

INITIAL MANEUVERS TRAINING (IMT) 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://imt1.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. 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
- 2. 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
- 3. The aural message that indicates you may return to the assigned altitude is:**
 - A. CLEAR OF CONFLICT
 - B. RA WARNING
 - C. WHAT IF
 - D. TRAFFIC ADVISORY
- 4. What should you do if you encounter unexpected weather during IMT 1 maneuvers?**
 - A. Continue and hope for improvement
 - B. Land immediately
 - C. Abort the maneuver, descend to safe altitude, and re-evaluate flight plan or task
 - D. Climb to avoid weather
- 5. When is it recommended to accomplish FMS programming?**
 - A. During the briefing
 - B. Before the briefing
 - C. After the briefing
 - D. During the flight

- 6. What is the purpose of entering the traffic pattern at a designated goal altitude?**
- A. To enter at pattern altitude consistency.
 - B. To maintain constant airspeed.
 - C. To coordinate navigation.
 - D. To enter the traffic pattern at a designated goal altitude and position, ensuring pattern integrity.
- 7. Which speed is described as the targeted speed to be flown until flap retraction altitude?**
- A. V_2+20
 - B. 200 knots
 - C. V_1
 - D. V_{fto}
- 8. Why is altitude awareness critical during climbs and descents in IMT 1?**
- A. To maximize airspeed
 - B. To reduce workload
 - C. To maintain safe clearance from obstacles and airspace, and to ensure proper energy management
 - D. To minimize altitude
- 9. What action is required to correct an EGPWS aural warning when on final approach in VMC?**
- A. Correct vertical flight path to cancel warning. When corrections are not immediately apparent or effective and/or warnings continue -perform an EGPWS / CFIT Escape Maneuver.
 - B. Maintain current vertical path and monitor.
 - C. Initiate a descent to minimize altitude.
 - D. Execute a hold pattern until warning ceases.
- 10. What are the PM's actions when an RA is received?**
- A. Advise ATC as soon as possible of the climb or descent
 - B. Take no immediate action
 - C. Reconfigure navigation display only
 - D. Turn off TCAS advisory

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. 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.

2. 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.

3. The aural message that indicates you may return to the assigned altitude is:

- A. CLEAR OF CONFLICT**
- B. RA WARNING
- C. WHAT IF
- D. TRAFFIC ADVISORY

When a collision threat is resolved, you hear that you're allowed to resume your flight path and altitude. The aural message that tells you you may return to the assigned altitude is "clear of conflict." This signals that the avoidance maneuver is no longer necessary and you can go back to your previously assigned altitude, assuming ATC clearance allows. The other phrases aren't about resuming altitude: a resolution advisory that ends still leaves you in a situation where you must stay on guard and follow any remaining instructions, a "What if" scenario isn't an in-service clearance to change altitude, and a traffic advisory simply alerts you to nearby traffic without providing the clearance to return to the assigned altitude.

4. What should you do if you encounter unexpected weather during IMT 1 maneuvers?

- A. Continue and hope for improvement
- B. Land immediately
- C. Abort the maneuver, descend to safe altitude, and re-evaluate flight plan or task**
- D. Climb to avoid weather

Unexpected weather during IMT 1 maneuvers calls for safety-first decision making. The best course is to abort the maneuver, descend to a safe altitude, and re-evaluate the flight plan or task. Aborting prevents you from flying into worsening conditions, while descending to a safe altitude reduces exposure to possible turbulence, icing, or restricted visibility and puts you in a position where you can regain control and reassess. Once at a safe level, check updated weather information and adjust the plan accordingly, choosing an alternate approach or route that keeps you clear of the weather. Continuing in hope of improvement isn't reliable or safe, climbing to avoid weather can move you into new threats, and landing immediately is only necessary if you can't safely continue.

5. When is it recommended to accomplish FMS programming?

- A. During the briefing
- B. Before the briefing**
- C. After the briefing
- D. During the flight

FMS programming should be completed before the briefing because having the route, performance data, nav data, and other inputs loaded and verified ahead of time lets the crew review and discuss the plan without being tied up with data entry. This makes the briefing focused on validating the plan, weather, fuel, contingencies, and ATC clearances, rather than scrambling to input information. Doing the work during the briefing would split attention and hinder a smooth, safety-focused discussion. Doing it during the flight adds unnecessary workload and can violate sterile cockpit discipline during critical phases. Preparing the FMS beforehand keeps the briefing productive and the overall workflow safer and more efficient.

