SkyWest Initial Maneuvers Training (IMT) 1 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

1. When a TA is received what are the actions of the PF?

A. Inform ATC immediately

B. Visually search for the intruding aircraft

C. Maintain current course

D. Initiate evasive maneuver

2. Where can the LAHSO landing distance / weight information be found?

A. 10-7

B. 10-9

C. 15-1

D. 20-3

3. Why is scan technique and situational awareness critical in the cockpit?

A. To memorize checklists.

B. Helps detect deviations quickly and maintain safe flight path.

C. To reduce engine wear.

D. To comply with ground operations.

4. What is the purpose of sterile cockpit during approach and landing?

A. To maximize radio chatter during critical phase.

B. To maintain cabin comfort.

C. To ensure automation handles all tasks.

D. To minimize nonessential discussion and tasks, improving focus during critical phases.

5. Which aircraft family is explicitly mentioned regarding tail strike risk when floating in ground effect?

A. CRJ 550/700 or 900

B. A320

C. 737

D. CRJ 200

6. What is the purpose of assigning cross-check responsibilities in a pre-takeoff briefing?

A. To assign who checks each item and ensure responsibilities are clear.

B. To assign blame for errors if they occur.

C. To decide seating for passengers.

D. To discuss weather only.

7. What is the role of a preflight/flow check?

A. To finalize fuel calculations.

B. To verify airworthiness, confirm configuration, and identify any issues before taxi.

C. To check weather only.

D. To train the pilot in emergency procedures.

8. For takeoff in the example weather, which anti-ice system combination is required?

A. Cowls and Wings

B. Wings only

C. Cowl only

D. None

9. What is the minimum ceiling and visibility for LAHSO (with PAPI/VASI)?

A. 1,200 ft / 2 miles

B. 1,000 ft / 3 miles

C. 2,000 ft / 4 miles

D. 1,500 ft / 5 miles

10. How does weather affect planning and minimums for an approach?

A. Weather has no impact on approach minima.

B. Weather determines approach minima and may require alternate planning if visibility or ceiling are below limits.

C. Weather affects only fuel calculations.

D. Weather only influences departure procedures.

Answers

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

Explanations

1. When a TA is received what are the actions of the PF?

A. Inform ATC immediately

B. Visually search for the intruding aircraft

C. Maintain current course

D. Initiate evasive maneuver

When a TCAS Traffic Advisory is issued, the PF's immediate action is to visually search for the intruding aircraft. This establishes visual contact and situational awareness, allowing the crew to assess relative position and speed and to be prepared for any subsequent Resolution Advisory. The other actions aren't pursued right away: informing ATC isn't the immediate priority during a TA, and evasive maneuvers are commanded only by a Resolution Advisory, not by a TA. Maintaining course may be appropriate in the interim, but the critical first step is to locate the intruder and be ready to follow any RA that TCAS may issue.

2. Where can the LAHSO landing distance / weight information be found?

A. 10-7

B. 10-9

C. 15-1

D. 20-3

LAHSO requires knowing the available landing distance and the maximum landing weight for hold-short operations. This data is published in the aircraft's performance data, specifically the LAHSO section of the flight manual. In our material, that data is located in Section 10-7. When ATC clears you for LAHSO, you reference this section to confirm that your landing distance and weight are within the published limits for the given runway and conditions. Other sections cover different performance data, not the LAHSO specifics.

3. Why is scan technique and situational awareness critical in the cockpit?

A. To memorize checklists.

B. Helps detect deviations quickly and maintain safe flight path.

C. To reduce engine wear.

D. To comply with ground operations.

In the cockpit, having a deliberate scan technique and solid situational awareness keeps the crew's mental model of the flight current and accurate. A structured scan means continuously cross-checking the key indicators across the flight deck—attitude, altitude, airspeed, heading, vertical speed, navigation cues, and engine parameters—while also watching outside references. This helps you notice where the airplane isn't following the planned path as soon as possible, so you can take corrective action before small errors become larger deviations. Situational awareness takes that a step further by integrating where you are on the route with what's happening around you—weather, terrain, traffic, ATC instructions, and fuel or performance limits. When you understand your position and how it may change, you can anticipate conflicts and plan timely adjustments, maintaining a safe flight path rather than reacting late. That combination is why the best answer emphasizes detecting deviations quickly and staying on a safe flight path. It's not primarily about memorizing checklists, reducing engine wear, or handling ground operations, though those are important in different contexts.

4. What is the purpose of sterile cockpit during approach and landing?

A. To maximize radio chatter during critical phase.

B. To maintain cabin comfort.

C. To ensure automation handles all tasks.

D. To minimize nonessential discussion and tasks, improving focus during critical phases.

Sterile cockpit is about keeping the crew focused during the most demanding parts of flight. In approach and landing, pilots must monitor airspeed, altitude, configuration, and glide path while coordinating with ATC and completing checklists. Limiting nonessential discussion and tasks reduces workload and removes distractions, so both pilots can react quickly and accurately to any changes or issues. This focused environment helps prevent errors that can occur from chatter or side tasks during a high-risk phase. The other options would introduce unnecessary distraction or rely too heavily on automation, which isn't the goal of the sterile cockpit rule.

