Instrument GL:6 – Holding and Instrument Approaches Practice Test (Sample)

Study Guide

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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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. **When a headwind changes to a tailwind while flying a 3° glide slope, what conditions should the pilot expect?**

   A. Airspeed and pitch attitude increase, tendency to go above glide slope

   B. Airspeed and pitch attitude decrease, tendency to go below glide slope

   C. Airspeed remains stable, pitch attitude is unchanged

   D. Vertical speed decreases and glide slope remains stable

2. **What condition may disqualify an airport from alternate use?**

   A. If the NAVAIDS used for final approach are unmonitored

   B. If the runway is less than 4,000 feet long

   C. If the weather conditions are below minimums

   D. If no approach procedures are published

3. **What is the minimum rate of climb required for takeoff on RWY 9 with a groundspeed of 140 knots?**

   A. 870 feet per minute

   B. 970 feet per minute

   C. 1,050 feet per minute

   D. 1,200 feet per minute

4. **What should a pilot enter in the REMARKS section of the IFR flight plan if they do not wish to use an instrument departure procedure?**

   A. DP Not Required

   B. No DP

   C. Refusal of DP

   D. DP Waiver

5. **What action should be taken by the pilot if crossing the ILS final approach course becomes imminent without an issued approach clearance?**

   A. Proceed with the approach as planned

   B. Change heading to intercept the final approach course

   C. Maintain the last assigned heading and query ATC

   D. Begin a circular maneuver to delay the approach

6. Preferred IFR routes beginning with a fix typically indicate that departing aircraft will be routed to the fix by which of the following?

A. A visual flight route.

B. An instrument departure procedure or radar vectors.

C. A non-instrument flight route.

D. A flight following procedure.

7. When entering a holding pattern cleared to hold south on the 180 radial, what entry procedure should be used?

A. Teardrop entry

B. Direct entry

C. Parallel entry

D. Circle entry

8. If you arrive at the 15 DME fix on a heading of 350°, which entry procedure should you use according to the given ATC clearance?

A. Standard entry from the south

B. Direct entry

C. Teardrop entry

D. Offset entry

9. What is the minimum descent altitude for a pilot interfacing with a STAR?

A. The minimum altitude is predetermined based on the STAR.

B. No minimum altitude is required.

C. The pilot can choose any safe altitude during the descent.

D. The minimum altitude is at the pilot's discretion.

10. What must a pilot do upon arrival over a fix on a specified heading and holding clearance?

A. Immediately enter the holding pattern

B. Confirm the entrance to ATC

C. Execute the holding pattern according to the ATC clearance

D. Change course before entering the pattern

Answers

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

Explanations

1. When a headwind changes to a tailwind while flying a 3° glide slope, what conditions should the pilot expect?

A. Airspeed and pitch attitude increase, tendency to go above glide slope

B. Airspeed and pitch attitude decrease, tendency to go below glide slope

C. Airspeed remains stable, pitch attitude is unchanged

D. Vertical speed decreases and glide slope remains stable

When a headwind transitions to a tailwind while flying a 3° glide slope, the pilot should anticipate that airspeed and pitch attitude will decrease, leading to a tendency to go below the glide slope. This phenomenon occurs because a headwind provides additional lift and controls the aircraft's airspeed, helping maintain the desired glide path. When the wind shifts to a tailwind, the aircraft benefits from less lift compared to the previous headwind scenario. As a result, the airspeed may decrease because the tailwind effectively pushes the aircraft forward, reducing the apparent ground speed necessary to maintain the same rate of descent and glide slope. The aircraft tends to lose altitude more quickly, placing it at risk of descending below the glide slope unless corrective actions, such as increasing thrust or adjusting pitch attitude, are taken. Pilots must be aware of this behavior during the approach to ensure they maintain the appropriate descent profile for a successful landing.

2. What condition may disqualify an airport from alternate use?

A. If the NAVAIDS used for final approach are unmonitored

B. If the runway is less than 4,000 feet long

C. If the weather conditions are below minimums

D. If no approach procedures are published

The correct answer is based on the critical importance of having reliable navigational aids (NAVAIDs) for an airport to be considered suitable for alternate use. When NAVAIDs used for the final approach are unmonitored, it means that there is no active oversight or reliability verification of these navigation aids. This raises significant safety concerns since any issues or failures with unmonitored NAVAIDs may go undetected, compromising the ability of aircraft to safely navigate and land at the airport under low visibility or adverse weather conditions. Utilizing unmonitored NAVAIDs increases the risk for pilots, especially during the critical phase of approach and landing. Therefore, an airport with such NAVAIDs would not meet the safety requirements needed for it to serve as an alternate airport during a flight, thereby disqualifying it from use in such scenarios. While other conditions, such as the runway length, weather conditions, and the publication status of approach procedures, can affect operational decisions, the unmonitored status of NAVAIDs directly impacts the navigational safety and reliability necessary for alternate airport considerations.

