Holly Springs and SE to Greene County, NS in middle between Magnolia and Sidon**
- C. North to Tallulah and South to HLI
- D. East to Monroe and West to Lake Providence

V airways are defined by their general direction and the VORs they connect, so their description on charts is about the overall path rather than a precise line. For this airway, the published path runs northeast toward the Holly Springs area and then continues southeast toward Greene County, with a north-south segment roughly centered between Magnolia and Sidon. That makes the description "NE to Holly Springs and SE to Greene County, NS in the middle between Magnolia and Sidon" the best match to the charted route, since it captures the true diagonal progression and the central north-south portion of the corridor. The other descriptions imply end points or directions that don't align with V11's actual corridor, which is why they're not correct. The key idea is that V11's general path is described by its northeastward approach to Holly Springs, its southeast continuation to Greene County, and the central north-south span between Magnolia and Sidon.

4. What is the radial from Magnolia VORTAC to Hawkins Field?

- A. 170
- B. 200
- C. 190**
- D. 180

Radials are the magnetic bearings that extend from a VORTAC. The radial to a specific airport is simply the line from the VORTAC toward that airport, read in degrees from magnetic north. To figure it out on charts you locate Magnolia VORTAC and Hawkins Field, then identify the radial that points from the VORTAC to the field. In this case Hawkins Field lies to the south-southwest of Magnolia VORTAC, so the radial is about 190 degrees. That means from Magnolia VORTAC you'd be following a direction of roughly 190° toward Hawkins Field. The other directions—south (180°), slightly southeast (170°), or more southwest (200°)—don't align with Hawkins Field's location on the chart, so 190° is the best match.

5. From Magnolia to McComb reading left to right, which is the first listed diamond mileage?

- A. 33 miles SW**
- B. 35 miles SE
- C. 35 miles SE
- D. 26 miles SW

Diamond mileage markers along an airway show how far it is between fixes and the direction to the next fix. When you read from Magnolia toward McComb, you move left to right across the chart, so you encounter the first diamond marking along that leg first. That first diamond reads 33 miles SW, meaning the next fix along the route is 33 miles away in the southwest direction from Magnolia. The other options correspond to later markers or different directions, so they don't represent the first mileage you'd see on this left-to-right pass.

6. HLI Holly Springs VORTAC is located in which sector?

- A. Sector 12**
- B. Sector 9
- C. Sector 8
- D. Sector 15

This question is about reading a center-sector chart and identifying which radar sector a VORTAC sits in. ATC sectors are wedge-shaped pieces of airspace labeled with numbers, defined by boundary lines (radials) that radiate from the control center. To find which sector contains a facility, you locate the facility's position on the chart and see which wedge boundaries enclose it. HLI Holly Springs VORTAC lies inside the wedge labeled Sector 12, so that is the sector associated with it on this map. The other sectors do not cover the VORTAC's position, which is why they're not correct.

7. Jackson airport is between airways which pair?

- A. V9 and V557
- B. V11 and V555**
- C. V245 and V557
- D. V417 and V245

In IFR navigation, airways are defined routes between VORs, and an airport can sit in the gap between two parallel or nearby airways. When a field lies between two such routes, you see one airway on one side and the other on the opposite side on the enroute chart, forming a corridor the aircraft would travel through. For Jackson, the chart shows V11 on one side of the field and V555 on the other, placing the airport between those two airways. This is why that pair is the correct choice: the field sits between them as you'd see it laid out on the airway map. The other pairs don't sandwich the airport on the chart—those routes don't flank the field in the same way, so they aren't a pair that places the airport between them.

8. MIAs are used for which types of routes?

- A. On-airway routes only
- B. Off-airway vectors and direct routes**
- C. VFR flight planning
- D. En route altitude determinations

MIAs are used when the flight path isn't on a published airway—direct routes or when ATC vectors you to fly a heading. In those cases there isn't a published altitude along the path to guarantee obstacle clearance, so you rely on the minimum IFR altitude to ensure you won't hit terrain or obstacles. On published airways, you follow the published altitudes such as the minimum enroute altitude (MEA), not the MIA. VFR flight planning uses weather and visibility minimums, not MIAs. And en route altitude determinations in general are handled by MEAs and other airway-specific rules, not MIAs. So MIAs apply to off-airway vectors and direct routes.

9. What is the distance from Mizze to Greene County?

- A. 19 miles
- B. 41 miles
- C. 62 miles**
- D. 120 miles

Reading distances on a map comes down to using the scale to convert a measured route length into miles. Measure the path from Mizze to Greene County along the indicated route, then apply the map's scale to translate that measurement into miles. When you do that for this map, the distance comes out to 62 miles, which is why that option is the correct one. The other numbers would require a different measured length or a different scale, so they don't match the distance shown on the map.

10. The radial path segment SQS341/UJM belongs to which airway route?

A. V9

B. V11

C. V10

D. V3

The path is defined by a VOR radial. When you see a segment labeled with a VOR name and a radial, like SQS341/UJM, it means you'd fly along the 341-degree radial from the SQS VOR toward the next fix, in this case UJM, as part of a specific Victor airway. In that region, the radial from SQS that matches this segment is used by the airway designated V9. So this radial path aligns with V9, which is why that choice is the correct one. Other Victor airways use different radials or connect different VORs, so they don't match this segment in the same area.

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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://aerocentermap.examzify.com>

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

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