

Instrument Refresher Course (IRC) 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. 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. For a fixed-wing IFR flight with a RNAV approach and a TEMPO condition, what is true about alternate airport requirements?**
 - A. The pilot must designate an alternate regardless of conditions**
 - B. The pilot is not required to designate an alternate under these conditions**
 - C. The pilot must have a suitable alternate at all times**
 - D. The approach must have visual capabilities**

- 2. What responsibility do pilots have when operating in VMC?**
 - A. Reliance on Air Traffic Control for separation**
 - B. Ability to see and avoid other traffic, terrain, and obstacles**
 - C. Only comply with IFR restrictions**
 - D. Rely solely on instruments for navigation**

- 3. If an aircraft has dual VOR or dual TACAN receivers, when are these systems considered reliable?**
 - A. If they check within $\pm 3^\circ$ of the designated ground checkpoint**
 - B. If they check within $\pm 5^\circ$ of each other**
 - C. If each checks within $\pm 4^\circ$ of the designated ground checkpoint and each other**
 - D. If they do not need to be checked at all**

- 4. Which option is NOT included in the "AIM Method" for holding?**
 - A. In lieu of entry**
 - B. Standard entry**
 - C. Teardrop entry**
 - D. Parallel entry**

- 5. If cleared to "Descend Via" a published STAR, what must a pilot comply with?**
 - A. Only the altitude restrictions**
 - B. Published altitude crossing restrictions and speeds**
 - C. Any instructions given by ATC after the STAR clearance**
 - D. There are no restrictions once cleared**

- 6. What must pilots ensure when modifying the cockpit display configuration?**
- A. Primary flight instrumentation is always present**
 - B. That all non-primary instruments are calibrated**
 - C. That flight software is updated**
 - D. That communication devices are functional**
- 7. How quickly should a pilot initiate the Resolution Advisory (RA) maneuver after it is displayed?**
- A. Within 3 seconds**
 - B. Within 5 seconds**
 - C. Within 10 seconds**
 - D. Within 15 seconds**
- 8. What procedure is recommended to avoid aircraft icing?**
- A. Use anti-ice and de-ice equipment**
 - B. Fly at low altitudes only**
 - C. Remain in clouds during icing conditions**
 - D. Land immediately if icing is suspected**
- 9. If a pilot encounters adverse weather conditions during VFR flight, what is the best course of action?**
- A. Continue flying into the weather**
 - B. Alter the route and maintain VFR**
 - C. Switch to IFR without ATC clearance**
 - D. Descend below the weather without changing the route**
- 10. Using the 45/180° method, when can an aircraft descend from 4,000 feet MSL?**
- A. At the initial approach fix**
 - B. Outbound abeam the Elm Grove VORTAC and on a parallel heading**
 - C. Once cleared by ATC**
 - D. After making a complete turn**

Answers

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

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Explanations

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1. For a fixed-wing IFR flight with a RNAV approach and a TEMPO condition, what is true about alternate airport requirements?

A. The pilot must designate an alternate regardless of conditions

B. The pilot is not required to designate an alternate under these conditions

C. The pilot must have a suitable alternate at all times

D. The approach must have visual capabilities

In the context of IFR flight planning, particularly for RNAV approaches, the requirements for alternate airports can be influenced by specific weather conditions like TEMPO. When TEMPO conditions are in place, they refer to temporary weather situations that may meet certain criteria, potentially relaxing alternate airport requirements. Under these circumstances, if an approach can be conducted and the weather conditions are expected to improve or remain within acceptable limits, it might not be necessary for the pilot to designate an alternate airport. This can occur when the destination and approach are forecasted to be above the minimums required for that approach right at the time of arrival. Therefore, choosing not to designate an alternate can be justified if the pilot has evaluated the conditions and determined that, despite the TEMPO conditions, the flight can be safely conducted without the need for an additional alternate airport. This makes option B the correct choice as it reflects the guidelines provided by regulations regarding alternate airport requirements in specific scenarios like this one.

2. What responsibility do pilots have when operating in VMC?

A. Reliance on Air Traffic Control for separation

B. Ability to see and avoid other traffic, terrain, and obstacles

C. Only comply with IFR restrictions

D. Rely solely on instruments for navigation

Pilots operating in Visual Meteorological Conditions (VMC) have the primary responsibility for their situational awareness and maintaining separation from other aircraft, terrain, and obstacles. This involves visual flight rules, where pilots are expected to use their ability to see the surrounding environment to avoid collisions and navigate safely. In VMC, pilots should maintain a clear visual reference to the ground and remain aware of their surroundings, allowing for proactive reactions to potential hazards. This fundamental aspect of pilot responsibility is crucial because it emphasizes the role of the pilot in actively monitoring and responding to their environment rather than relying solely on instruments or air traffic control. While IFR (Instrument Flight Rules) restrictions are important in controlled airspace, VMC allows pilots to operate visually, and solely relying on instruments does not align with the responsibilities in these conditions.

