

# AVIT 221 Basic Attitude Instrument Flying Block 1 Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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. ELT Checks are performed how often?**
  - A. Checked every 12 months or half of battery used, or 1 hr continued use**
  - B. Only during annual inspections**
  - C. Every 24 months**
  - D. On demand by the pilot**
  
- 2. To operate in Class A airspace, which flight plan is required?**
  - A. NEED IFR flight plan**
  - B. No flight plan required**
  - C. VFR flight plan required**
  - D. IFR flight plan optional**
  
- 3. Class D airspace requires which of the following to enter?**
  - A. Surface to 4000 AGL; require IFR flight plan**
  - B. Surface to 2500 AGL; need two-way radio communication to enter**
  - C. Surface to 1000 AGL; no radio required**
  - D. Surface to 2000 AGL; require two-way radio**
  
- 4. Warning Areas are typically located how far offshore and may be hazardous to nonparticipating aircraft?**
  - A. 3 NM off coast**
  - B. 12 NM off coast**
  - C. 25 NM off coast**
  - D. 50 NM off coast**
  
- 5. Military Training Routes show altitude blocks: below or above 1500' AGL. Which statement is correct?**
  - A. Below 1500' AGL and above 1500' AGL**
  - B. Below 2500' AGL and above 3500' AGL**
  - C. Only above 1500' AGL**
  - D. No altitude information is provided**

- 6. In the provided material, a Military Operating Area (MOA) is associated with which characteristic?**
- A. An area where civil traffic must land immediately when requested**
  - B. An area reserved for space operations**
  - C. An area where low flying military aircraft operating at speeds over 250 knots**
  - D. An area with weather reporting by the military only during the day**
- 7. What is the Terminal Radar Service Area (TRSA) best described as?**
- A. An area where pilots can receive radar services; participation is voluntary but recommended**
  - B. An area where radar services are mandatory for all flights**
  - C. An area with no radar coverage**
  - D. An area that only supports IFR flights**
- 8. Which statement correctly describes the effect of a downslope runway on touchdown?**
- A. Upslope: low approach**
  - B. Upslope: high approach**
  - C. Downslope: low approach**
  - D. Downslope: high approach; will touch down further than desired**
- 9. Which statement about 24-month checks is correct?**
- A. They are optional and rarely performed**
  - B. They focus on propeller balance**
  - C. They require flight time logs to be reviewed**
  - D. They include inspection of the transponder**
- 10. Operating Limitations are separate from the POH because they are:**
- A. The same as the POH**
  - B. Separate limitations for the aircraft FAR 91.9**
  - C. Optional guidance only**
  - D. Only applies to instrument flight**

## Answers

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

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## **Explanations**

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**1. ELT Checks are performed how often?**

- A. Checked every 12 months or half of battery used, or 1 hr continued use**
- B. Only during annual inspections**
- C. Every 24 months**
- D. On demand by the pilot**

ELT checks ensure the emergency locator transmitter will function when needed. They are performed at least every 12 calendar months, and sooner if the battery has been used for half of its rated life or after one hour of continuous use, whichever comes first. This arrangement keeps the unit reliable by monitoring battery health and limiting unnecessary wear from frequent testing. Other options don't fit because checks aren't only during annual inspections, 24 months is too long, and checks on demand by the pilot don't meet the maintenance requirement.

**2. To operate in Class A airspace, which flight plan is required?**

- A. NEED IFR flight plan**
- B. No flight plan required**
- C. VFR flight plan required**
- D. IFR flight plan optional**

In Class A airspace, you must operate under IFR and file an IFR flight plan. Class A, which spans from 18,000 feet MSL up to FL600, is IFR-only, so VFR operations are not permitted there. Before entry you need an active IFR flight plan and ATC clearance, with two-way communications established. An IFR flight plan is required because it provides ATC with your route, altitude, and performance details to ensure safe separation. A VFR plan isn't acceptable in this airspace, and options claiming no flight plan or an IFR plan being optional don't fit how Class A is controlled.

**3. Class D airspace requires which of the following to enter?**

- A. Surface to 4000 AGL; require IFR flight plan**
- B. Surface to 2500 AGL; need two-way radio communication to enter**
- C. Surface to 1000 AGL; no radio required**
- D. Surface to 2000 AGL; require two-way radio**

Class D airspace is a controlled area surrounding many local airports where ATC provides traffic advisory services. The key requirement to enter is establishing two-way radio communication with the controlling facility before you enter, and you must maintain that two-way communication while you're inside. The ceiling of Class D is from the surface up to 2,500 feet above the airport (often referred to as 2,500 ft above the airport). That makes the option stating surface to 2,500 ft and the need for two-way radio communication the correct one. The other choices either misstate the vertical extent or omit the radio communication requirement, or wrongly mention IFR flight plans.

