

INSTRUMENT REFRESHER COURSE (IRC) 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. What is a true statement concerning volcanic ash?**
 - A. It is less abrasive than sand
 - B. It can be managed easily on runways
 - C. Even a thin layer can be detrimental to braking
 - D. It only affects aircraft at high altitudes

- 2. What is an acceptable teardrop course when approaching the Elm Grove VORTAC?**
 - A. 093°
 - B. 113°
 - C. 133°
 - D. 153°

- 3. What does the acronym FDP stand for in aviation terms?**
 - A. Flight Delay Period
 - B. Flight Duty Period
 - C. Flight Distribution Plan
 - D. Flight Data Protocol

- 4. Why must the pilot in command ensure a positive view of the Air Force during training flights?**
 - A. To gain public favor
 - B. To meet the visual requirements for publicity
 - C. To present a positive view and avoid government waste
 - D. To ensure all flights are occupied by trainees

- 5. What type of weather data transmission is not generally associated with long-line reports to aircraft?**
 - A. Locally reported surface wind data
 - B. Topographical changes affecting weather
 - C. Satellite-derived wind information
 - D. General area forecasts

- 6. What happens to the aircraft's altitude in cold weather when an altimeter is not adjusted?**
- A. The altitude increases mistakenly.
 - B. The altitude is accurate as indicated.
 - C. The altitude is usually lower than indicated.
 - D. The altitude is higher than the actual position.
- 7. What are Altitude Reservations (ALTRVs) typically used for?**
- A. Routine air traffic separation
 - B. Mass movement of aircraft or special missions
 - C. Emergency landings only
 - D. Training flights in controlled airspace
- 8. At night, what is required for fixed-wing aircraft operating from a runway?**
- A. Runway lights must be turned off
 - B. None of the above
 - C. Runway must be clear of birds
 - D. Aircraft lights must be on
- 9. What is a fundamental requirement from the flight plan regarding accuracy and completeness?**
- A. It should be filed without any review
 - B. Only the pilot's name is mandatory
 - C. Each member of the formation flight was briefed
 - D. It can be revised after departure
- 10. What does "unmonitored required NAVAIDs" signify for filing an IFR flight plan?**
- A. No ATC advisories are available
 - B. Pilots must have alternative means of navigation
 - C. Weather reports are not available for those NAVAIDs
 - D. Both weather and ATC advisories are not available

Answers

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

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Explanations

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1. What is a true statement concerning volcanic ash?

- A. It is less abrasive than sand
- B. It can be managed easily on runways
- C. Even a thin layer can be detrimental to braking**
- D. It only affects aircraft at high altitudes

A true statement concerning volcanic ash is that even a thin layer can be detrimental to braking. This is crucial because volcanic ash contains highly abrasive particles that can reduce tire friction on runways. When ash settles on a runway surface, it can create a slippery layer, compromising the ability of aircraft to stop effectively. The small size of the ash particles allows them to infiltrate the braking systems or contact surfaces, further hindering the performance of the brakes, which can lead to safety hazards during landing and takeoff. In contrast to this correct statement, the other options do not accurately reflect the properties and impacts of volcanic ash. While volcanic ash can impact flight operations at various altitudes, it is particularly concerning at lower levels where aircraft are landing or taking off. The abrasive nature of volcanic ash is generally more severe than sand, which does not account for its hazardous characteristics in aviation contexts. Lastly, managing volcanic ash on runways tends to be complex and challenging, requiring extensive cleanup efforts and specialized equipment to ensure safety.

2. What is an acceptable teardrop course when approaching the Elm Grove VORTAC?

- A. 093°
- B. 113°**
- C. 133°
- D. 153°

When approaching the Elm Grove VORTAC, an acceptable teardrop course is crucial for correctly intercepting the holding pattern. A teardrop entry is typically utilized when established in the holding pattern, allowing an aircraft to make a smooth transition into the pattern. In this case, the correct teardrop course of 113° enables the pilot to fly outbound on the appropriate radial, then turn 30° away from that radial, thus offering a pathway back toward the inbound course that leads to the VORTAC. This is effective for aligning with the holding pattern, ensuring that the aircraft can safely and efficiently join. The other angles would either not align correctly to intercept the holding pattern or would navigate the aircraft at an inefficient angle relative to the VORTAC, which may lead to confusion in the holding entry and could further complicate the approach. By adhering to 113°, a pilot maintains a standard operational process that conforms to established procedures for VORTAC hold entries.

