

BLOCK 1 MILITARY AIRSPACE PROCEDURES (MAP) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. **DESKE is the DME fix located at which code?**
 - A. Glh 143048
 - B. Hez 044025
 - C. Mhz 350016
 - D. Mlu 087031
2. **What is provided alongside the SUA boundary on aeronautical charts?**
 - A. Exact GPS coordinates.
 - B. Pilot age requirements.
 - C. Frequency table.
 - D. Legend with symbols and times.
3. **What is a typical action if activation status of SUA cannot be confirmed before crossing it?**
 - A. Plan to avoid the area or obtain explicit authorization if entry is necessary.
 - B. Cross quickly to minimize exposure.
 - C. Rely on a visual check and continue.
 - D. Ask another pilot to verify status.
4. **What are the radials on V9 from SQS to UJM?**
 - A. SQS 342 - UJM
 - B. SQS 340 - UJM
 - C. SQS 341 - UJM
 - D. SQS 341 - UJN
5. **What is the distance from HAZAL to MCB?**
 - A. 21 miles
 - B. 37 miles
 - C. 44 miles
 - D. 53 miles
6. **What are the diamond miles for V427 in MLU LO?**
 - A. 18 miles NW MHZ
 - B. 14 miles NE MLU
 - C. 21 miles NW MCB
 - D. 17 miles NW MHZ

7. Where is a Warning Area normally located?

- A. Over inland airspace near major cities.
- B. Offshore area.
- C. Within the core domestic airspace near airports.
- D. Subtropical oceanic regions only.

8. Diamond miles for V417 from MLU to MLU APCH are which distance?

- A. 15 miles NE MLU
- B. 16 miles SE MLU
- C. 31 miles NE MLU
- D. 31 miles SE MLU

9. How do you verify the status of a CFA before flying?

- A. CFAs are only active when published and may be suspended when not needed.
- B. CFAs are always active and do not require verification.
- C. CFAs status is determined after takeoff.
- D. CFAs are only relevant to military pilots.

10. MAP primarily aims to balance safety around military activities with what other goal?

- A. Training optimization and protection of civilian traffic.
- B. Maximizing military airspace usage at all times.
- C. Eliminating all civilian aircraft from restricted airspace.
- D. Reducing the need for ATC oversight.

Answers

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

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Explanations

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1. DESKE is the DME fix located at which code?

- A. GLH 143048
- B. Hez 044025
- C. Mhz 350016
- D. Mlu 087031

DESKE is defined as a DME fix that comes from a specific VOR/DME, using the DME distance to locate the point. On charts, DME fixes are identified by the VOR/DME station and the DME reading from that station. DESKE is associated with the GLH VOR/DME at a DME distance of about 14.3 NM, which is encoded as GLH 143048. This pairing uniquely locates DESKE, so it's the correct designation. Other codes would tie DESKE to different VOR/DME stations or different DME distances, which wouldn't place the fix at DESKE's established position.

2. What is provided alongside the SUA boundary on aeronautical charts?

- A. Exact GPS coordinates.
- B. Pilot age requirements.
- C. Frequency table.
- D. Legend with symbols and times.

The main idea is how aeronautical charts convey what you're looking at when you see a SUA boundary. Alongside the boundary you typically find a legend that explains the symbols used on the map and the times during which the airspace is active. This helps you interpret what each color or pattern means (for example, prohibited, restricted, or MOA) and know when the SUA is in effect, so you can avoid or coordinate with it accordingly. GPS coordinates aren't usually provided point by point with the boundary, pilot age requirements aren't relevant to airspace depiction, and a frequency table isn't tied to the boundary in this context. The legend with symbols and times is the standard companion to a SUA boundary on aeronautical charts.

3. What is a typical action if activation status of SUA cannot be confirmed before crossing it?

- A. Plan to avoid the area or obtain explicit authorization if entry is necessary.
- B. Cross quickly to minimize exposure.
- C. Rely on a visual check and continue.
- D. Ask another pilot to verify status.

When you can't confirm the activation status of Special Use Airspace before crossing, the safe and compliant action is to avoid the area or obtain explicit authorization if entry is necessary. SUA status can change and may not be visible or predictable, so entering without current clearance is not acceptable. Relying on a quick crossing, visual checks, or another pilot to verify status isn't reliable or proper procedure. If entry is essential, coordinate with the controlling authority to obtain explicit authorization; otherwise, reroute around the airspace or delay until status can be confirmed.

