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

Study Guide

BY EXAMZIFY

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

1. In Elevator Illusion, what visual cue occurs when the exterior scenery moves upward?

A. When the surroundings go up, your eyes are directed downward.

B. Your eyes look straight ahead at the horizon.

C. You look upward toward the aircraft nose.

D. You blink rapidly to stabilize vision.

2. Which airspace allows flight through but is subject to restrictions and requires clearance from ATC?

A. Restricted Airspace

B. Prohibited Airspace

C. Warning Area

D. MOA

3. Which items are included in the 5P Check?

A. Plan, Pilot, Plane, Passengers

B. Plan, Pilot, Plane, Passengers, Programming

C. Plan, Pilot, Plane

D. Plan, Pilot, Environment, Passengers

4. Automation Management is a SRM component that focuses on what?

A. Managing the aircraft's automation systems

B. Planning fuel usage

C. Automation Management

D. Managing crew workload

5. 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

6. Airworthiness Directives are issued by whom and are they mandatory?

A. Issued by FAA; optional

B. Issued by the manufacturer; mandatory

C. Issued by FAA; mandatory

D. Issued by NTSB; recommended

7. When are aircraft lights used at night?

A. From sunset to sunrise

B. From sunrise to sunset

C. Only when landing for hire

D. Never on in clouds

8. In Inversion Illusion, leveling off after a climb produces which sensation?

A. A strong positive Gs sensation.

B. A slight negative Gs sensation.

C. No Gs sensation.

D. A strong lateral acceleration.

9. Progressive Inspection takes the place of which inspections?

A. Takes the place of Annual and 100 Hour

B. Extends the time between inspections

C. Applies only to engines

D. Is optional for all operations

10. In Graveyard Spin/Spiral, how long must a steady turn persist before the turn is no longer sensed?

A. About 5 seconds

B. About 15 seconds

C. Never

D. Over 20 seconds

Answers

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

Explanations

1. In Elevator Illusion, what visual cue occurs when the exterior scenery moves upward?

A. When the surroundings go up, your eyes are directed downward.

B. Your eyes look straight ahead at the horizon.

C. You look upward toward the aircraft nose.

D. You blink rapidly to stabilize vision.

Elevator Illusion comes from how our vestibular system and visual scene can conflict and trick our sense of pitch. When the exterior scenery seems to move upward, the natural response is to look downward. That downward gaze occurs as you instinctively reference the cockpit's lower frame or instruments to verify attitude, even as the outside scene climbs past the windshield. This is the visual cue described: your eyes are directed downward when the surroundings go up. The practical takeaway is to rely on the instruments and horizon to verify attitude rather than the moving scenery.

2. Which airspace allows flight through but is subject to restrictions and requires clearance from ATC?

A. Restricted Airspace

B. Prohibited Airspace

C. Warning Area

D. MOA

Understanding why this airspace fits the description helps you see how airspace is managed for safety. Restricted airspace is set aside because of hazards such as military activity or other operations that could endanger flight or people on the ground. Flight through is allowed only with explicit authorization from the controlling authority, and you must comply with the stated restrictions and any required ATC coordination. That combination—passage possible but tightly controlled and requiring clearance—is what this option captures. The other types don't match as closely. Prohibited airspace is off-limits at all times unless an explicit exception is granted, so entry isn't allowed without a special authorization. Warning areas aren't restricted in the same way; you may fly through with normal precautions, though you should be aware of potential hazards and exercise extra vigilance. Military Operations Areas are designed to separate military training from civilian traffic; you can generally fly through, but you should be mindful of possible training activity and coordinate as needed; no special clearance is typically required to enter in the same sense as a restricted area.

3. Which items are included in the 5P Check?

A. Plan, Pilot, Plane, Passengers

B. Plan, Pilot, Plane, Passengers, Programming

C. Plan, Pilot, Plane

D. Plan, Pilot, Environment, Passengers

The 5P Check is a quick mental review of five essential areas to verify before flight or during critical phases, ensuring both preparation and cockpit setup are solid. Plan covers the flight plan itself plus weather, fuel, alternates, and contingencies, so you know how you'll get there and what you'll do if conditions change. Plane ensures the aircraft is airworthy and configured properly—weight and balance, fuel state, systems status, and any maintenance needs are considered. Pilot focuses on the person flying: currency, proficiency, medical fitness, and familiarity with procedures and briefings. Passengers means making sure everyone on board is briefed on safety, seated and belted as required, and aware of any special needs. Programming refers to getting the cockpit electronics ready: loading and confirming the navigation plan in the avionics, setting GPS, autopilot, displays, and approach modes so the instruments reflect the intended route and you're not chasing incorrect data during flight. Weather is important, but it's addressed within Plan rather than as a separate item, which is why Programming is included as a distinct element in this checklist.

