

INSTRUMENT GL:6 – HOLDING AND INSTRUMENT APPROACHES PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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

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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. In reduced visibility, why are single pilot operations more difficult during an instrument approach compared to multicrew operations?**
 - A. The pilot has more instruments to manage
 - B. The pilot must continue flying by instruments while trying to acquire a visual reference for the runway
 - C. The aircraft is heavier and requires more coordination
 - D. The single pilot must communicate with ATC while flying
- 2. What entry procedure should be utilized for an ATC clearance to hold with left turns?**
 - A. Teardrop only
 - B. Parallel only
 - C. Direct only
 - D. Circle only
- 3. When is a pilot allowed to descend below the glide slope during an ILS approach?**
 - A. Before reaching the DH
 - B. Only with ATC clearance
 - C. When visual references are established
 - D. At any time during the approach
- 4. If the plan view on an approach chart does not include a procedure turn barb, what does that indicate?**
 - A. A procedure turn is not authorized.
 - B. A procedure turn is optional.
 - C. A procedure turn may be conducted at any time.
 - D. A procedure turn is required.
- 5. If cleared for the RNAV (GPS) RWY 28 approach, what is expected of the pilot after reaching FAIRF?**
 - A. Proceed straight in and descend after FAIRF
 - B. Turn left and circle back to descend
 - C. Descend immediately upon reaching FAIRF
 - D. Maintain altitude until APE VORTAC is reached

- 6. What should the pilot expect regarding airspeed and glide slope when a headwind transitions to a tailwind?**
- A. Airspeed and pitch attitude maintain steady levels
 - B. Airspeed decreases, pitch attitude decreases, tendency to go below glide slope
 - C. Airspeed increases, pitch attitude increases, tendency to go above glide slope
 - D. Airspeed decreases, while vertical speed increases
- 7. What is the Minimum Safe Altitude (MSA) while maneuvering on the RNAV (GPS) X RWY 28L approach?**
- A. 5,200 feet MSL
 - B. 5,800 feet MSL
 - C. 6,000 feet MSL
 - D. 5,500 feet MSL
- 8. Before entering a holding pattern, what information is crucial to review?**
- A. The standardized holding procedure for the specific location
 - B. The personal checklist for the flight crew members
 - C. The runway orientation and weather condition
 - D. The nearby airfields in the vicinity
- 9. When cleared for the ILS RWY 18 at Lincoln Municipal and crossing the Lincoln VORTAC at 5,000 feet MSL, when can descent to 3,200 feet commence?**
- A. At the Lincoln VORTAC
 - B. Immediately
 - C. When reaching the decision altitude
 - D. After passing the final approach fix
- 10. When may a pilot make a straight-in landing using an IAP with only circling minimums?**
- A. When cleared to land and runway is in sight
 - B. When within 5 nautical miles of the airport
 - C. When at a minimum altitude
 - D. When instructed by air traffic control

Answers

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

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Explanations

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1. In reduced visibility, why are single pilot operations more difficult during an instrument approach compared to multicrew operations?

- A. The pilot has more instruments to manage
- B. The pilot must continue flying by instruments while trying to acquire a visual reference for the runway**
- C. The aircraft is heavier and requires more coordination
- D. The single pilot must communicate with ATC while flying

The correct answer focuses on the challenges a single pilot faces in reduced visibility during an instrument approach, particularly the need to maintain control of the aircraft by instruments while simultaneously attempting to visually identify the runway. In this scenario, the single pilot is responsible for all flight management tasks, including navigation and monitoring instruments. This can be particularly demanding as the pilot must balance their attention between flying the aircraft accurately based on instrument readings and searching for visual cues that indicate the runway's location. This dual-tasking can lead to increased workload and potential distractions, which are particularly taxing for a single pilot compared to a multicrew operation, where responsibilities can be shared. In multicrew operations, tasks such as monitoring instruments, communicating with air traffic control, and managing the overall flight can be distributed among crew members. This greatly alleviates the workload for each individual pilot and allows for more efficient handling of tasks, especially in challenging conditions like reduced visibility.

