Block 1 Military Airspace Procedures (MAP) Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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. What are the diamond miles for V555 in PCU LO?

A. 17 miles NE MHZ

B. 26 miles SW MHZ

C. 21 miles NE MCB

D. 24 miles NW SQS

2. What are the radials on V9 from MHZ to SQS?

A. MHZ 351 - SQS 170

B. MHZ 349 - SQS 172

C. MHZ 350 - SQS 171

D. MHZ 360 - SQS 171

3. In event of radio failure near military airspace, what should a pilot do?

A. Squawk 7700; continue on the last assigned route or assigned fix; attempt to reestablish communications.

B. Squawk 7600; continue on the last assigned route or assigned fix; attempt to reestablish communications.

C. Squawk 7500; continue to request priority handling.

D. Squawk 7777; proceed to the nearest field.

4. Which option shows the correct diamond miles for V9-11 leaving JAN APCH?

A. 17 miles NW MHZ

B. 20 miles SW MHZ

C. 23 miles NE SQS

D. 14 miles NE MLU

5. For V18 from MLU to MLU APCH, diamond miles equal which distance?

A. 15 miles NE MLU

B. 16 miles SE MLU

C. 31 miles NE MLU

D. 31 miles SE MLU

6. How does one determine the boundary of a SUA on a chart?

- **A. The boundary is depicted on the chart with the SUA label; refer to the legend for symbols and times.**
- **B. The boundary is shown by a line colored red.**
- **C. There is no boundary shown; only NOTAMs describe it.**
- **D. The boundary is shown as a shaded area with no labels.**

7. How should a pilot respond to conflicting published times for MOA activation?

- **A. Rely on NOTAMs and ATC guidance; avoid entering if activation is uncertain.**
- **B. Enter the MOA if you have a clearance.**
- **C. Wait until you reach the area to decide.**
- **D. Ignore NOTAMs and rely on your flight plan.**

8. When a military interceptor requires you to stop flight, what must you do?

- **A. Disregard the instruction and continue.**
- **B. Increase altitude and speed.**
- **C. Turn off transponder and depart.**
- **D. Comply with the interceptor's instructions, maintain communications, and follow further directives.**

9. What are the diamond miles for V278 from SQS towards GLH?

- **A. 14 miles NE SQS**
- **B. 18 miles NW MHZ**
- **C. 13 miles NW SQS**
- **D. 21 miles NW MCB**

10. Which statement best describes MTR altitude ranges?

- **A. MTRs are specially designated for high-speed, low-altitude military training with published altitude ranges.**
- **B. MTRs have no published altitude ranges and are flexible.**
- **C. MTRs are only for civilian training at high altitudes.**
- **D. MTRs use the same altitude ranges as TRs.**

Answers

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

Explanations

1. What are the diamond miles for V555 in PCU LO?

A. 17 miles NE MHZ

B. 26 miles SW MHZ

C. 21 miles NE MCB

D. 24 miles NW SQS

Diamond miles indicate how far along a published airway you are from a specific point or sector boundary, and the direction shows where that point lies relative to you. For V555 in the PCU LO sector, the chart shows a diamond mile measurement to the fix MCB. The distance to MCB along that leg is 21 miles, and the direction is northeast. So the correct interpretation is that you're 21 miles away from MCB on V555 in a northeast direction from the PCU LO side. The other distances and directions would correspond to different points or legs that aren't the MCB fix on this airway in this sector.

2. What are the radials on V9 from MHZ to SQS?

A. MHZ 351 - SQS 170

B. MHZ 349 - SQS 172

C. MHZ 350 - SQS 171

D. MHZ 360 - SQS 171

Victor airways are fixed routes defined by the direction from each VOR that forms the line of the airway. For the leg V9 between MHZ and SQS, the published track leaves MHZ on the 350-degree radial. At the SQS end, the same airway is defined by the corresponding radial from SQS, which published data lists as 171 degrees. So the V9 segment MHZ to SQS is defined by MHZ 350 and SQS 171. The other radial pairings would describe different lines and wouldn't match the published V9 segment between those two VORs.

3. In event of radio failure near military airspace, what should a pilot do?

A. Squawk 7700; continue on the last assigned route or assigned fix; attempt to reestablish communications.

B. Squawk 7600; continue on the last assigned route or assigned fix; attempt to reestablish communications.

C. Squawk 7500; continue to request priority handling.

D. Squawk 7777; proceed to the nearest field.

When radio fails, you follow the standard lost-communication procedure. Squawking 7600 signals to ATC that you have a two-way radio outage. With no new clearance to accept, you should fly the last assigned route or the last assigned fix and continue, then attempt to reestablish communication as soon as possible. This keeps you on a predictable path and under ATC-protected separation while you work to regain contact. Near military airspace, sticking to the last clearance also helps avoid entering restricted or controlled areas without coordination. The other codes don't fit: squawking 7700 indicates a general emergency, 7500 indicates hijack, and 7777 isn't a valid standard code. Going straight to the nearest field isn't the recommended action unless you have no assigned route to follow and you're unable to determine a safe alternative.