4. Automation Management is a SRM component that focuses on what?

A. Managing the aircraft's automation systems

B. Planning fuel usage

C. Automation Management

D. Managing crew workload

Automation Management focuses on how you use and control the cockpit's automated systems to fly safely and efficiently. The idea is to actively manage the automation: choose appropriate modes, monitor its performance, anticipate potential automation issues, and intervene or disengage when needed. This keeps workload balanced and situational awareness intact while avoiding overreliance on automation. That's why naming the SRM component as Automation Management fits best—it's specifically about how you manage the automation itself. The other options point to fuel planning or overall workload management, which are different SRM areas.

5. 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.

6. Airworthiness Directives are issued by whom and are they mandatory?

A. Issued by FAA; optional

B. Issued by the manufacturer; mandatory

C. Issued by FAA; mandatory

D. Issued by NTSB; recommended

Airworthiness Directives address unsafe conditions in aircraft, engines, propellers, or certain equipment and are legal requirements issued by the FAA. They are mandatory, not optional—once issued, operators must comply within the specified timeframe. An AD tells you exactly what must be done (inspection, modification, or replacement) and by when, with some ADs requiring immediate action in emergencies. They are published under 14 CFR Part 39 and appear in official FAA records, binding on all affected aircraft, engines, or components. Noncompliance can ground the aircraft or lead to enforcement actions.

7. When are aircraft lights used at night?

A. From sunset to sunrise

B. From sunrise to sunset

C. Only when landing for hire

D. Never on in clouds

At night, lights are used because visibility is reduced and you need to be seen by other aircraft. The standard rule is to have the navigation (position) lights on from sunset to sunrise, so the aircraft remains conspicuous during the entire period of darkness. In addition, anti-collision lights should be on whenever the aircraft is in flight, which applies to night operations as well. Landing lights are commonly used during night arrivals or departures for better visibility, but the critical timing concept is that lights are required from sunset to sunrise. The idea that lights are only for landing or never in clouds doesn't fit with how night operation and conspicuity are managed.

8. In Inversion Illusion, leveling off after a climb produces which sensation?

A. A strong positive Gs sensation.

B. A slight negative Gs sensation.

C. No Gs sensation.

D. A strong lateral acceleration.

Inversion illusion is a vestibular illusion that happens when you level off after a climb. While climbing you're experiencing positive Gs from the nose-up attitude and the increased load on the airstream. When you transition to level flight, the aircraft's pitch changes and the load factor drops back toward 1 G. Your inner ear's semicircular canals, which sense angular motion, don't react instantly; they lag behind the actual movement. This mismatch between what your eyes and body feel and what your instruments show can make you feel as though you're inverted or tumbling, and you may briefly sense a slight negative Gs—felt as being lighter than normal or momentarily pushed away from the seat. So the best match is a slight negative Gs sensation. The other options don't fit because the climb produces positive Gs, there isn't a true no-G sensation, and a strong lateral acceleration would come from a turn, not the level-off from a climb.

9. Progressive Inspection takes the place of which inspections?

A. Takes the place of Annual and 100 Hour

B. Extends the time between inspections

C. Applies only to engines

D. Is optional for all operations

Progressive Inspection is an FAA-approved maintenance approach that replaces the traditional annual and 100-hour inspections with a rolling schedule of smaller inspections performed while the aircraft remains in service. The goal is to maintain airworthiness continuously by spreading required checks over time under proper supervision, rather than halting operations for a single annual or 100-hour block. It isn't about simply extending intervals, it applies to the whole aircraft, and it isn't automatically available for all operations—it requires an approved program and oversight. So, it takes the place of the annual and 100-hour inspections.

10. In Graveyard Spin/Spiral, how long must a steady turn persist before the turn is no longer sensed?

A. About 5 seconds

B. About 15 seconds

C. Never

D. Over 20 seconds

The feeling of turning comes from the vestibular system, specifically the semicircular canals. They detect angular motion, but they adapt to a constant rate of turn. When a turn is steady, the sensation fades as the canals stop signaling rotation after a period of time. In a Graveyard Spiral or Graveyard Spin, this fade can happen after a relatively long duration—typically more than about twenty seconds—so a pilot may no longer sense that the aircraft is in a turn, even though the airplane remains banked and descending. That mismatch between perception and actual flight path is what leads to the dangerous spiral. So the best answer is that it takes over twenty seconds for the turn to no longer be sensed. Shorter times aren't long enough for complete adaptation, and saying "never" isn't accurate because the sensation does fade with continued steady turn.

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://avit221block1.examzify.com

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