6. What is the purpose of entering the traffic pattern at a designated goal altitude?

- A. To enter at pattern altitude consistency.
- B. To maintain constant airspeed.
- C. To coordinate navigation.
- D. To enter the traffic pattern at a designated goal altitude and position, ensuring pattern integrity.**

Arriving at the pattern with a designated goal altitude keeps the approach predictable and the traffic flow orderly. By entering at the correct altitude and at the right position relative to the runway, you preserve the intended shape and spacing of the pattern, making it easier for yourself and others to anticipate where you'll be on each leg. This smooths energy management as you transition from downwind to base to final and reduces the risk of conflicts from coming in too high or too low. The emphasis is on preserving pattern integrity through a proper altitude-entry point, which is why the option describing entering at the designated goal altitude and position is the best choice.

7. Which speed is described as the targeted speed to be flown until flap retraction altitude?

- A. V_2+20
- B. 200 knots
- C. V_1
- D. V_{fto}**

You're looking at the speed you aim to hold during the initial climb with flaps still in the takeoff position until you reach the flap retraction altitude. That speed is V_{fto} . It's chosen to give a good climb performance and enough margin to stay out of stall with the flaps extended, while setting up a smooth transition when you retract the flaps at the designated altitude. After you hit the flap retraction altitude, you retract the flaps and accelerate to the next climb speed as required by the procedure. V_1 is the decision speed for the takeoff, determining whether to continue or abort, not the climb segment with flaps still out. V_2+20 is a takeoff/climb performance speed used in certain engine-out scenarios, not specifically the flap retraction target. A fixed number like 200 knots isn't the defined target for this phase, since V_{fto} is an aircraft specific parameter tied to the flap retraction altitude.

8. Why is altitude awareness critical during climbs and descents in IMT 1?

- A. To maximize airspeed
- B. To reduce workload
- C. To maintain safe clearance from obstacles and airspace, and to ensure proper energy management**
- D. To minimize altitude

Altitude awareness matters because your safety during climbs and descents hinges on knowing where you are relative to terrain, obstacles, and airspace, and on using that information to manage energy effectively. When you're climbing, you need enough vertical room to clear obstacles and to adjust power and pitch so you don't run out of energy or overspeed once you roll into a level-off or further climb. When you're descending, you must monitor your altitude to avoid terrain or airspace violations and to keep the rate of descent and airspeed under control. Keeping a clear picture of altitude also supports proper energy management—balancing power, speed, and altitude so you can reach the desired height safely and with a stable flight path.

9. What action is required to correct an EGPWS aural warning when on final approach in VMC?

- A. Correct vertical flight path to cancel warning. When corrections are not immediately apparent or effective and/or warnings continue -perform an EGPWS / CFIT Escape Maneuver.**
- B. Maintain current vertical path and monitor.
- C. Initiate a descent to minimize altitude.
- D. Execute a hold pattern until warning ceases.

EGPWS aural warnings are signals that your current vertical path could intersect terrain. On final approach in VMC, the proper action is to adjust your vertical profile to regain safe clearance and cancel the warning. This usually means initiating a climb or altering the descent rate so you're positively above terrain and within a safe glide path. If the corrections aren't readily apparent or the warning continues, you follow the CFIT escape maneuver procedures—typically a maximum performance climb and appropriate configuration to rapidly regain terrain clearance. Keeping the current vertical path won't remove the warning and can keep you at risk, while descending or delaying the response would worsen the situation.

10. What are the PM's actions when an RA is received?

- A. Advise ATC as soon as possible of the climb or descent**
- B. Take no immediate action
- C. Reconfigure navigation display only
- D. Turn off TCAS advisory

When a resolution advisory is issued, the immediate priority is to follow the RA and execute the advised vertical maneuver to avoid potential collision. The pilot monitoring should inform ATC as soon as possible about the climb or descent the RA dictates, so controllers are aware and can coordinate traffic management accordingly. This proactive communication helps ensure separation from other aircraft and smooth airspace coordination. Taking no action would ignore a safety directive and could lead to a mid-air collision. Merely reconfiguring the navigation display doesn't address the immediate threat and won't ensure separation. Turning off TCAS disables the safety system that issued the advisory, which is not acceptable.

SAMPLE

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!

SAMPLE