INSTRUMENT FLYING HANDBOOK PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://instrumentflyinghb.examzify.com

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 generally causes fixation in instrument scanning?

A. Over-reliance on the attitude indicator

B. Ignorance of the horizon

C. Misreading the VSI

D. Understanding one instrument better than others

2. Which VOR-related region causes unreliable indications when directly overhead the station?

A. Cone of confusion

B. Reverse sensing

C. Line of sight

D. DME arc

3. Which temperature range provides the highest probability of lightning strikes?

A. -40 to -20 C

B. 0 to 10 C

C. +5 to -5 C

D. 20 to 30 C

4. In uncontrolled airspace, which statement about ATC separation is true?

A. ATC does not provide separation for aircraft outside controlled airspace

B. ATC provides separation for all aircraft in uncontrolled airspace

C. Pilots must maintain separation only in VFR conditions

D. ATC provides separation only for IFR flights in uncontrolled airspace

5. What are two common errors of the ILS?

A. - Reflection from surface vehicles or other aircraft can disturb the signal; - False courses: GS facility produces higher glideslopes.

B. - Reflection from clouds; - Inaccurate altimeter readings

C. - Signal loss due to weather; - Incorrect heading indicators

D. - Pilot error only; - System malfunction

6. Which of the following is a type of special use airspace?

A. VOR

B. MOA

C. VFR Corridor

D. Class E

7. In class A airspace, the minimum altitude separation is 2000 ft between which flight levels? (non DRVSM)

A. FL290 FL410

B. FL180 FL260

C. FL200 FL300

D. FL180 FL290

8. In turbulence, how should the pilot configure the aircraft?

A. Slow down; wings level; constant pitch attitude

B. Increase speed and bank the wings

C. Maintain current configuration with autopilot engaged

D. Reduce power and descend rapidly

9. How does GPS determine the distance from a satellite to the aircraft?

A. By measuring the Doppler shift of the signal.

B. By comparing signal strength with a reference beacon.

C. By the travel time of a radio signal.

D. By calculating a geometric distance from ground stations.

10. When is an IFR flight plan automatically cancelled?

A. Landing at an airport with an active control tower

B. Reaching cruising altitude

C. After 60 minutes of delay

D. When entering uncontrolled airspace

Answers

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

Explanations

1. What generally causes fixation in instrument scanning?

A. Over-reliance on the attitude indicator

B. Ignorance of the horizon

C. Misreading the VSI

D. Understanding one instrument better than others

Fixation in instrument scanning happens when you lock onto one instrument because you understand or trust it more than the others. When you're most comfortable with a single data source, you tend to rely on its readings and stop actively scanning the rest of the panel, which narrows your attention and can let other cues slip by unnoticed. To avoid this, develop and stick to a disciplined cross-check pattern that regularly compares attitude, heading, airspeed, altitude, and vertical speed, so multiple instruments corroborate each other. The other options describe specific cues or errors, but the general tendency behind fixation is this biased focus on one instrument.

2. Which VOR-related region causes unreliable indications when directly overhead the station?

A. Cone of confusion

B. Reverse sensing

C. Line of sight

D. DME arc

The cone of confusion is the region directly above a VOR where bearing indications become unreliable. When you're right over the station, the signals used to determine your bearing are symmetric and there's no single reference for the receiver to lock onto, so the CDI can flutter or show an incorrect direction. As soon as you move away from the overhead position, the bearing becomes reliable again. The other concepts aren't a specific region that causes this overhead-unreliability: reverse sensing is a separate symptom that can occur near the station, line of sight is the general signal path, and a DME arc is a navigation route, not a region of unreliable indication.

3. Which temperature range provides the highest probability of lightning strikes?

A. -40 to -20 C

B. 0 to 10 C

C. +5 to -5 C

D. 20 to 30 C

Lightning occurs most often in strong convective storms, and the charging that leads to a lightning discharge mainly happens in the colder, middle portions of the cloud where ice particles and supercooled droplets interact. The range around freezing, roughly plus or minus a few degrees, is where these ice-crystal collisions and charge separations are most efficient, so the probability of a lightning discharge is highest there. In warmer air, storms can form, but the actual discharges tend to occur higher in the cloud where temperatures have dropped toward freezing, and in much colder air the updrafts and mixing needed for persistent charging are less favorable. That's why the temperature band around 0 to 5 degrees Celsius stands out as the region most associated with frequent lightning activity.

4. In uncontrolled airspace, which statement about ATC separation is true?

A. ATC does not provide separation for aircraft outside controlled airspace

B. ATC provides separation for all aircraft in uncontrolled airspace

C. Pilots must maintain separation only in VFR conditions

D. ATC provides separation only for IFR flights in uncontrolled airspace

In uncontrolled airspace, the pilot is responsible for maintaining separation from other aircraft. ATC does not provide separation services there; they may offer traffic advisories if available, but the actual duty to keep aircraft safely apart lies with the pilot. So, the true statement is that ATC does not provide separation for aircraft outside controlled airspace. The other options imply that ATC would separate aircraft in uncontrolled airspace or restrict separation to certain conditions, which isn't how separation is managed in that airspace.