2. What entry procedure should be utilized for an ATC clearance to hold with left turns?

- A. Teardrop only**
- B. Parallel only
- C. Direct only
- D. Circle only

The correct choice for the entry procedure to utilize for an ATC clearance to hold with left turns is the teardrop entry. When a holding pattern is established with left turns, the teardrop entry allows the pilot to enter the hold effectively while adhering to ATC instructions. The teardrop entry is particularly useful when the aircraft approaches the hold from a position that requires a turn to the holding pattern's inbound leg. By initiating a turn to the right, the pilot can design a path that resembles a teardrop shape, allowing for an efficient entry into the hold. After completing the teardrop segment, the aircraft will be positioned correctly to join the inbound course toward the holding waypoint. This approach ensures that the aircraft integrates smoothly into the holding pattern without excessive maneuvering, which could disturb air traffic in the vicinity. Utilizing the teardrop entry method helps maintain safe separation and efficiency in busy airspace. In contrast, the parallel and direct entries are not suitable in all situations when left turns are specified. The parallel entry requires the aircraft to fly a parallel leg to the hold before crossing over, and the direct entry involves flying straight to the holding fix, both of which might not be as effective when left turns are mandated. The circle

3. When is a pilot allowed to descend below the glide slope during an ILS approach?

- A. Before reaching the DH
- B. Only with ATC clearance
- C. When visual references are established**
- D. At any time during the approach

A pilot is permitted to descend below the glide slope during an Instrument Landing System (ILS) approach when visual references are established. This means that once the pilot can clearly see the runway environment or specific visual cues that confirm a safe approach to landing, descent below the glide slope is allowable. It is critical for pilots to maintain situational awareness and ensure that they have adequate visual reference to continue safely, as this aligns with the regulations and practices for landing. Descending before reaching the Decision Height (DH) without visual references could compromise safety because the pilot would be relying only on instrument readings rather than visual confirmations. ATC clearance is necessary for some operational changes, but visual references provide the required safety margin for proceeding with the descent. Therefore, the ability to descend below the glide slope hinges on having clear visual cues confirming it is safe to do so, ensuring a safe landing transition.

4. If the plan view on an approach chart does not include a procedure turn barb, what does that indicate?

- A. A procedure turn is not authorized.**
- B. A procedure turn is optional.
- C. A procedure turn may be conducted at any time.
- D. A procedure turn is required.

When the plan view on an approach chart does not include a procedure turn barb, it indicates that a procedure turn is not authorized for that particular approach. This absence of the barb suggests that pilots should not attempt a procedure turn maneuver at that point in the approach, typically due to airspace restrictions, obstructions, or specific traffic patterns around the airport. Understanding this is essential for safe navigation and compliance with the published procedures. If a procedure turn were optional or required, it would be indicated by the presence of specific symbols or notes on the chart, making it clear what actions a pilot should take. The clarity of the charting conventions helps pilots quickly ascertain the necessary actions while conducting an approach, ensuring they adhere to the predefined safety measures set out by aviation authorities.

5. If cleared for the RNAV (GPS) RWY 28 approach, what is expected of the pilot after reaching FAIRF?

- A. Proceed straight in and descend after FAIRF
- B. Turn left and circle back to descend
- C. Descend immediately upon reaching FAIRF
- D. Maintain altitude until APE VORTAC is reached

When a pilot is cleared for the RNAV (GPS) RWY 28 approach and reaches the FAIRF waypoint, the expected action is to proceed straight in and then descend after passing this waypoint. This aligns with the procedure for the RNAV approach, where the pilot typically maintains the last assigned altitude until the aircraft is within a designated minimum altitude for descent. The RNAV approach chart will indicate the procedure following the FAIRF waypoint, which usually includes specific altitudes for the segments leading to the runway. Therefore, after FAIRF, pilots are often instructed to proceed straight to the next waypoint or fix before starting their descent, ensuring a stable and controlled approach to the runway. This process is critical as it provides a predictable path and protects against potential terrain or obstacle hazards. The other options would not align with standard operating procedures for RNAV approaches, which stipulate maintaining precise altitude and path adherence until proper points of descent are reached.

6. What should the pilot expect regarding airspeed and glide slope when a headwind transitions to a tailwind?

- A. Airspeed and pitch attitude maintain steady levels
- B. Airspeed decreases, pitch attitude decreases, tendency to go below glide slope
- C. Airspeed increases, pitch attitude increases, tendency to go above glide slope
- D. Airspeed decreases, while vertical speed increases

When a pilot experiences a transition from a headwind to a tailwind during an approach, it has a significant impact on airspeed and pitch attitude. The correct choice indicates that airspeed decreases, pitch attitude decreases, and the aircraft has a tendency to go below the glide slope. This situation occurs because when a tailwind is encountered, it increases the groundspeed of the aircraft while the indicated airspeed may decrease. A lower indicated airspeed can lead to a reduction in lift, and the pilot may find themselves needing to adjust the pitch attitude to maintain an appropriate descent path. If the pilot does not compensate for this change, the aircraft might start to descend below the desired glide slope. In essence, transitioning to a tailwind can make the aircraft behave differently than expected, particularly by reducing the airspeed which could lead to inadequate lift and potential deviation from the approach path if corrective action is not taken.