4. Which option shows the correct diamond miles for V9-11 leaving JAN APCH?

A. 17 miles NW MHZ

B. 20 miles SW MHZ

C. 23 miles NE SQS

D. 14 miles NE MLU

Diamond miles show how far you are from the next navigation fix along a published route, marked as a diamond on the chart. They help you gauge your position and time to the next point on departure or arrival. For leaving JAN APCH on the V9-11 departure, the next fix along the route is MHZ, and the chart lists that fix at 17 diamond miles from JAN on a northwest course. So the correct diamond miles to expect as you depart are 17 miles toward MHZ. The other distances correspond to different fixes or directions not on the immediate V9-11 path from JAN APCH.

5. For V18 from MLU to MLU APCH, diamond miles equal which distance?

A. 15 miles NE MLU

B. 16 miles SE MLU

C. 31 miles NE MLU

D. 31 miles SE MLU

Diamond miles on Victor airways show the distance, in nautical miles, between fixes along the route. For V18, the segment from the Monroe VOR (MLU) to the MLU APCH fix lies 31 nautical miles along the line of the airway, and the path goes toward the northeast of MLU. So the distance is 31 nautical miles to the northeast of MLU, which matches "31 miles NE MLU." The other distances would imply different positions or directions that don't correspond to this airway segment.

6. How does one determine the boundary of a SUA on a chart?

A. The boundary is depicted on the chart with the SUA label; refer to the legend for symbols and times.

B. The boundary is shown by a line colored red.

C. There is no boundary shown; only NOTAMs describe it.

D. The boundary is shown as a shaded area with no labels.

Special Use Airspace boundaries are shown on the chart by a boundary line around the area and a label marked SUA, with the operating times listed in the legend. This combination gives you the exact geographic limits and when the airspace is active, so you can plan accordingly. The legend explains what the symbol and times mean, so you know how to read it consistently. Relying on color alone doesn't provide the full active-time information, and NOTAMs describe temporary changes rather than the permanent depicted boundary. A shaded area without labels wouldn't tell you the limits or the activation times.

7. How should a pilot respond to conflicting published times for MOA activation?

A. Rely on NOTAMs and ATC guidance; avoid entering if activation is uncertain.

B. Enter the MOA if you have a clearance.

C. Wait until you reach the area to decide.

D. Ignore NOTAMs and rely on your flight plan.

When MOA activation times conflict, treat the MOA status as uncertain and use the official notices and guidance to decide your actions. NOTAMs are the authoritative source for activation times and changes, and ATC guidance can provide real-time confirmation or instructions. If activation is unclear, do not enter the MOA; instead, reroute or wait for explicit clearance or confirmation from ATC. Relying on a flight plan or assumed clearance in the face of conflicting times increases the risk of entering an active training area, which can be hazardous. Not taking NOTAMs into account or ignoring them is unsafe, and waiting to decide only after reaching the area doesn't reduce risk if the MOA could already be active.

8. When a military interceptor requires you to stop flight, what must you do?

A. Disregard the instruction and continue.

B. Increase altitude and speed.

C. Turn off transponder and depart.

D. Comply with the interceptor's instructions, maintain communications, and follow further directives.

When a military interceptor asks you to stop the flight, your immediate priority is to comply with the interceptor's instructions, maintain two-way radio communications, and follow any further directives they give. This lets the interceptor identify you safely, prevent misunderstandings, and steer the situation toward a controlled, non-escalatory outcome. Disregarding instructions, or trying to outrun, would increase risk and confusion. Turning off the transponder or departing would remove your aircraft from being identifiable and monitored, which is exactly what interceptors aim to establish to ensure safety. So you should follow the instructions, stay in contact, and execute any subsequent steps they provide.

9. What are the diamond miles for V278 from SQS towards GLH?

A. 14 miles NE SQS

B. 18 miles NW MHZ

C. 13 miles NW SQS

D. 21 miles NW MCB

Diamond miles mark how far you are along an airway from the named navaid, shown along the route to help you orient your position. For V278 from SQS toward GLH, the first diamond mile you'd encounter is 13 miles from the SQS VORTAC, positioned to the northwest of SQS because GLH lies to the northwest along that path. So the correct diamond mile is 13 miles NW of SQS. The other options either reference distances from different navaids or place you in the wrong direction, which don't apply to this airway segment.

10. Which statement best describes MTR altitude ranges?

A. MTRs are specially designated for high-speed, low-altitude military training with published altitude ranges.

B. MTRs have no published altitude ranges and are flexible.

C. MTRs are only for civilian training at high altitudes.

D. MTRs use the same altitude ranges as TRs.

Military Training Routes are built to let fast, low-altitude military aircraft practice while other airspace users know exactly where those activities may occur. Because the training happens within defined vertical blocks, the FAA publishes the altitude ranges for each route so pilots can plan to pass above, below, or around those segments with confidence. Those published limits create a predictable, safe environment for high-speed, low-altitude military operations and distinguish MTRs from other training routes. The idea that there are no published altitude ranges would remove essential safety coordination, and the notion that MTRs are civilian-only or share the same ranges as civilian training routes ignores the military-specific purpose and documentation.

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://block1map.examzify.com

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