

Instrument Rating Checkride Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

This is a sample study guide. To access the full version with hundreds of questions,

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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!

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Questions

- 1. What is required for a clearance cancellation from ATC?**
 - A. Notify ATC immediately after landing**
 - B. Notify ATC if you did not depart within 30 minutes of void time**
 - C. Notify ATC prior to taking off**
 - D. No notification is required**
- 2. What is the width of the glideslope in degrees?**
 - A. 1.0 degrees**
 - B. 1.4 degrees**
 - C. 2.0 degrees**
 - D. 3.0 degrees**
- 3. What aspect of landing does the "100-foot callout" help pilots focus on?**
 - A. Safety checks**
 - B. Altitude and landing preparation**
 - C. Speed adjustments**
 - D. Navigation to the runway**
- 4. What do Standard Terminal Arrivals (STARs) provide for aircraft?**
 - A. A transition from the approach phase to land**
 - B. A direct route from the runway to the destination**
 - C. A specific holding pattern for arrivals**
 - D. A transition from en route structure to approach**
- 5. What is the primary feature of a ridge in meteorological terms?**
 - A. Extended area of low pressure**
 - B. Rising air**
 - C. Stationary weather patterns**
 - D. Extended area of high pressure**

- 6. Which of the following is a requirement for the magnetic compass during taxi?**
- A. It must show the correct heading**
 - B. It must be calibrated to the local time**
 - C. It must be adjusted for magnetic variation**
 - D. It must have a separate power supply**
- 7. How often is a TAF issued?**
- A. Every hour**
 - B. Every 3 hours**
 - C. Every 6 hours**
 - D. Every 12 hours**
- 8. What does a Visual Climb Over Airport (VCOA) allow a pilot to do?**
- A. Climb above traffic during takeoff**
 - B. Climb while circling for altitude beyond certain obstacles**
 - C. Conduct a stall maneuver safely**
 - D. Maintain VFR conditions in all weather**
- 9. What is the horizontal distance you should maintain from the course flown in mountainous regions?**
- A. 2 nautical miles**
 - B. 4 nautical miles**
 - C. 5 nautical miles**
 - D. 8 nautical miles**
- 10. What is the function of the attitude indicator?**
- A. It shows the aircraft's orientation relative to the horizon**
 - B. It measures the aircraft's speed over the ground**
 - C. It indicates the aircraft's altitude above sea level**
 - D. It provides navigation direction towards the next waypoint**

Answers

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

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Explanations

1. What is required for a clearance cancellation from ATC?

- A. Notify ATC immediately after landing
- B. Notify ATC if you did not depart within 30 minutes of void time**
- C. Notify ATC prior to taking off
- D. No notification is required

To cancel a clearance with Air Traffic Control (ATC), it is essential to notify ATC if you have not departed within 30 minutes of the "void time." The void time is the expiration time of a clearance, meaning that if you don't take off within that specified window, ATC considers the clearance invalid, and you must inform them of your intentions to avoid any confusion or potential misunderstandings regarding your flight plan. This notification helps maintain safe and efficient operations in controlled airspace since it informs ATC that the flight will no longer proceed as initially planned. When a pilot communicates this, they allow ATC to manage the airspace appropriately, freeing up the resources for other aircraft and ensuring proper situational awareness. Other circumstances, such as notifying ATC immediately after landing or prior to takeoff, may not be required in every situation, as a new clearance may need to be requested if necessary for subsequent flights or operations within the airspace. However, the specific requirement to inform ATC about not departing within the established time frame is crucial for proper clearance management.

2. What is the width of the glideslope in degrees?

- A. 1.0 degrees
- B. 1.4 degrees**
- C. 2.0 degrees
- D. 3.0 degrees

The glideslope typically has a width of about 1.4 degrees, which is critical for ensuring that pilots maintain an appropriate vertical path during the approach to the runway. This width is designed to provide a balance between accommodating various aircraft sizes and ensuring a precise descent angle for landing. While some might assume that a narrower or wider glideslope could be preferable for some conditions, a width of 1.4 degrees has been determined as optimal for standard instrument approaches. This is because it allows for enough margin to accommodate minor deviations while still guiding pilots accurately toward the runway. Understanding this dimension is essential for pilots as they prepare for instrument approaches, ensuring safety and precision during critical landing phases.

