Initial Maneuvers Training (IMT) 1 Practice Exam (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. What is the targeted speed to be flown after flap retraction altitude?

A. 180 knots

B. 220 knots

C. 190 knots

D. 200 knots

2. When can the RUNWAY IN SIGHT callout be made?

A. When visual contact with the runway can be maintained

B. When the runway is visible on the PFD

C. When the airplane is aligned with the runway centerline

D. When ATC confirms visual contact with the runway

3. Why is the highest threat verbalized at the end of the briefing?

A. To ensure compliance with safety policy

B. To save time

C. To avoid discussing it

D. Communicating the highest threat separates it from others and emphasizes its importance

4. Which option correctly defines NAV mode during approach?

A. NAV = join the approach

B. NAV = Cleared for the approach

C. NAV = after touchdown

D. NAV = during go-around

5. During a rolling takeoff, the PF must set thrust within what percent of the target N1?

A. Within 5% below target N1

B. Within 5% above target N1

C. Within 10% below target N1

D. Within 3% below target N1

6. Which value represents the approximate fuel burn for the described missed approach scenario?

A. 100 lbs

B. 250 lbs

C. 500 lbs

D. 750 lbs

7. When a TA is received, what actions does the PM take?

A. Refer to the TCAS display, state the relative position, and assist the PF in a visual search

B. Return to assigned altitude immediately

C. Report to ATC after the intruder is identified

D. Push autopilot to a new altitude

8. What is the target pitch attitude for the EGPWS/CFIT Escape Maneuver?

A. 15 degrees

B. 5 degrees

C. 30 degrees

D. 25 degrees

9. When should ATC be notified after the crew has responded to an RA?

A. As soon as possible

B. Only after clear of the airspace

C. After landing

D. Not required

10. Which statement best describes the anti-ice selection for takeoff given the weather scenario provided?

A. Wing anti-ice only

B. No anti-ice required

C. Cowl heat only

D. Cowls and Wings

Answers

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

Explanations

1. What is the targeted speed to be flown after flap retraction altitude?

A. 180 knots

B. 220 knots

C. 190 knots

D. 200 knots

The main idea here is choosing a safe, efficient clean-up speed after flap retraction so you can establish a stable climb with good margin above stall. Once you've reached the flap retraction altitude and flaps are moving to the up position, you want to accelerate to a speed that keeps you above stall but isn't so high that you lose maneuverability or risk overspeed if something's not fully cleaned up yet. 200 knots provides that balance in this scenario: it's fast enough to reduce drag and maintain a solid climb, yet not so fast that you push toward limits before the airplane is fully in a clean configuration. Other speeds would be either too slow for an adequate climb or too fast for the moment of partial configuration, making 200 knots the best target in this context. (Always check the specific airplane's manual for the exact clean-up speed, but 200 knots is the standard target in this question.)

2. When can the RUNWAY IN SIGHT callout be made?

A. When visual contact with the runway can be maintained

B. When the runway is visible on the PFD

C. When the airplane is aligned with the runway centerline

D. When ATC confirms visual contact with the runway

The key idea is that the Runway In Sight callout happens when you actually have the runway in view and can maintain visual contact with it. It doesn't depend on the runway appearing on a display, being perfectly aligned with the centerline, or on ATC confirming visual contact. Once you can see the runway environment and you can keep looking at it through the approach, you would announce that the runway is in sight.

3. Why is the highest threat verbalized at the end of the briefing?

A. To ensure compliance with safety policy

B. To save time

C. To avoid discussing it

D. Communicating the highest threat separates it from others and emphasizes its importance

Placing the highest threat at the end of a briefing leverages how people retain the most important takeaway. By presenting less critical items first, you build context, then finish with the top threat to make it stand out and be remembered. This separation gives it clear emphasis, signaling its priority and prompting immediate action or focused attention from the team. It reduces the chance that the most urgent item gets lost in the details. The other options don't fit because the goal isn't simply to follow policy, save time, or avoid discussing it. The purpose here is to make the top threat unmistakably salient and memorable, so responders know exactly what to address first.

4. Which option correctly defines NAV mode during approach?

A. NAV = join the approach

B. NAV = Cleared for the approach

C. NAV = after touchdown

D. NAV = during go-around

NAV mode means the aircraft is being guided by a navigation source (GPS, VOR, etc.) to follow a specific route. On approach, using NAV mode focuses the flight path to join the published approach by steering toward the initial approach fix and then along the approach course. It sets you up to intercept the approach track and begin the transition into the instrument approach sequence. This is why the interpretation that NAV means joining the approach is the best fit. Being cleared for the approach is ATC authorization, not a flight guidance mode. After touchdown and during a go-around involve different phases and modes, not the NAV mode used to join the approach.