3. What does the acronym FDP stand for in aviation terms?

- A. Flight Delay Period
- B. Flight Duty Period**
- C. Flight Distribution Plan
- D. Flight Data Protocol

The acronym FDP in aviation terms stands for Flight Duty Period. This refers to the total time a flight crew is on duty, which includes the time spent preparing for the flight, during the flight, and any time spent after the flight before they can conclude their duty. The regulation surrounding the Flight Duty Period is crucial for ensuring safety, as it helps maintain crew alertness and effectiveness, thus minimizing the risk of fatigue-related incidents. The other options refer to concepts that are not part of standardized aviation terminology or do not accurately represent the regulatory framework concerning the working hours of flight crews. Understanding the context of Flight Duty Period is critical for aviation professionals in managing schedules, complying with regulations, and ensuring flight safety.

4. Why must the pilot in command ensure a positive view of the Air Force during training flights?

- A. To gain public favor
- B. To meet the visual requirements for publicity
- C. To present a positive view and avoid government waste**
- D. To ensure all flights are occupied by trainees

The pilot in command must ensure a positive view of the Air Force during training flights primarily to present a positive image and avoid perceptions of waste. This responsibility is crucial as it reflects on the military's accountability and public perception. A favorable view contributes to maintaining support and trust from the public and stakeholders, which is essential for ensuring continued funding and operational integrity. Demonstrating professionalism and effective use of resources during training helps to reinforce the public's confidence in the effectiveness and necessity of military operations. While gaining public favor is important and publicity requirements may be relevant, these are secondary to the broader implications of how the military is perceived in terms of responsibility and resource management. Ensuring that flights are occupied by trainees is a logistical aspect but does not directly relate to the need for a positive public image. Therefore, presenting a positive view encapsulates the pilots' responsibilities regarding operational effectiveness and public relations.

5. What type of weather data transmission is not generally associated with long-line reports to aircraft?

- A. Locally reported surface wind data**
- B. Topographical changes affecting weather
- C. Satellite-derived wind information
- D. General area forecasts

The type of weather data transmission not typically associated with long-line reports to aircraft is locally reported surface wind data. Long-line reports, which are part of the dataset known as METARs and TAFs, convey broader area information rather than localized conditions. Long-line reports aim to provide pilots with a comprehensive overview of current weather and forecasts for flight planning and safety. These reports often include information on general area forecasts and meteorological data derived from various sources, such as satellite-derived wind information, which gives pilots insight into larger scale wind patterns and conditions across extensive stretches of airspace. Locally reported surface wind data, while important for specific airfields and immediate operations, does not lend itself well to the broader application that long-line reports afford. The information from long-line reports is generally intended for use in a wider geographical context, thus focusing on forecast conditions and larger weather phenomena rather than immediate or localized wind readings.

6. What happens to the aircraft's altitude in cold weather when an altimeter is not adjusted?

- A. The altitude increases mistakenly.
- B. The altitude is accurate as indicated.
- C. The altitude is usually lower than indicated.**
- D. The altitude is higher than the actual position.

When an altimeter is not adjusted in cold weather, the instrument tends to indicate an altitude that is lower than the actual altitude. This phenomenon occurs because the altimeter is calibrated based on the standard atmospheric conditions, which assume a specific temperature and pressure. Cold air is denser than warm air, and when the air temperature is lower than standard, the altimeter will not compensate for this increased density, leading it to register a lower altitude than the aircraft's true position. In cold conditions, the air pressure at a given height is actually lower than it would be under standard temperature conditions. As a result, if a pilot flies into colder air without adjusting the altimeter, they may encounter a situation where the altimeter shows a lower altitude than they are actually flying. This can lead to hazardous situations, especially when flying in mountainous areas or during instrument flight rules (IFR) operations, as it could result in flying at a dangerous altitude without realizing it.