3. What aspect of landing does the "100-foot callout" help pilots focus on?

- A. Safety checks
- B. Altitude and landing preparation**
- C. Speed adjustments
- D. Navigation to the runway

The "100-foot callout" is a critical part of the landing process that serves to heighten a pilot's awareness of their altitude as they approach the runway. When pilots make this callout, they are typically indicating that they are 100 feet above the ground, prompting the crew to make final preparations for landing, including configuring the aircraft properly, checking for any visual references outside, and ensuring that the aircraft is stable and on the correct flight path. This callout reinforces the need for heightened focus at a pivotal moment in landing, allowing pilots to conduct a quick mental review and make necessary adjustments to ensure a safe landing. Additionally, this height is often when pilots must confirm their descent rate and landing trajectory, making it an essential component of a disciplined landing routine. Other options, while important in their contexts, do not capture the primary purpose of the "100-foot callout" as it relates specifically to keeping the pilots attuned to their altitude and preparing adequately for touchdown.

4. What do Standard Terminal Arrivals (STARs) provide for aircraft?

- A. A transition from the approach phase to land
- B. A direct route from the runway to the destination
- C. A specific holding pattern for arrivals
- D. A transition from en route structure to approach**

Standard Terminal Arrivals (STARs) are designed to facilitate a smooth transition from the en route structure into the terminal airspace for aircraft preparing to land. They provide predefined routes that help manage incoming traffic, streamline flight paths, and reduce communication workload for both pilots and air traffic controllers. By utilizing STARs, pilots can follow established procedures that enhance safety and efficiency during the approach phase, ultimately leading to a more organized flow of air traffic as aircraft arrive at busy airports. Other options reflect aspects of flight operations but do not accurately represent the primary purpose of a STAR. For example, while STARs may assist aircraft in transitioning toward the approach phase, the focus is specifically on connecting the en route phase to terminal operations, rather than serving as a primary route from the runway or defining holding patterns.

5. What is the primary feature of a ridge in meteorological terms?

- A. Extended area of low pressure**
- B. Rising air**
- C. Stationary weather patterns**
- D. Extended area of high pressure**

The primary feature of a ridge in meteorological terms is an extended area of high pressure. A ridge represents an area where atmospheric pressure is higher than that of the surrounding areas, which generally leads to stable weather conditions. As air flows out from the high-pressure center, it tends to descend, resulting in clearer skies and reduced precipitation. This formation often contrasts with troughs, which are associated with lower pressure and more unsettled weather. In contrast, the other options relate to different meteorological phenomena: extended areas of low pressure indicate depressions, while rising air is characteristic of areas where convection occurs, often seen in storm systems. Stationary weather patterns can arise in various contexts but are more associated with blocking patterns rather than specific features like ridges and troughs. Understanding these distinctions is crucial for pilots, especially when interpreting weather reports and making decisions regarding flight safety.

6. Which of the following is a requirement for the magnetic compass during taxi?

- A. It must show the correct heading**
- B. It must be calibrated to the local time**
- C. It must be adjusted for magnetic variation**
- D. It must have a separate power supply**

The requirement for the magnetic compass during taxiing is that it must show the correct heading. This is crucial because pilots rely on the compass for navigating and aligning the aircraft correctly on the ground, especially when taxiing to the runway. While the magnetic compass may not be as accurate at low speeds or in a rapid-turn environment, it should still reflect an accurate heading that the pilot can use for directional awareness. The other options reflect aspects of compass or instrument requirements that are not directly related to the taxiing phase. Calibration to local time is not applicable to a magnetic compass, as time does not influence how a compass operates. Adjusting for magnetic variation is typically done before departure to ensure the heading indicated matches the true course, but this is more critical for flight rather than during taxi. Similarly, a magnetic compass does not require a power supply, as it operates purely on the principles of magnetism.