5. What are two common errors of the ILS?

A. - Reflection from surface vehicles or other aircraft can disturb the signal; - False courses: GS facility produces higher glideslopes.

B. - Reflection from clouds; - Inaccurate altimeter readings

C. - Signal loss due to weather; - Incorrect heading indicators

D. - Pilot error only; - System malfunction

The key idea is that ILS readings can be corrupted by ground-based signal interactions, leading to real-world confusion on the approach path. Reflections from surface vehicles or other aircraft near the approach area can scatter the ILS signals, creating multipath reception that distorts the localizer or glideslope indications. A second common issue is a false glide-slope reading, where the glide-slope system itself produces an apparently higher glidepath due to reflections or coupling within the glide-slope antenna setup. This can mislead you about how steeply you're descending. Weather or altimeter/heading indicator problems aren't typical ILS-reading errors and wouldn't be described as common ILS errors, though adverse conditions can degrade signal quality. In practice, always cross-check ILS indications with other instruments and be prepared to discontinue the approach if readings don't align with the expected path.

6. Which of the following is a type of special use airspace?

A. VOR

B. MOA

C. VFR Corridor

D. Class E

Special use airspace is airspace set aside for activities that could be hazardous to other pilots, with specific rules or restrictions to protect participants. A Military Operations Area is a designated block of airspace where military activities occur; it's specifically classified as special use airspace. When active, you may need to adjust course or accept separation requirements for IFR traffic, and ATC can provide or deny separation as needed. The important point is that MOA's purpose and designation place it under the special use category, unlike the other options: a VOR is a navigation aid, a VFR Corridor is a designated route rather than a type of special-use airspace, and Class E is general controlled airspace, not special use.

7. In class A airspace, the minimum altitude separation is 2000 ft between which flight levels? (non DRVSM)

A. FL290 FL410

B. FL180 FL260

C. FL200 FL300

D. FL180 FL290

In Class A airspace, vertical separation minima depend on whether Reduced Vertical Separation Minimum (RVSM) is in effect. Without RVSM, the standard separation is 2000 feet; with RVSM, between the flight levels FL290 and FL410 the separation is reduced to 1000 feet. The question asks which flight levels define the region where the 2000-foot separation applies in non-RVSM conditions. The pair that marks the boundaries of the RVSM region is FL290 and FL410. Outside this band (below FL290 and above FL410), the 2000-foot separation is used, so those two levels delineate where the non-RVSM minimum applies. The other options do not represent the RVSM boundary and therefore do not identify the correct region where the 2000-foot separation applies in non-RVSM airspace.

8. In turbulence, how should the pilot configure the aircraft?

A. Slow down; wings level; constant pitch attitude

B. Increase speed and bank the wings

C. Maintain current configuration with autopilot engaged

D. Reduce power and descend rapidly

In turbulence, the priority is to minimize gust-induced loads while staying controllable. Slowing to a safe turbulence penetration speed, keeping the wings level, and holding a steady pitch attitude reduces the chances of large roll moments, over-stressing the airframe, or an abrupt change in angle of attack. This approach helps the aircraft ride out the gusts with stable attitude and predictable response, making control smoother and safer. Raising speed and banking would increase aerodynamic loads and make the airplane harder to control in gusts. Leaving autopilot engaged isn't the universal fix for turbulence—manual control is often preferred in moderate to severe grades to manage expectable gusts and attitudes. Descent with reduced power can worsen airspeed and altitude changes, increasing instability rather than improving it.

9. How does GPS determine the distance from a satellite to the aircraft?

A. By measuring the Doppler shift of the signal.

B. By comparing signal strength with a reference beacon.

C. By the travel time of a radio signal.

D. By calculating a geometric distance from ground stations.

GPS determines the distance from a satellite to the aircraft by measuring the travel time of the radio signal. The satellite broadcasts a highly precise time-stamped signal, and the receiver notes the exact moment it receives that signal. By comparing the satellite's transmit time with the receiver's receive time, the system multiplies the time it took for the signal to travel by the speed of light to get the range to that satellite. Because the receiver's clock isn't perfectly synchronized with the satellite clocks, this measurement is a pseudorange that includes the receiver's clock bias; solving with signals from multiple satellites lets the receiver determine its position and its own clock error. Doppler shift relates to velocity, not distance, and signal strength isn't a reliable method for measuring range. Ground stations aren't used to compute the instantaneous distance to a satellite.

10. When is an IFR flight plan automatically cancelled?

A. Landing at an airport with an active control tower

B. Reaching cruising altitude

C. After 60 minutes of delay

D. When entering uncontrolled airspace

Main idea: An IFR flight plan is automatically closed when you land at the destination at a towered airport. At controlled fields with an active tower, once you touch down and the clearance is terminated, ATC can automatically cancel the IFR flight plan in the system. This means no extra action is needed by you to close the plan there. If you land at an uncontrolled field, the IFR plan does not automatically cancel; you must manually cancel IFR with ATC or via radio when appropriate. That's why the other scenarios—changing altitude, a delay, or entering uncontrolled airspace—don't trigger automatic cancellation.

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://instrumentflyinghb.examzify.com

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