**4. Warning Areas are typically located how far offshore and may be hazardous to nonparticipating aircraft?**

- A. 3 NM off coast**
- B. 12 NM off coast**
- C. 25 NM off coast**
- D. 50 NM off coast**

Warning areas are offshore airspace designed to warn pilots of potential military activity that may be hazardous to nonparticipating aircraft. They typically begin 3 nautical miles offshore and extend outward over international waters. That 3 NM starting point is the standard boundary from the coast where these warning areas can begin, which is why it's the correct choice. The activities inside—like military training or live ordnance—pose risks to pilots who are not part of the activity, so awareness and avoidance are important.

**5. Military Training Routes show altitude blocks: below or above 1500' AGL. Which statement is correct?**

- A. Below 1500' AGL and above 1500' AGL**
- B. Below 2500' AGL and above 3500' AGL**
- C. Only above 1500' AGL**
- D. No altitude information is provided**

Military Training Routes use two altitude blocks to cover both low and high flight levels. The route depiction splits at 1,500 feet AGL, with one block indicating altitudes below 1,500 feet AGL and the other indicating altitudes above 1,500 feet AGL. This design lets you know which altitude range applies depending on whether you're flying the low or high segment of the route. So the correct statement is that the altitude blocks show both below 1,500 feet AGL and above 1,500 feet AGL.

**6. In the provided material, a Military Operating Area (MOA) is associated with which characteristic?**

- A. An area where civil traffic must land immediately when requested**
- B. An area reserved for space operations**
- C. An area where low flying military aircraft operating at speeds over 250 knots**
- D. An area with weather reporting by the military only during the day**

MOAs are airspace areas designated to contain military training activities that may be hazardous to other aircraft. These areas are typically used by fast-moving military aircraft, often at low to mid altitudes, performing high-speed maneuvers. The statement about low-flying military aircraft operating at speeds over 250 knots reflects that idea—MOAs exist because such high-speed, potentially aggressive military operations can affect surrounding air traffic. Other options describe scenarios that aren't characteristic of MOAs, such as landing civil traffic, space operations, or military weather reports only during the day. When an MOA is active, IFR traffic is separated by ATC, and VFR pilots should exercise extra caution or avoid the area if possible.

7. What is the Terminal Radar Service Area (TRSA) best described as?

- A. An area where pilots can receive radar services; participation is voluntary but recommended**
- B. An area where radar services are mandatory for all flights**
- C. An area with no radar coverage**
- D. An area that only supports IFR flights**

TRSA is a radar-based service area around terminal airspace where ATC can provide radar vectoring, sequencing, and separation to pilots who elect to participate. The key point is that participation is voluntary, but it's strongly recommended because it gives you enhanced ATC services and can make operations safer and more efficient in busy areas. If you don't participate, you still operate in the same airspace, but you won't receive the higher level of radar-based services from ATC. It's not a region with no radar coverage, and it isn't limited to IFR flights—the services are available to participating flights regardless of operating type.

8. Which statement correctly describes the effect of a downslope runway on touchdown?

- A. Upslope: low approach**
- B. Upslope: high approach**
- C. Downslope: low approach**
- D. Downslope: high approach; will touch down further than desired**

Runway slope changes where your glide path meets the surface. A downslope runway slopes downward away from you in the direction of landing, so the point where your final descent intersects the pavement shifts farther along the runway than it would on level ground. To maintain a stable approach and reach that farther touchdown point safely, you typically fly a higher final approach. As a result, touchdown occurs further down the runway than you might expect on a level strip.

9. Which statement about 24-month checks is correct?

- A. They are optional and rarely performed**
- B. They focus on propeller balance**
- C. They require flight time logs to be reviewed**
- D. They include inspection of the transponder**

A 24-month check is a mandated maintenance interval that includes verifying the transponder's operation. The transponder is checked to ensure it responds correctly to ATC interrogations and encodes altitude properly, providing reliable radar identification and altitude information. This keeps air traffic services accurate and safe, which is especially important in instrument conditions where separation relies on this equipment. It's not about propeller balance, and while maintenance history and logbook entries are part of the overall process, the defining requirement of this interval is the inspection and verification of the transponder.

**10. Operating Limitations are separate from the POH because they are:**

**A. The same as the POH**

**B. Separate limitations for the aircraft FAR 91.9**

**C. Optional guidance only**

**D. Only applies to instrument flight**

Operating limitations are the legally binding boundaries for the aircraft, established by the aircraft's design and the FAA and documented in the approved flight manual (AFM/POH). They set the hard limits you must not exceed, such as airspeed, weight, configurations, and other critical constraints. The reason they're treated separately is that they come from the type design and regulatory requirements (FAR 91.9 and related standards), not from the procedures or guidance in the rest of the POH. The POH provides operating procedures, performance data, and recommended practices, but it does not override the mandatory limits. So the constraints are distinct from the general content of the POH, and they apply to all operations, not just instrument flight.

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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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://avit221block1.examzify.com>**

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

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