

ENROUTE 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 statement about VORTAC is correct?

- A. It combines a VOR with TACAN providing VOR bearing and DME/TACAN distance information.
- B. It is a GPS-only aid.
- C. It provides VOR bearing but no distance information.
- D. It is used only for civilian aviation.

2. What is the purpose of IFR low-altitude enroute charts?

- A. To show weather radar imagery.
- B. To display Victor airways, VOR/NAVAID locations, fixes, mileage, and minimum altitudes for planning IFR flights below 18,000 ft.
- C. To provide airport terminal procedures.
- D. To display airline schedules.

3. Which statement about MOCA is true?

- A. MOCA is always active at all altitude.
- B. MOCA is never shown on enroute charts.
- C. If MOCA is listed next to the altitude, MOCA applies; otherwise only MEA.
- D. MOCA is the same as MEA.

4. Which statement accurately describes the purpose of the chart legend on enroute charts?

- A. It lists all airports and frequencies
- B. It shows the colors used for topography
- C. It is not useful for flight planning
- D. It explains symbols, abbreviations, and color conventions used on the enroute chart

5. Which fix is located at MLU 072 @ 49 miles?

- A. HEDUD
- B. HATER
- C. YAZOO
- D. KVKS

6. Why is understanding enroute charts essential for IFR planning?

- A. They provide the framework for selecting routes, altitudes, nav aids, and airspace constraints for safe flight.
- B. They are optional references only for visual flight.
- C. They only show airspace boundaries with no nav aids.
- D. They primarily serve for weather planning.

7. KJVW maps to which location?

- A. Hawkins Field
- B. John Bell Williams
- C. Jackson International
- D. Macomb

8. Which airport in Sector 66 has a departure procedure?

- A. KGWO
- B. KVKS
- C. KTVR
- D. OM8

9. Which code identifies Sidon?

- A. IGB
- B. Meridian
- C. SQS
- D. MEI

10. Sidon is linked to which code?

- A. SQS
- B. IGB
- C. MEI
- D. Meridian

Answers

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

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Explanations

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1. Which statement about VORTAC is correct?

- A. It combines a VOR with TACAN providing VOR bearing and DME/TACAN distance information.
- B. It is a GPS-only aid.
- C. It provides VOR bearing but no distance information.
- D. It is used only for civilian aviation.**

VORTAC is a combined VOR and TACAN navigation aid. The VOR portion provides the aircraft with a fixed bearing from the station, while the TACAN portion delivers distance information through DME, giving you range to the station. This setup serves both civilian and military users, and it is not GPS-only. So a statement that it provides only VOR bearing with no distance information is incorrect, and a claim that it's used only for civilian aviation is also incorrect. The essential idea is that VORTAC integrates VOR and TACAN to supply both bearing and distance.

2. What is the purpose of IFR low-altitude enroute charts?

- A. To show weather radar imagery.
- B. To display Victor airways, VOR/NAVAID locations, fixes, mileage, and minimum altitudes for planning IFR flights below 18,000 ft.**
- C. To provide airport terminal procedures.
- D. To display airline schedules.

The thing being tested is how IFR low-altitude enroute charts are used in planning and navigating flights below 18,000 feet. These charts map the network of low-altitude routes, known as Victor airways, and show the actual navigation aids you'll rely on (VORs and other nav aids), the fixes or intersections along the routes, and the distances between those points. They also publish the minimum altitudes along each segment, which tell you the lowest altitude at which you can fly that route segment and still have obstacle clearance and reliable navigation reception. This combination is what makes the chart essential for IFR planning: you can plot a route, estimate fuel and time from the mileages, and choose altitudes that keep you safe from terrain while ensuring you can receive the necessary signals from the nav aids along the way. Other chart types focus on different information—weather radar imagery, airport terminal procedures, or airline schedules—so they don't describe the purpose of low-altitude enroute charts.

3. Which statement about MOCA is true?

- A. MOCA is always active at all altitude.
- B. MOCA is never shown on enroute charts.
- C. If MOCA is listed next to the altitude, MOCA applies; otherwise only MEA.**
- D. MOCA is the same as MEA.

MOCA stands for Minimum Obstacle Clearance Altitude. On IFR enroute charts, MOCA provides obstacle clearance for the route segment, but only within 100 nautical miles of a VOR, and it often appears next to the altitude with a marker (star) to show this special status. The crucial point is that you only apply MOCA if it is listed beside the altitude on the chart. If MOCA is shown, that altitude is the MOCA for that segment; if MOCA isn't shown, the published altitude is MEA, which provides obstacle clearance and navigational signal coverage for the entire segment. So the true statement is that MOCA applies when it's listed next to the altitude; otherwise you rely on MEA.