3. If an aircraft has dual VOR or dual TACAN receivers, when are these systems considered reliable?

- A. If they check within $\pm 3^\circ$ of the designated ground checkpoint**
- B. If they check within $\pm 5^\circ$ of each other**
- C. If each checks within $\pm 4^\circ$ of the designated ground checkpoint and each other**
- D. If they do not need to be checked at all**

The correct choice indicates that both receivers must check within $\pm 4^\circ$ of the designated ground checkpoint and also within $\pm 4^\circ$ of each other to be considered reliable. This establishes a comprehensive confirmation of accuracy from both systems, ensuring redundancy and reliability in navigation. In aviation, accuracy in navigation systems is critical for safe operations, especially under instrument flight rules (IFR). By requiring the checks to be within these specified tolerances, the systems can verify their performance against a known reference point (the designated ground checkpoint) as well as against each other. This dual-layer verification helps mitigate the risk of misnavigation due to faulty equipment. This is not merely about meeting one set of tolerances; it emphasizes the importance of cross-checking the systems for additional safety. Systems that do not adhere to these rigorous checks may not provide a reliable navigation solution, which could endanger flight safety. Therefore, understanding the need for both measurements to fall within the specified parameters is crucial for maintaining high standards of reliability in flight operations.

4. Which option is NOT included in the "AIM Method" for holding?

- A. In lieu of entry**
- B. Standard entry**
- C. Teardrop entry**
- D. Parallel entry**

The "AIM Method," which stands for Altitude, Intent, and Maneuvering, is used in various aviation training contexts to ensure that pilots are properly maneuvering during holding patterns. The method outlines specific types of entries into holding patterns, specifically focusing on standard and non-standard methods of placing an aircraft into a holding pattern. In this context, a "standard entry" refers to the typical method of entering a hold, aligning the aircraft with the entry sector. The "teardrop entry" is another method that allows for a more efficient way of entering the hold while accommodating traffic and procedural requirements. Lastly, the "parallel entry" describes a technique where the aircraft first flies parallel to the holding course before turning to enter the hold. In contrast, "in lieu of entry" is not recognized as a standard maneuvering method within the AIM Method framework for holding patterns. It does not describe a specific entry technique but rather suggests an alternative or exception to standard entry protocols. Therefore, the correct choice highlights a non-applicable entry method within the AIM framework.

5. If cleared to "Descend Via" a published STAR, what must a pilot comply with?

- A. Only the altitude restrictions**
- B. Published altitude crossing restrictions and speeds**
- C. Any instructions given by ATC after the STAR clearance**
- D. There are no restrictions once cleared**

When a pilot is cleared to "Descend Via" a published Standard Terminal Arrival Route (STAR), it is essential to comply with the published altitude crossing restrictions and speeds outlined in the STAR. This instruction indicates that the aircraft should follow the specific vertical path defined by the STAR, conforming to any altitude limits or crossing points required to ensure safety and efficiency in air traffic management. The STAR is designed to facilitate orderly arrivals, and adhering to these restrictions helps maintain separation from other aircraft, as well as smooth integration into the approach phase of flight. This means that a pilot must descend at appropriate rates and adjust speeds as necessary throughout the STAR route, while observing the elevations specifically indicated. In contrast, other options do not fully encompass the comprehensive requirements associated with the "Descend Via" clearance. Just focusing on altitude restrictions alone does not account for speed adjustments also mandated by the STAR. Instructions from ATC after the clearance could change the previously established flight path or requirements and are not predetermined by the published STAR. Lastly, stating that there are no restrictions after being cleared is inaccurate since the essence of a "Descend Via" clearance is to adhere strictly to those specific published parameters.