3. What is the minimum rate of climb required for takeoff on RWY 9 with a groundspeed of 140 knots?

A. 870 feet per minute

B. 970 feet per minute

C. 1,050 feet per minute

D. 1,200 feet per minute

To determine the minimum rate of climb required for takeoff at a groundspeed of 140 knots on RWY 9, it's essential to utilize the standard climb gradient calculations that apply during takeoff scenarios. The relationship between groundspeed and the rate of climb can be evaluated using the formula: **Rate of Climb (in feet per minute) = Grounds speed (in knots) × 10% of the groundspeed. First, calculate 10% of the groundspeed. For a groundspeed of 140 knots: 10% of 140 knots = 14 knots. To convert knots to feet per minute, knowing that 1 knot is equivalent to 100 nautical feet per minute: 14 knots * 100 = 1,400 feet per minute. However, to find the required minimum rate of climb for safe operations during takeoff, a typical safety factor is applied, often resulting in using a fraction of the direct conversion rate, commonly around 70% of the calculated climb. This means we take the rate of 1,400 feet per minute and find 70% of that: 0.7 × 1,400 = 980 feet per minute. This value is often rounded to the nearest significant number, which**

4. What should a pilot enter in the REMARKS section of the IFR flight plan if they do not wish to use an instrument departure procedure?

A. DP Not Required

B. No DP

C. Refusal of DP

D. DP Waiver

In the context of filing an IFR flight plan, when a pilot wishes to opt out of using an instrument departure procedure (IDP) that is otherwise standard for their departure airport, it is best to indicate that preference clearly in the REMARKS section. The phrase "No DP" succinctly communicates to air traffic control and other relevant parties that the pilot does not wish to follow any established departure procedure. This entry is explicit and easily understood, allowing for efficient processing of the flight plan. The simplicity of the phrase avoids any potential confusion while ensuring that the information is communicated effectively. Other phrases, while they might express the same intention, could be subject to interpretation or may not align with the specified communication standards that controllers expect. Using "No DP" clearly signifies the pilot's intention and establishes a record for the flight plan, which helps maintain operational clarity and safety.

5. What action should be taken by the pilot if crossing the ILS final approach course becomes imminent without an issued approach clearance?

A. Proceed with the approach as planned

B. Change heading to intercept the final approach course

C. Maintain the last assigned heading and query ATC

D. Begin a circular maneuver to delay the approach

Maintaining the last assigned heading and querying Air Traffic Control (ATC) is the appropriate action in this scenario because it prioritizes safety and adherence to air traffic regulations. If a pilot finds themselves about to cross the final approach course without an issued approach clearance, continuing with the approach could create a dangerous situation, potentially leading to a collision with other aircraft or a breach of controlled airspace protocols. By maintaining the last assigned heading, the pilot ensures they do not inadvertently enter the final approach path for the ILS without the necessary clearance, which is critical for both their own safety and the safety of other aircraft. Querying ATC allows the pilot to receive clarification on their status and obtain instructions, ensuring they remain in communication and do not take unilateral actions that could disrupt the flow of traffic in the area. This approach aligns with standard operating procedures, emphasizing the importance of clear communication and compliance with air traffic instructions, thereby maximizing safety during flight operations.

6. Preferred IFR routes beginning with a fix typically indicate that departing aircraft will be routed to the fix by which of the following?

A. A visual flight route.

B. An instrument departure procedure or radar vectors.

C. A non-instrument flight route.

D. A flight following procedure.

Preferred IFR routes that begin with a fix indicate that departing aircraft will be directed to that fix through established procedures often outlined in the Aeronautical Information Manual (AIM). An instrument departure procedure (IDP) or radar vectors provides the necessary guidance for ensuring safe and efficient navigation from the departure airport to the designated fix. IDPs offer a standardized method for transitioning from the terminal environment to the en route structure, helping to streamline aircraft movements and reduce the risk of conflicts between departing and arriving flights. When radar vectors are employed, air traffic control can provide real-time guidance to pilots, helping them to safely navigate to the fix while adjusting for traffic and weather conditions. This combination of procedures ensures that the aircraft are maintained on a safe, controlled path during their departure. Other options, such as visual flight routes or non-instrument flight routes, do not provide the necessary emphasis on adherence to IFR standards and may not guarantee the same level of safety and efficiency when transitioning to an IFR fix. Likewise, flight following procedures focus primarily on providing traffic advisories rather than structured routing directly to a specific fix.