7. What is the Minimum Safe Altitude (MSA) while maneuvering on the RNAV (GPS) X RWY 28L approach?

- A. 5,200 feet MSL
- B. 5,800 feet MSL**
- C. 6,000 feet MSL
- D. 5,500 feet MSL

The Minimum Safe Altitude (MSA) is an important aspect of instrument flight procedures, particularly during approaches. It refers to the lowest altitude that a pilot can safely fly while still ensuring adequate terrain and obstacle clearance in a specific airspace. For the RNAV (GPS) X RWY 28L approach, the MSA is determined based on the published approach chart. The correct choice indicates that the MSA is set at 5,800 feet MSL. This altitude ensures a safety margin above obstacles and terrain in the approach area, allowing for safe maneuvering during the approach phase of flight. The altitude is typically established based on the maximum elevation figures and any relevant obstructions within the designated sector of the approach. Choosing the MSA, which is 5,800 feet, also reflects the necessary safety considerations and regulatory compliance for conducting an RNAV approach, where a precise approach path is defined and terrain awareness is critical to ensuring safe operations while transitioning to landing. Understanding and adhering to the MSA helps to prevent accidents related to obstacle strikes or controlled flight into terrain during the approach.

8. Before entering a holding pattern, what information is crucial to review?

- A. The standardized holding procedure for the specific location**
- B. The personal checklist for the flight crew members
- C. The runway orientation and weather condition
- D. The nearby airfields in the vicinity

Reviewing the standardized holding procedure for the specific location is crucial before entering a holding pattern because it provides essential guidance on how to execute the hold safely and effectively. Each holding pattern has established entry procedures, course instructions, and timing that reflect the specific airspace and aeronautical considerations at that location. Being familiar with these standardized details ensures that pilots can maintain proper orientation, manage their airspeed, and communicate effectively with air traffic control. Understanding the holding pattern's details can help in managing fuel, workload, and situational awareness. It is particularly important to know the dimensions of the holding airspace, the expected altitude, and how to handle any variations based on traffic or weather conditions. Familiarity with the specific procedures helps in preventing errors that could arise from deviations or misinterpretations, ensuring a safe and efficient holding experience.

9. When cleared for the ILS RWY 18 at Lincoln Municipal and crossing the Lincoln VORTAC at 5,000 feet MSL, when can descent to 3,200 feet commence?

- A. At the Lincoln VORTAC
- B. Immediately**
- C. When reaching the decision altitude
- D. After passing the final approach fix

When cleared for the ILS RWY 18 and crossing the Lincoln VORTAC at 5,000 feet MSL, descent to 3,200 feet can commence immediately following the clearance. This is because the initial descent is allowed once the aircraft is on the appropriate segment of the approach and within the confines of the airspace. At this point, the pilot has the necessary clearance and is permitted to begin descending to the next altitude as per the approach procedure. The approach procedure is designed to ensure safe and controlled descent rates, and starting the descent immediately upon clearance optimally aligns the aircraft with the subsequent phases of the approach. Other options reflect different points in the approach where descent might logically occur, but they do not correspond to the instruction provided when cleared for the ILS approach. For example, waiting until reaching the decision altitude does not align with standard procedure as it implies maintaining the higher altitude unnecessarily. Moreover, considering the final approach fix or the VORTAC as points to begin descent can misalign with the intended progressive reduction in altitude that is standard practice when following instrument approach procedures.

10. When may a pilot make a straight-in landing using an IAP with only circling minimums?

- A. When cleared to land and runway is in sight**
- B. When within 5 nautical miles of the airport
- C. When at a minimum altitude
- D. When instructed by air traffic control

A pilot may make a straight-in landing using an Instrument Approach Procedure (IAP) with only circling minimums when cleared to land and the runway is in sight. This is because circling approach minimums are designed for situations where a straight-in landing is not authorized; however, if a pilot has visual contact with the runway while being officially cleared to land, they are permitted to execute a straight-in landing despite the approach specifically having circling minimums. If a pilot is able to clearly see the runway and is cleared for landing, they can safely proceed with the landing, ensuring that they are in compliance with the approach's visibility and descent requirements. This emphasizes the importance of situational awareness and communication with air traffic control before making such decisions. The requirement of being cleared to land assures that the approach is coordinated with air traffic operations, ensuring safety in the 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!

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