5. During a rolling takeoff, the PF must set thrust within what percent of the target N1?

A. Within 5% below target N1

B. Within 5% above target N1

C. Within 10% below target N1

D. Within 3% below target N1

N1 control during a rolling takeoff centers on getting the engine speed close to the planned takeoff setting within a tight tolerance. The best practice is to tune thrust so the actual N1 is within a small margin below the target—specifically within 5% below. This slight under-run provides a safety buffer against engine response lag or gusts that could push N1 higher than intended, while still letting N1 rise to the target as airspeed increases. Being slightly under avoids pushing the engines above the exact takeoff setting, which could add unnecessary thrust, noise, or wear, and it keeps you on a predictable climb path once you rotate. Tolerances larger than 5% or requiring N1 above the target aren't preferred because they either reduce margin for safe operation or overshoot the planned thrust level.

6. Which value represents the approximate fuel burn for the described missed approach scenario?

A. 100 lbs

B. 250 lbs

C. 500 lbs

D. 750 lbs

When you execute a missed approach, you switch to higher power to climb and maneuver, which increases fuel burn beyond the cruising or typical approach consumption. You have to plan enough fuel not only for the climb and maneuver itself but also for any holding, arrival at an alternate, and reserves. The scenario described anticipates a level of burn that includes the time spent climbing, accelerating or turning as needed, and potential holding until clearance is obtained or a safe alternate is established. In this context, about 500 pounds represents a realistic extra fuel amount to cover that missed-approach phase plus typical allowances. Smaller values undercount the extra consumption during the maneuver and any holding, while a larger figure would exceed what's normally needed for a standard missed approach in this scenario.

7. When a TA is received, what actions does the PM take?

A. Refer to the TCAS display, state the relative position, and assist the PF in a visual search

B. Return to assigned altitude immediately

C. Report to ATC after the intruder is identified

D. Push autopilot to a new altitude

When a Traffic Advisory arrives, the priority is to maintain situational awareness and identify the intruder so you know exactly what you're dealing with. The PM helps by monitoring the TCAS display and assisting with a visual search, but the crucial next step is to communicate with ATC once you've identified the intruder. Reporting to ATC after identification ensures that air traffic control is aware of the potential traffic conflict and can coordinate separation actions with you, if needed, while you continue to resolve the situation. The other actions aren't the immediate, required response to a TA. Simply returning to a different altitude or pushing autopilot to a new altitude isn't dictated by a TA, and relying only on the TCAS display without notifying ATC misses an important coordination step.

8. What is the target pitch attitude for the EGPWS/CFIT Escape Maneuver?

A. 15 degrees

B. 5 degrees

C. 30 degrees

D. 25 degrees

When an EGPWS/CFIT alert appears, the escape maneuver focuses on getting you into a positive climb quickly to increase terrain clearance. The target pitch attitude of about 15 degrees nose-up is chosen because it delivers a reliable climb rate without pushing the airframe toward a stall or loss of airspeed. A smaller pitch, like 5 degrees, wouldn't gain altitude fast enough to outpace rising terrain. A much steeper pitch, such as 25 or 30 degrees, increases stall risk and can degrade control, especially at lower speeds or heavier weights. So 15 degrees hits the right balance between gaining altitude promptly and staying within safe aerodynamic limits, making it the best choice for the escape maneuver.

9. When should ATC be notified after the crew has responded to an RA?

A. As soon as possible

B. Only after clear of the airspace

C. After landing

D. Not required

After a resolution advisory is resolved and the aircraft is back to a stable flight path, notify ATC as soon as possible. This prompt communication keeps ATC aware of the temporary deviation and the actions you took, so they can reassess traffic, issue any new clearances, and maintain proper separation with other aircraft. Delaying the report until after leaving airspace or landing would leave ATC unaware of the RA event during the critical period, which could lead to coordination gaps. So report to ATC promptly once you're safe and stabilized, giving a brief summary of the RA actions and current status.

10. Which statement best describes the anti-ice selection for takeoff given the weather scenario provided?

A. Wing anti-ice only

B. No anti-ice required

C. Cowl heat only

D. Cowls and Wings

In icing conditions, the surfaces most at risk during takeoff are the wing leading edges and the engine inlet. Ice on the wings reduces lift and raises stall speed, while ice in or around the engine inlet can harm engine performance. To keep both surfaces protected through the critical takeoff and initial climb, you apply anti-ice to both the engine cowl and the wings. That's why selecting both cowls and wings is the best choice. If you only protect one surface, the other remains vulnerable to ice buildup; assuming no anti-ice is needed is unsafe in these conditions.

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://imt1.examzify.com

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