4. Which statement accurately describes the purpose of the chart legend on enroute charts?

- A. It lists all airports and frequencies
- B. It shows the colors used for topography
- C. It is not useful for flight planning
- D. It explains symbols, abbreviations, and color conventions used on the enroute chart**

The main idea is that the legend is the decoder for the chart. It tells you what each symbol represents, what every abbreviation means, and what the colors indicate. On enroute IFR charts you'll encounter symbols for navigational aids, airways, intersections, and altitude information, and the legend explains how those are drawn and what the accompanying letters and numbers signify. It also clarifies the color conventions used to convey things like terrain shading, airspace boundaries, and route types. This makes the chart readable and usable for planning and navigation. The other options miss the mark: airports and frequencies aren't the legend's purpose, the legend covers more than just topography colors, and the legend is indeed useful for flight planning.

5. Which fix is located at MLU 072 @ 49 miles?

- A. HEDUD
- B. HATER**
- C. YAZOO
- D. KVKS

Understanding how enroute fixes are defined helps you see why this one is correct. A fix on an enroute chart is often given as a VOR/DME position defined by a radial and a distance from that VOR. Here, MLU refers to the Monroe VOR/DME, 072 is the radial (072 degrees from the VOR), and 49 miles is the distance along that radial (49 NM with DME). The named point at that exact radial and distance is HATER. So, HATER is the published fix located on the MLU VOR's 072 radial at 49 NM. The other options would be on different radials or different distances from MLU, so they don't correspond to 072 at 49 NM.

6. Why is understanding enroute charts essential for IFR planning?

- A. They provide the framework for selecting routes, altitudes, nav aids, and airspace constraints for safe flight.**
- B. They are optional references only for visual flight.
- C. They only show airspace boundaries with no nav aids.
- D. They primarily serve for weather planning.

Enroute charts are the map you rely on to plan an IFR flight. They lay out the airway network, showing where routes connect through navigational aids like VORs and RNAV waypoints, along with the distances between fixes. They also publish the altitude constraints, such as minimum enroute altitudes, that guarantee obstacle clearance and reliable navigation signal reception along each segment. This combination lets you pick a feasible route that your equipment can navigate, pick safe cruise altitudes, and stay within the proper airspace while avoiding restricted or special-use areas. Weather planning is important, but it uses separate products; the enroute chart's primary role is to define routes, navigation aids, and airspace constraints for safe IFR flight.

7. KJVW maps to which location?

- A. Hawkins Field
- B. John Bell Williams**
- C. Jackson International
- D. Macomb

ICAO codes identify each U.S. airport with a four-letter code, and US codes start with K. KJVW is the official ICAO designation for the John Bell Williams Airport in the Jackson area. This code is how flight planners and charts reference that specific field in FAA databases and on enroute maps. The other locations have different ICAO codes, so they don't correspond to KJVW. If you want to double-check, look up KJVW in an aviation chart or the FAA database and you'll see John Bell Williams listed there.

8. Which airport in Sector 66 has a departure procedure?

- A. KGW0
- B. KVKS**
- C. KTVR
- D. 0M8

A departure procedure is a published route that IFR aircraft follow to leave an airport and join the enroute structure, designed to ensure obstacle clearance and efficient traffic flow. In Sector 66, the airport with a published departure procedure has a defined SID/DP you would fly on departure, rather than relying on vectors from ATC. KVKS is the one that shows such a procedure in its IFR publications. The other airports in the sector either do not publish a DP or require radar vectors after takeoff, so they don't have a defined DP in their published procedures. To verify, you'd check the IFR procedure publications for the airport to see if a SID/DP is listed; KVKS has one, which makes it the correct choice.

9. Which code identifies Sidon?

- A. IGB
- B. Meridian
- C. SQS**
- D. MEI

Three-letter codes on enroute charts are the identifiers for navigation fixes. Sidon is a named waypoint used in airways, and its charted identifier is SQS. Pilots and ATC use that code to reference the exact location of Sidon in flight plans and navigation databases, ensuring everyone is talking about the same point. The other codes point to different fixes or nav aids (or to an airport code), so they don't correspond to the Sidon fix. Therefore, the code that identifies Sidon is SQS.

10. Sidon is linked to which code?

A. SQS

B. IGB

C. MEI

D. Meridian

In enroute navigation, fixes and waypoints are identified with short codes that pilots use in flight plans and on the chart. Sidon is one of those fixes, and its standard three-letter code is SQS. That code uniquely identifies Sidon on the route, so it's the one you'd enter into navigation equipment or reference when plotting a course. The other codes correspond to different navigational points or aids, so they wouldn't represent Sidon. If you check the enroute chart for Sidon, you'll see it labeled with the code SQS, confirming this association.

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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://enroutemap.examzify.com>

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

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