

INSTRUMENT GROUND IRA – REGULATIONS AND PROCEDURES PRACTICE TEST (SAMPLE) STUDY GUIDE



Prepare with structure. Pass with confidence



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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. What altitude and route should be used if you are flying in IMC and have two-way radio communications failure?**
 - A. Fly direct to VFR area, altitude at least 1,000 feet above obstacles
 - B. Descend to MEA and proceed to nearest airport
 - C. Continue on specified route, altitude at last assigned, expected, or MEA
 - D. Fly to cleared route altitude and maintain VFR conditions

- 2. What type of air traffic control service is provided in Class A airspace?**
 - A. Advisory service
 - B. Flight information service
 - C. Air traffic control service
 - D. Visual flight rules service

- 3. After your recent IFR experience lapses, how much time do you have before you must pass an instrument proficiency check to act as pilot in command under IFR?**
 - A. 90 days
 - B. 6 months
 - C. 12 months
 - D. 3 months

- 4. In mountainous areas, what is the minimum altitude for IFR flight?**
 - A. 500 feet above the highest obstacle
 - B. 1,000 feet above the highest obstacle
 - C. 2,000 feet above the highest obstacle
 - D. No minimum altitude restriction

- 5. Which of the following best describes the purpose of an IAP (Instrument Approach Procedure)?**
 - A. To assist visual flight rules in adverse conditions
 - B. To provide a procedure for pilots to follow during an instrument approach
 - C. To ensure aircraft separation in controlled airspace
 - D. To allow for visual approaches in low visibility conditions

- 6. A pilot's recent IFR experience expires on July 1 of this year. What is the latest date the pilot can meet the IFR experience requirement without having to take an instrument proficiency check?**
- A. June 30, next year
 - B. July 31, this year
 - C. December 31, this year
 - D. August 1, this year
- 7. What effect does haze have on visibility during flight?**
- A. It causes a broader visibility radius
 - B. It decreases visual acuity
 - C. It creates an illusion of distance
 - D. It prevents glare from the sun
- 8. What are the vertical limits of a transition area designated with an airport having a prescribed IAP?**
- A. Surface to 500 feet AGL
 - B. 1,200 feet AGL to the base of controlled airspace
 - C. 700 feet AGL to base of controlled airspace
 - D. 100 feet AGL to 1,000 feet AGL
- 9. Which additional equipment is required for IFR operation in Class B airspace, in addition to a VOR receiver and two-way communications capability?**
- A. DME and an operable coded transponder having Mode C capability
 - B. Standby communications receiver, DME, and coded transponder
 - C. An operable coded transponder having Mode C capability
 - D. GPS navigation system
- 10. What is the maximum altitude for VFR flight in Class B airspace?**
- A. 10,000 feet MSL
 - B. 18,000 feet MSL
 - C. Higher than 10,000 feet MSL, but lower than 18,000 feet MSL
 - D. At any altitude as long as the appropriate permission is obtained

Answers

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

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Explanations

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1. What altitude and route should be used if you are flying in IMC and have two-way radio communications failure?

- A. Fly direct to VFR area, altitude at least 1,000 feet above obstacles
- B. Descend to MEA and proceed to nearest airport
- C. Continue on specified route, altitude at last assigned, expected, or MEA**
- D. Fly to cleared route altitude and maintain VFR conditions

When faced with a two-way radio communications failure while flying in Instrument Meteorological Conditions (IMC), the recommended action is to continue on the last assigned route or, if that is not available, on the expected route or minimum en route altitude (MEA). This guideline ensures that the pilot remains safely in compliance with air traffic control procedures, and it helps maintain the intended pathway through controlled airspace while minimizing the potential for conflict with other aircraft. Continuing on a specified route and maintaining the last assigned altitude, expected altitude, or MEA provides a structured approach to managing the flight in a challenging situation. It allows pilots to remain predictable to air traffic control and reduces the risks of terrain or obstructions since the MEA is designed to ensure vertical clearance and safe navigation. The other options do not align with standard operating procedures in IMC situations. For instance, flying directly to a VFR area without clear communication can lead to dangerous outcomes if it involves irregular maneuvers through controlled airspace. Descending to MEA may not be applicable if it does not lead one to a safe navigation path toward the nearest airport. Meanwhile, flying to a cleared route altitude may be ineffective if the pilot does not know how to maintain VFR conditions in IMC

2. What type of air traffic control service is provided in Class A airspace?

- A. Advisory service
- B. Flight information service
- C. Air traffic control service**
- D. Visual flight rules service

In Class A airspace, the type of air traffic control service provided is an air traffic control service. This airspace extends from 18,000 feet mean sea level (MSL) up to and including flight level (FL) 600, where all aircraft are required to operate under instrument flight rules (IFR). In this controlled airspace, air traffic controllers manage and separate IFR flights to ensure safety and efficient use of airspace. Because of the nature of Class A airspace, pilots must receive clearance from air traffic control before entering and must operate under strict adherence to ATC instructions. This service is essential for maintaining orderly traffic flow and minimizing the risk of mid-air collisions in a busy airspace environment. While other airspace classes may offer advisory services or flight information services, these options do not apply in Class A where the focus is exclusively on the comprehensive and active air traffic control services provided to all aircraft operating within that space.