4. What are the radials on V9 from SQS to UJM?

- A. SQS 342 - UJM
- B. SQS 340 - UJM
- C. SQS 341 - UJM**
- D. SQS 341 - UJN

Victor airways are defined by a specific magnetic bearing, or radial, from the origin VOR. For the segment V9 from SQS to UJM, the published path uses the 341-degree radial from the SQS VOR, with UJM lying on that line. So you would fly the magnetic bearing of 341 degrees from SQS to reach UJM along this airway. The other radials don't line up with the published path to UJM, and the extra endpoint (UJN) isn't the correct next fix on this airway.

5. What is the distance from HAZAL to MCB?

- A. 21 miles
- B. 37 miles**
- C. 44 miles
- D. 53 miles

The distance between two fixes on an enroute chart is the mileage published for the airway segment that connects them. For HAZAL to MCB, the chart shows 37 miles as the mileage along that leg, so that is the distance used for navigation, fuel planning, and timing. This is the value you read directly from the segment on the map, not a straight-line distance. The other numbers don't match the published leg mileage for this route.

6. What are the diamond miles for V427 in MLU LO?

- A. 18 miles NW MHZ
- B. 14 miles NE MLU**
- C. 21 miles NW MCB
- D. 17 miles NW MHZ

Diamond miles are the distance markers placed along military/low-altitude airways to show how far you are from the next fix on that route. They help with timing, spacing, and situational awareness when flying routes like V427 in special airspace. For V427 in the MLU LO area, the marker at that segment shows 14 miles in the northeast direction from Monroe (MLU). So the correct reading is that the next point along the route is 14 miles away to the northeast of MLU. The other options point to distances toward different VORs (northwest toward MHZ or toward MCB), which do not apply to the current MLU LO segment of V427.

7. Where is a Warning Area normally located?

- A. Over inland airspace near major cities.
- B. Offshore area.**
- C. Within the core domestic airspace near airports.
- D. Subtropical oceanic regions only.

Warning Areas are offshore zones used to contain military activities that could be hazardous to nonparticipating aircraft. They are normally located offshore, extending from the coastline out into international waters, so civilian traffic over land isn't directly affected by heavy military training. This offshore placement allows military operations to be conducted with the surrounding airspace kept separate from busy coastal routes. On charts, these areas are shown with a unique designation, and pilots are advised to avoid or exercise caution when flying near them and to check NOTAMs for current activity. They're not restricted to any single geographic region like subtropical oceans, and they aren't located inland near cities or within core domestic airspace.

8. Diamond miles for V417 from MLU to MLU APCH are which distance?

- A. 15 miles NE MLU
- B. 16 miles SE MLU
- C. 31 miles NE MLU
- D. 31 miles SE MLU**

Diamond miles reflect the distance along a Victor airway between fixes. For V417, the leg from the MLU facility to the MLU APCH fix is 31 nautical miles and the direction along the airway is toward the southeast. So the diamond mile shown for this segment is 31 miles SE of MLU. The other distances or a northeast direction don't match the published airway alignment for this leg.

9. How do you verify the status of a CFA before flying?

- A. CFAs are only active when published and may be suspended when not needed.**
- B. CFAs are always active and do not require verification.
- C. CFAs status is determined after takeoff.
- D. CFAs are only relevant to military pilots.

CFAs are Dynamic airspace areas that only exist when they are officially published as active. They may be suspended when not needed, so you can't assume they're in effect. To verify before flight, check current official publications such as NOTAMs and the aeronautical information that lists CFA status, or consult FSS/ATC for the latest status. If a CFA is published as active, plan accordingly; if not published, treat the area as not active.

10. MAP primarily aims to balance safety around military activities with what other goal?

A. Training optimization and protection of civilian traffic.

B. Maximizing military airspace usage at all times.

C. Eliminating all civilian aircraft from restricted airspace.

D. Reducing the need for ATC oversight.

MAP aims to keep military activities safe while also ensuring civilian air traffic is protected and training can proceed efficiently. The best choice reflects this balance: it recognizes the need to optimize training opportunities in military airspace while safeguarding civilian flights that share or nearby airspace. This means coordinating schedules, routes, and restrictions so military training can occur without compromising the safety of non-military air traffic. The alternative about always maximizing military airspace usage ignores civilian safety and practical flow of air traffic. The idea of eliminating all civilian aircraft from restricted airspace is unrealistic and not how MAP operates in practice. The notion of reducing ATC oversight contradicts the purpose of MAP, which relies on coordinated control to keep both military and civilian operations safe.

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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://block1map.examzify.com>

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

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