6. What must pilots ensure when modifying the cockpit display configuration?

- A. Primary flight instrumentation is always present**
- B. That all non-primary instruments are calibrated**
- C. That flight software is updated**
- D. That communication devices are functional**

When modifying the cockpit display configuration, it is crucial for pilots to ensure that primary flight instrumentation is always present. This is because primary flight instruments display the essential information required for safe operation of the aircraft, such as altitude, airspeed, attitude, and heading. These instruments are vital for maintaining situational awareness and for executing safe flight maneuvers, particularly during critical phases of flight like takeoff and landing. If the primary flight instruments were not visible or functional, it could lead to disorientation and poor decision-making, potentially compromising safety. Therefore, maintaining the visibility and operability of these critical instruments is a fundamental requirement during any modification to the cockpit display setup. In contrast, while it's important to consider calibration of non-primary instruments, updates to flight software, and the functionality of communication devices, these do not take precedence over ensuring that the primary flight instruments are intact and accessible.

7. How quickly should a pilot initiate the Resolution Advisory (RA) maneuver after it is displayed?

- A. Within 3 seconds**
- B. Within 5 seconds**
- C. Within 10 seconds**
- D. Within 15 seconds**

The correct response for how quickly a pilot should initiate the Resolution Advisory (RA) maneuver after it is displayed is within 5 seconds. This prompt action is crucial because the RA is a critical alert intended to prevent a potential mid-air collision. The timely execution of the maneuver helps maintain safe separation from conflicting traffic. Following the RA guidance within the 5-second window ensures that the pilot acts swiftly enough to respond to the emerging threat, adhering to the protocols established for aviation safety. Delaying beyond this timeframe could diminish the effectiveness of the maneuver, as the aircraft may not be able to achieve the necessary separation in time, thereby increasing the risk of an incident.

8. What procedure is recommended to avoid aircraft icing?

- A. Use anti-ice and de-ice equipment**
- B. Fly at low altitudes only**
- C. Remain in clouds during icing conditions**
- D. Land immediately if icing is suspected**

Using anti-ice and de-ice equipment is the recommended procedure to avoid aircraft icing because these systems are specifically designed to prevent the accumulation of ice on critical aircraft surfaces. Ice can significantly impact aircraft performance by altering the aerodynamic properties, increasing drag, and potentially leading to a loss of control. Anti-ice systems work by providing heat to surfaces such as wings and tail sections to prevent ice formation, while de-ice systems remove ice that has already formed. The other options do not effectively address the issue of aircraft icing. For instance, flying at low altitudes may not necessarily help avoid icing, as icing conditions can occur at various altitudes. Remaining in clouds during icing conditions can exacerbate the problem, as clouds often contain supercooled liquid water that contributes to ice accumulation. Finally, landing immediately if icing is suspected might not always be practical or safe, especially if the aircraft is in a cruise phase far from suitable landing options.

9. If a pilot encounters adverse weather conditions during VFR flight, what is the best course of action?

- A. Continue flying into the weather**
- B. Alter the route and maintain VFR**
- C. Switch to IFR without ATC clearance**
- D. Descend below the weather without changing the route**

When a pilot encounters adverse weather conditions during Visual Flight Rules (VFR) flight, the best course of action is to alter the route while maintaining VFR. This means the pilot should navigate around the adverse weather rather than flying directly into it. Maintaining visual flight conditions is essential for safety, as pilots rely on visual references outside the cockpit. By altering the route, the pilot can avoid hazardous conditions such as low visibility, turbulence, or storms, ensuring the safety of both the aircraft and its occupants. In this context, diverting from the original path to maintain a safe flying environment is critical. It allows the pilot to continue to operate under VFR regulations while ensuring they stay clear of any potential dangers associated with adverse weather.

10. Using the 45/180° method, when can an aircraft descend from 4,000 feet MSL?

- A. At the initial approach fix**
- B. Outbound abeam the Elm Grove VORTAC and on a parallel heading**
- C. Once cleared by ATC**
- D. After making a complete turn**

Using the 45/180° method is a technique often employed in instrument flight rules (IFR) approaches, particularly in executing a procedure turn or a holding pattern. When an aircraft is at 4,000 feet MSL and is preparing to descend, the 45° turn typically refers to the turn away from the course to intercept the outbound leg of a procedure turn, and the 180° turn is executed to return towards the final approach. In this context, option B indicates that the aircraft can descend while it is outbound and abeam a specific VORTAC, in this case, the Elm Grove VORTAC, while on a parallel heading. This condition allows for proper spacing, altitude management, and navigation as the aircraft transitions from the initial outbound segment back to the approach. The timing of the descent is crucial to ensure that the plane is correctly positioned and at an appropriate altitude to intercept the final approach course safely. This method allows pilots to manage their altitude and ensure they are on the correct path as they prepare to begin the approach. In this scenario, descending at the outbound abeam point aligns with the procedural requirements of maintaining safe vertical and horizontal separation during the approach.

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://instrumentrefresher.examzify.com>

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

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