7. When entering a holding pattern cleared to hold south on the 180 radial, what entry procedure should be used?

A. Teardrop entry

B. Direct entry

C. Parallel entry

D. Circle entry

When entering a holding pattern while cleared to hold south on the 180 radial, the correct procedure is the teardrop entry. This method is most commonly used when the aircraft approaches the holding fix from an angle that is more than 90 degrees off the holding course. Specifically, if you are on a radial that is less than 90 degrees from the outbound heading, the teardrop entry allows for a smooth transition into the hold. In this scenario, since you're holding south, your outbound course would be 360 degrees. If you are coming from an angle that allows you to intercept this course at a wider angle, the teardrop path helps manage a comfortable approach back towards the radial. This entry method is efficient and helps to minimize time spent in the holding pattern while enabling the pilot to set up for a consistent approach back to the fix. Other entry methods could be less appropriate depending on the specific direction of approach and angles to be navigated, which is why teardrop is designated as the fitting choice in this context.

8. If you arrive at the 15 DME fix on a heading of 350°, which entry procedure should you use according to the given ATC clearance?

A. Standard entry from the south

B. Direct entry

C. Teardrop entry

D. Offset entry

When approaching the 15 DME fix on a heading of 350°, the correct procedure is to use direct entry. This means that the aircraft is approaching the fix directly on the outbound course of the approach. In navigation, a direct entry involves flying directly to the fix without requiring any turns or additional maneuvers to establish on the appropriate inbound course. In this scenario, flying on a heading of 350° suggests that the aircraft is essentially aimed at the fix, making it simple and efficient to track directly to it. The procedure for direct entry allows the pilot to quickly align with the approach and proceed to the next phase of the flight plan without unnecessary deviation. Understanding other types of entry procedures can highlight why direct entry is the best fit here. For instance, a standard entry often involves a specific maneuver involving turns to establish on the course, which isn't necessary when approaching directly. Teardrop entries typically require one to turn away from the fix before coming back toward it, thus complicating the approach unnecessarily in this case. Similarly, offset entry adds a different level of maneuvering that is not required since you are already aligned correctly with the fix. Therefore, by approaching the 15 DME fix directly on the specified heading, the direct

9. What is the minimum descent altitude for a pilot interfacing with a STAR?

A. The minimum altitude is predetermined based on the STAR.

B. No minimum altitude is required.

C. The pilot can choose any safe altitude during the descent.

D. The minimum altitude is at the pilot's discretion.

The minimum descent altitude for a pilot interfacing with a Standard Terminal Arrival Route (STAR) is predetermined based on the specific STAR. Each STAR has designated altitudes that must be adhered to for safety and to ensure proper spacing and sequencing of aircraft as they approach an airport. These altitudes take into account various factors, including terrain, airspace classifications, and the arrival traffic flow. The predetermined minimum altitude helps to establish clear expectations for the pilot, aligning with air traffic control directives and ensuring compliance with published procedures. This structure is essential for maintaining safe vertical separation from other aircraft and obstacles, contributing to a safer and more orderly airspace system during the critical phases of approach and landing.

10. What must a pilot do upon arrival over a fix on a specified heading and holding clearance?

A. Immediately enter the holding pattern

B. Confirm the entrance to ATC

C. Execute the holding pattern according to the ATC clearance

D. Change course before entering the pattern

Upon arrival over a fix on a specified heading with a holding clearance, the pilot must execute the holding pattern according to the Air Traffic Control (ATC) instructions given in the clearance. This ensures that the pilot adheres to the specific entry and holding instructions provided by ATC for safe and organized air traffic management. Executing the holding pattern correctly includes considering the defined holding course, the timing for each leg of the hold, and ensuring that the aircraft remains within regulated airspace while waiting for further instructions. This action helps maintain situational awareness and safety, particularly in busy airspace. Other possible actions like entering the holding pattern immediately or confirming the entrance to ATC may not align with the established procedures. A pilot does not have the discretion to change course before entering the pattern unless specifically instructed by ATC, as this could lead to conflicts with other aircraft or disrupt established holding patterns. Following the holding pattern as directed by ATC is essential for effective communication and operation within controlled airspace.

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://instrumentgl6holdinginstapproaches.examzify.com

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