7. How often is a TAF issued?

- A. Every hour
- B. Every 3 hours
- C. Every 6 hours**
- D. Every 12 hours

The Terminal Aerodrome Forecast (TAF) is a weather forecast specifically issued for the area around an airport, primarily intended for aircraft operations. TAFs provide important predictions about wind, visibility, precipitation, and significant weather phenomena, typically covering a period of 24 to 30 hours. TAFs are generally issued every six hours, which allows for timely updates as weather conditions can change. This regular issuance pattern aids pilots in making informed decisions regarding flight plans and operations, ensuring they have the most accurate and current information available for their routes. Therefore, recognizing that TAFs are generated and distributed at this interval is essential for pilots preparing for departures or arrivals at an airport, particularly when relying on the forecasts to assess the suitability of weather for their operations.

8. What does a Visual Climb Over Airport (VCOA) allow a pilot to do?

- A. Climb above traffic during takeoff
- B. Climb while circling for altitude beyond certain obstacles**
- C. Conduct a stall maneuver safely
- D. Maintain VFR conditions in all weather

The Visual Climb Over Airport (VCOA) procedure is designed to permit a pilot to climb while maneuvering in the vicinity of an airport, particularly when there are obstacles in the area. It allows pilots to follow a specific visual flight path that ensures they can safely gain altitude while avoiding any hazards such as buildings or terrain. This approach is especially beneficial when the published departure procedures require careful consideration of nearby obstacles, and it relies on the pilot's ability to maintain visual references as they climb. In this context, while climbing, pilots are expected to visually navigate while also adhering to any specific altitude and flight path requirements established for VCOA. This procedure is crucial for operations in congested areas or where visual references help mitigate the risks posed by obstacles. Therefore, it focuses on maintaining safety while achieving the necessary climb to avoid such obstacles. The other options do not accurately describe the purpose or function of a VCOA. Climbing above traffic during takeoff, conducting stall maneuvers, or maintaining VFR conditions in all weather do not align with the specific operational context or regulations regarding the use of VCOA procedures.

9. What is the horizontal distance you should maintain from the course flown in mountainous regions?

- A. 2 nautical miles**
- B. 4 nautical miles**
- C. 5 nautical miles**
- D. 8 nautical miles**

In mountainous regions, maintaining a safe horizontal distance from the course is crucial for avoiding obstacles and ensuring adequate terrain clearance. The recommended distance of 4 nautical miles provides a safety buffer against potential dangers such as mountains, ridges, and other terrain features that may not be immediately visible, especially in conditions of reduced visibility or when flying under instrument flight rules (IFR). The 4 nautical mile distance is established based on the potential for undetected terrain variations and allows for greater situational awareness, as pilots navigate in areas where topography can change rapidly. This buffer contributes to safety margins, giving pilots more time to react and maneuver if necessary. While options representing other distances might seem reasonable, they do not offer the specific safety consideration that 4 nautical miles provides in mountainous terrain. Thus, choosing this distance aligns with the guidelines set by aviation authorities to enhance safety during flight operations in challenging environments.

10. What is the function of the attitude indicator?

- A. It shows the aircraft's orientation relative to the horizon**
- B. It measures the aircraft's speed over the ground**
- C. It indicates the aircraft's altitude above sea level**
- D. It provides navigation direction towards the next waypoint**

The attitude indicator plays a crucial role in flying by displaying the aircraft's orientation relative to the horizon. Specifically, it visually indicates whether the wings are level or if the aircraft is climbing, descending, or turning. This information is vital for pilots, especially when flying in conditions of low visibility or in clouds, where visual references outside the cockpit may be limited. By providing a clear understanding of the aircraft's position concerning the horizon, the attitude indicator assists pilots in maintaining control and ensuring the proper flight attitude, which is essential for safe flight operations. In contrast, speed over the ground, altitude, and navigation direction are provided by different instruments, such as the airspeed indicator, altimeter, and navigation displays, respectively. Each of these instruments serves a specific function and contributes to situational awareness and safety during flight, but the attitude indicator's unique role is critical for maintaining the correct aircraft position in three-dimensional space.

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://instrumentratingcheckride.examzify.com>

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