7. What are Altitude Reservations (ALTRVs) typically used for?

- A. Routine air traffic separation
- B. Mass movement of aircraft or special missions**
- C. Emergency landings only
- D. Training flights in controlled airspace

Altitude Reservations (ALTRVs) are specifically designed to facilitate the mass movement of aircraft or special missions. This is particularly important in scenarios where a large number of aircraft require coordinated operations, such as military exercises, airshows, or other significant events where precise control of airspace is necessary. The purpose of an ALTRV is to ensure that these operations can occur safely and efficiently while minimizing conflicts with other air traffic. This type of reservation allows air traffic control to manage airspace effectively, granting the necessary clearance and priority to the aircraft involved in these mass movements. It is a specialized tool that supports the unique requirements of special operations, differentiating it from routine traffic management that applies to everyday flights.

8. At night, what is required for fixed-wing aircraft operating from a runway?

- A. Runway lights must be turned off
- B. None of the above**
- C. Runway must be clear of birds
- D. Aircraft lights must be on

For fixed-wing aircraft operating from a runway at night, it is imperative that certain safety measures are in place to ensure visibility and safety during takeoff and landing. Among these measures, having the aircraft lights turned on is essential. This aids not only the pilot in navigation but also allows ground personnel and other aircraft to see the aircraft clearly, enhancing safety. In night operations, runway lighting systems are generally activated to guide pilots during takeoff and landing phases. This means that having runway lights turned off would not only hinder the pilot's ability to see but could also create hazardous situations. Likewise, while ensuring the runway is clear of birds is vital for safety, it is not a definitive requirement unique to night operations, hence making that option less applicable in this context. Therefore, having the aircraft lights on is a critical requirement for safe nighttime operations, which is why the option regarding the necessity of aircraft lights being on is pertinent in this scenario.

9. What is a fundamental requirement from the flight plan regarding accuracy and completeness?

- A. It should be filed without any review
- B. Only the pilot's name is mandatory
- C. Each member of the formation flight was briefed**
- D. It can be revised after departure

The accuracy and completeness of a flight plan are crucial for ensuring safety and effective communication with air traffic control and other pilots. Selecting the option regarding thorough briefing of each member of the formation flight reflects an understanding of a key safety protocol. Briefing each member ensures that everyone is aware of the flight's objectives, procedures, and any contingencies, thus promoting a coordinated and safe operation. This is particularly important during formation flying where close proximity to other aircraft requires all members to be on the same page regarding maneuvers and responsibilities. The other options do not align with the principles of safety and thoroughness required in flight planning. Filing a flight plan without review can lead to oversights and potentially dangerous situations. Naming only the pilot as a mandatory requirement overlooks the need for complete information for effective flight management. Similarly, the ability to revise a flight plan after departure suggests a lack of preparedness and could compromise safety protocols established by aviation authorities. Prioritizing the accurate briefing of formation members bolsters operational integrity and aligns with best practices in aviation safety.

10. What does "unmonitored required NAVAIDs" signify for filing an IFR flight plan?

- A. No ATC advisories are available
- B. Pilots must have alternative means of navigation
- C. Weather reports are not available for those NAVAIDs
- D. Both weather and ATC advisories are not available**

The phrase "unmonitored required NAVAIDs" indicates that pilots must exercise caution when relying on certain navigational aids that are not actively monitored by air traffic control. Specifically, this means that pilots should be aware that ATC is not providing advisories for these navigational aids, which can impact situational awareness during flight. Additionally, there may be limitations on the availability of weather reports for these NAVAIDs, further complicating navigation and decision-making for pilots. In this context, "unmonitored" means that if the NAVAIDs fail or if there are other issues, pilots will not receive the support or information they typically expect from ATC, necessitating alternative navigational strategies. Thus, understanding that both weather information and ATC assistance are absent provides crucial context for safe flight planning and execution, making it essential for pilots to have alternative means of navigation and to be self-sufficient when utilizing these unmonitored NAVAIDs.

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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