3. After your recent IFR experience lapses, how much time do you have before you must pass an instrument proficiency check to act as pilot in command under IFR?

- A. 90 days
- B. 6 months**
- C. 12 months
- D. 3 months

The correct answer is 6 months, which aligns with the regulations set by the FAA regarding instrument currency. After the lapse of IFR experience, a pilot has a 6-month grace period during which they can still legally act as pilot in command under IFR conditions. However, after this 6-month period, if the pilot has not completed an instrument proficiency check, they are no longer considered current and are required to pass the check before exercising IFR privileges again. This regulation is designed to ensure that pilots maintain their proficiency in instrument flying, as operating under IFR requires specific skills and knowledge that can diminish over time without practice. Thus, the 6-month period provides a reasonable timeframe for pilots to complete any necessary training or checks to ensure their safety and the safety of their passengers.

4. In mountainous areas, what is the minimum altitude for IFR flight?

- A. 500 feet above the highest obstacle
- B. 1,000 feet above the highest obstacle
- C. 2,000 feet above the highest obstacle**
- D. No minimum altitude restriction

The minimum altitude for IFR flight in mountainous areas is set at 2,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to ensure adequate safety margins in terrain-rich environments. This altitude requirement is designed to provide pilots with an additional buffer to account for any unexpected rises in terrain and to promote safety during instrument flight operations. Maintaining an altitude of 2,000 feet above the highest obstacle helps to mitigate risks associated with flying in mountainous terrain, where visual references are often limited and terrain can change abruptly. Therefore, this regulation is crucial for ensuring a safe flight environment when operating under IFR in such challenging conditions.

5. Which of the following best describes the purpose of an IAP (Instrument Approach Procedure)?

- A. To assist visual flight rules in adverse conditions
- B. To provide a procedure for pilots to follow during an instrument approach**
- C. To ensure aircraft separation in controlled airspace
- D. To allow for visual approaches in low visibility conditions

The purpose of an Instrument Approach Procedure (IAP) is fundamentally to provide pilots with a set of instructions to safely execute an instrument approach to an airport. This involves specific guidance on navigation, altitude, and approach paths, which are essential for flying in low visibility conditions where visual references are not available. IAPs outline the criteria necessary for a safe descent and landing, helping pilots manage their aircraft effectively during these critical phases of flight. While it's important to note that IAPs do not assist visual flight rules (option A) as they are specifically tailored for instrument flight rules (IFR) operations, they also do not focus primarily on aircraft separation in controlled airspace (option C) or allowing for visual approaches in low visibility conditions (option D). Instead, they concentrate on the structured procedures needed to transition from the en route phase of flight to the landing phase under instrument conditions, thus directly addressing the essential need for clarity and safety during instrument approaches.

6. A pilot's recent IFR experience expires on July 1 of this year. What is the latest date the pilot can meet the IFR experience requirement without having to take an instrument proficiency check?

- A. June 30, next year
- B. July 31, this year
- C. December 31, this year**
- D. August 1, this year

To determine when a pilot must fulfill the instrument flight experience requirement to avoid an instrument proficiency check, it's important to understand the specifics surrounding IFR currency. A pilot is considered current if they have logged the required instrument flight experience within the preceding 6 months. The pilot's recent IFR experience expires on July 1 of this year, meaning that the latest date for the pilot to log the necessary instrument experience to remain current would be 6 months prior to that expiration date, which brings us to December 31 of the same year. Meeting the experience requirement on or before that date allows the pilot to retain their IFR currency without needing an additional proficiency check. Thus, December 31 of this year is the last opportunity for logging the required instrument experience while maintaining currency. This allows the pilot to continue operating under IFR conditions without additional checks or requirements.