5. Which aircraft family is explicitly mentioned regarding tail strike risk when floating in ground effect?

A. CRJ 550/700 or 900

B. A320

C. 737

D. CRJ 200

Floating in ground effect means the airplane sits and flies very close to the runway as it transitions to climb. In that phase, a high nose-up attitude or a late rotation can bring the tail closer to the runway, increasing the risk of a tail strike. The training material specifically notes tail strike risk in this situation for the CRJ 550/700 or 900 family, making it the correct choice. The other aircraft options aren't singled out with this explicit warning in the IMT material.

6. What is the purpose of assigning cross-check responsibilities in a pre-takeoff briefing?

A. To assign who checks each item and ensure responsibilities are clear.

B. To assign blame for errors if they occur.

C. To decide seating for passengers.

D. To discuss weather only.

Assigning cross-check responsibilities in a pre-takeoff briefing means designating who verifies each critical item and making those roles explicit. This creates clear duties so nothing falls through the cracks, and it provides a built-in check where one pilot confirms what the other has done before takeoff. It also strengthens teamwork and communication under pressure, which is the essence of effective crew resource management. This isn't about blaming someone for errors; it's about preventing errors by having a structured, transparent process. It's not about seating passengers or discussing weather in isolation—the focus is on who checks what and ensuring those checks are performed reliably.

7. What is the role of a preflight/flow check?

A. To finalize fuel calculations.

B. To verify airworthiness, confirm configuration, and identify any issues before taxi.

C. To check weather only.

D. To train the pilot in emergency procedures.

Before taxi, a preflight/flow check is done to confirm the aircraft is safe to operate. The main idea is to verify airworthiness, make sure the aircraft is configured correctly for takeoff, and spot any issues before the airplane moves. Airworthiness means no outstanding maintenance items or faults that would prevent flight, and that required inspections or directives are satisfied. Configuration means checking that systems and controls are set for the planned takeoff—things like flaps, trim, lights, navigation/communication equipment, and doors or exits are secured. It also involves confirming fuel quantity, weight and balance are within limits, and that all indications appear normal. By following a standardized flow, the crew reduces the chance of missing something and can address discrepancies before they become problems in the air. The other tasks mentioned—focusing only on weather, or treating fuel calculations, or emergency- procedure training as the sole purpose—aren't what the preflight flow is primarily designed to ensure.

8. For takeoff in the example weather, which anti-ice system combination is required?

A. Cowls and Wings

B. Wings only

C. Cowl only

D. None

Protecting critical surfaces in icing conditions means you must keep ice off both the engine inlet/cowl area and the wing leading edges during takeoff. Engine cowl anti-ice prevents ice from forming around the nacelle and inlet, which could shed ice into the engine or cause a loss of thrust. Wing anti-ice keeps the wing's leading edges ice-free, preserving lift and maintaining the proper stall characteristics. In the weather shown, procedures require both systems to be energized for takeoff so you're protected on both surfaces during this high-risk phase. If only one surface were protected, ice could still build up on the other, compromising power delivery or lift and reducing safety margins. Therefore, the correct combination is to have both cowls and wings anti-ice active.

9. What is the minimum ceiling and visibility for LAHSO (with PAPI/VASI)?

A. 1,200 ft / 2 miles

B. 1,000 ft / 3 miles

C. 2,000 ft / 4 miles

D. 1,500 ft / 5 miles

LAHSO minima when a PAPI or VASI is installed and operating are set to ensure you can safely complete the landing and hold short. The required weather is a ceiling of 1,000 feet and visibility of 3 miles. The 1,000-foot ceiling gives enough vertical margin to see and manage the approach environment and the hold-short point, while the 3 miles of visibility provides sufficient horizontal separation to detect the hold-short cue and runway surroundings in typical IMC or marginal VFR conditions. The PAPI/VASI aids your descent visually, but it does not replace the need for these weather minimums for safe LAHSO operations. If the weather doesn't meet these minimums, LAHSO should not be accepted.

10. How does weather affect planning and minimums for an approach?

A. Weather has no impact on approach minima.

B. Weather determines approach minima and may require alternate planning if visibility or ceiling are below limits.

C. Weather affects only fuel calculations.

D. Weather only influences departure procedures.

Weather sets the minimums you must meet to perform an instrument approach. The approach plates list the lowest acceptable ceiling and visibility for each approach type and runway, and you must be able to meet those values to descend and land. If the forecast or actual weather at the destination (or an intended alternate) is below those limits, you can't descend to the published minimums and you need to alter your plan—often by selecting a different airport, delaying the approach, or executing a missed approach and diverting. This is why weather drives both the choice of approach and the planning decisions you make, including whether an alternate is required and how much fuel to carry. If the weather meets the published minima, you may proceed; if not, you adjust the plan accordingly.

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://skywestimt1.examzify.com

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