7. What effect does haze have on visibility during flight?

- A. It causes a broader visibility radius
- B. It decreases visual acuity
- C. It creates an illusion of distance**
- D. It prevents glare from the sun

Haze significantly impacts visibility during flight by creating an illusion of distance. In hazy conditions, the atmosphere scatters light and reduces contrast, making distant objects appear blurred and less distinct. As a result, pilots may misjudge their distance from the horizon or other landmarks, which can affect their spatial awareness and decision-making during flight. In the context of flight operations, understanding the effects of haze on visibility is crucial for maintaining safe altitudes and navigating accurately. With objects appearing farther away than they actually are, pilots might underestimate the height of terrain or obstacles, potentially leading to dangerous flying conditions. The other responses do not accurately reflect the primary effect of haze on visibility. The notion of a broader visibility radius contradicts the fundamental nature of haze, which hampers the ability to see clearly. While haze does reduce visual acuity, which impacts how well pilots can see, the specific illusion of distance it creates is paramount in the context of aerial navigation. Preventing glare is also not a function of haze; in fact, haze can sometimes enhance glare due to the scattering of sunlight, further complicating visibility.

8. What are the vertical limits of a transition area designated with an airport having a prescribed IAP?

- A. Surface to 500 feet AGL
- B. 1,200 feet AGL to the base of controlled airspace
- C. 700 feet AGL to base of controlled airspace**
- D. 100 feet AGL to 1,000 feet AGL

The correct answer reflects the established criteria for the vertical limits of a transition area associated with instrument approach procedures (IAP) at airports. Transition areas are designed to provide additional protection for aircraft conducting approaches to an airport and typically extend from a specified altitude up to a higher defined limit. In this context, 700 feet above ground level (AGL) to the base of controlled airspace is the standard vertical limit for a transition area surrounding an airport. This range is established to ensure that aircraft transitioning to an instrument approach can operate safely and efficiently without interference from surrounding airspace that may be used by other aircraft. Understanding this limit is crucial for pilots, as it helps them maintain awareness of their positional relationship to controlled airspace and ensures compliance with air traffic control (ATC) instructions while executing approach and landing maneuvers. The selected altitude provides an appropriate buffer, maintaining safety while also facilitating the efficient management of both instrumental and visual flight operations. This particular answer aligns with regulatory guidelines that define how transition areas must be structured, thereby supporting safe and orderly traffic flow in complex airspace configurations around airports.

9. Which additional equipment is required for IFR operation in Class B airspace, in addition to a VOR receiver and two-way communications capability?

- A. DME and an operable coded transponder having Mode C capability
- B. Standby communications receiver, DME, and coded transponder
- C. An operable coded transponder having Mode C capability**
- D. GPS navigation system

To operate under Instrument Flight Rules (IFR) in Class B airspace, an aircraft must be equipped with specific navigational and communication equipment. In addition to a VOR receiver and two-way communications capability, an operable coded transponder having Mode C capability is essential. Mode C transponders provide altitude information to air traffic control (ATC), which is crucial for maintaining safe vertical separation among aircraft operating in congested airspace like Class B. This requirement enhances situational awareness not only for the pilots but also for controllers managing high-density traffic. While some options mention additional equipment such as DME (Distance Measuring Equipment) or GPS, the fundamental requirement for IFR operations specifically cites the need for a Mode C transponder. Therefore, while DME and GPS may enhance navigational capabilities, they are not mandatory for IFR clearance in Class B airspace. The key requirement remains the functioning Mode C transponder, which directly aligns with regulatory standards for safety and traffic management in such critical airspace.

10. What is the maximum altitude for VFR flight in Class B airspace?

- A. 10,000 feet MSL
- B. 18,000 feet MSL
- C. Higher than 10,000 feet MSL, but lower than 18,000 feet MSL**
- D. At any altitude as long as the appropriate permission is obtained

The correct answer indicates that the maximum altitude for VFR flight in Class B airspace is higher than 10,000 feet MSL but lower than 18,000 feet MSL. Class B airspace typically extends from the surface up to 10,000 feet MSL surrounding major airports, and pilots are required to obtain clearance before operating within this airspace. A VFR flight can operate within Class B airspace but must remain under the upper limits set by regulation, which is generally capped at 10,000 feet MSL unless specific conditions apply. However, operations above this altitude would generally fall under different airspace classifications or be restricted based on air traffic control guidance and available VFR corridors. This makes the correct answer the only appropriate choice, as it accurately reflects the altitude restrictions in Class B airspace. While at higher altitudes, such as 18,000 feet MSL, aircraft typically transition to IFR rules, indicating a shift in the type of flight rules applicable above that altitude. Therefore, assessing the altitude restrictions is crucial when flying in and out of controlled airspace.

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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://instrumentgroundirareg.examzify.com>

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

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