

SKYWEST INITIAL MANEUVERS TRAINING (IMT) 1 PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 the minimum speed that may be flown until flap retraction altitude?**
 - A. V_2+20
 - B. V_2
 - C. V_{fto}
 - D. V_{ref}

- 2. By 500 ft HAT, what criterion must be met?**
 - A. Appropriate approach airspeed established with adjustments for gust factor applied if required
 - B. Landing gear down and flaps full
 - C. Thrust levers at idle
 - D. Runway in sight

- 3. A runway reported as "Patchy" contamination is considered contaminated.**
 - A. True
 - B. False
 - C. Not enough information
 - D. It depends on runway length

- 4. 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.

- 5. How should crews respond to degraded avionics when standby instruments are not available?**
 - A. Maintain control, follow contingency procedures, and communicate clearly.
 - B. Continue as planned without changes.
 - C. Immediately declare an emergency and land at the nearest suitable airport.
 - D. Power down instruments and rely on visual cues.

- 6. In a holding pattern, pilots typically adhere to:**
- A. A random altitude chosen by the pilot.
 - B. A published altitude and speed.
 - C. A random altitude assigned by ATC during the hold.
 - D. Only the vertical speed.
- 7. Under what conditions should you update the altimeter setting to maintain accurate altitude?**
- A. Only during night operations.
 - B. When ATC instructs a different altitude or field elevation changes.
 - C. Never adjust after takeoff.
 - D. Only when flying over water.
- 8. Under what condition may a precision approach continue if the reported visibility drops below minimums?**
- A. Established on the glide slope at or below the published intercept altitude
 - B. When runway is in sight
 - C. When automatic landing system is engaged
 - D. When you cross the missed approach point
- 9. What is a typical consequence of ignoring weight and balance in IMT 1 operations?**
- A. It has no impact on flight safety.
 - B. It only affects fuel efficiency.
 - C. It can lead to unsafe takeoff/landing performance and degraded stall margins.
 - D. It determines the color of the cabin lighting.
- 10. What must the aircraft do regarding the instrument approach course until maneuvering to land during a KMFR night visual approach?**
- A. Remain on the instrument approach course until maneuvering to land.
 - B. Leave the instrument approach course once established on final.
 - C. Remain on the runway heading.
 - D. Follow ATC vectors to landing.

Answers

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

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Explanations

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1. What is the minimum speed that may be flown until flap retraction altitude?

A. V_2+20

B. V_2

C. V_{fto}

D. V_{ref}

When performing a takeoff with flaps still extended, you need a solid margin above stall and enough control authority, especially if an engine fails. The speed you hold until you reach the flap retraction altitude is V_2 plus 20 knots. V_2 gives you the minimum safe climb speed with one engine inoperative, but adding 20 knots accounts for gusts, pilot technique, and the reduced effectiveness of controls as you begin the flap transition. That extra buffer helps ensure you can maintain a safe climb and recover if another issue arises while the airplane is still in the takeoff configuration. Once you reach the flap retraction altitude, you can retract the flaps and continue toward the clean-air speed target. Other speeds listed do not provide the required margin during this transition phase.

2. By 500 ft HAT, what criterion must be met?

A. Appropriate approach airspeed established with adjustments for gust factor applied if required

B. Landing gear down and flaps full

C. Thrust levers at idle

D. Runway in sight

The important idea here is stabilized approach criteria. By 500 ft height above the touchdown, you must have the appropriate approach airspeed established and ready to fly the remainder of the final approach. Setting the correct approach airspeed means choosing a speed that provides safe energy management and maneuver margin for the conditions. When gusts are present, you adjust that target airspeed by the gust factor so that, even with wind-induced fluctuations, you stay within safe limits and maintain a stable path toward the runway. The other items—landing gear and flaps configuration, thrust position, or having the runway in sight—are not the universal requirement at this exact point. Gear and flaps may be set earlier or later depending on procedures, idle thrust isn't a general criterion for stabilization by this altitude, and you can have the runway out of sight on a precision approach until arrival at the appropriate decision or visibility point.

3. A runway reported as "Patchy" contamination is considered contaminated.

A. True

B. False

C. Not enough information

D. It depends on runway length

In runway surface reporting, the description of contamination focuses on how widespread the contamination is. Patchy means there are contaminated patches, not a uniformly contaminated surface. The term contaminated is used when the surface is broadly affected or when braking action is significantly degraded across the runway. So, simply having patchy contamination does not automatically classify the entire runway as contaminated. You'd assess the extent and where the patches are, and only label the runway contaminated if the affected area meets the criteria or thresholds for contamination.

4. 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.

5. How should crews respond to degraded avionics when standby instruments are not available?

- A. Maintain control, follow contingency procedures, and communicate clearly.**
- B. Continue as planned without changes.
- C. Immediately declare an emergency and land at the nearest suitable airport.
- D. Power down instruments and rely on visual cues.

When you have degraded avionics and standby instruments aren't available, the priority is to keep the aircraft under control while following established procedures and keeping everyone in the loop. Maintaining control means staying on a stable flight path, keeping wings level, and managing pitch, power, and configuration using whatever reliable cues remain—adhere to the checklist or QRH for degraded avionics, set a safe minimum altitude and altitude/heading as directed by the procedure, and stabilize the flight phase you're in. Following contingency procedures ensures you address the fault in a structured way, reducing surprise and workload during a challenging situation. Clear communication with ATC and the crew is essential so the team understands what you're doing, what deviations from the plan are happening, and what help or vectors you need as the situation evolves. Continuing as planned ignores the degraded state and can lead to loss of situational awareness. Declaring an emergency and landing at the nearest suitable airport too aggressively may be appropriate in a real-time safety threat, but the general guidance is to first stabilize and follow procedures while coordinating with ATC. Powering down instruments and relying solely on visual cues is risky, especially if you're operating in IMC or transitioning weather, since you may lose critical references.

6. In a holding pattern, pilots typically adhere to:

- A. A random altitude chosen by the pilot.
- B. A published altitude and speed.**
- C. A random altitude assigned by ATC during the hold.
- D. Only the vertical speed.

In a holding pattern, you follow published constraints for the hold: you fly at a specified altitude and within a specified speed, as published on the hold procedure or as cleared by ATC. This keeps the pattern predictable, ensures proper spacing, and allows ATC to manage arriving and departing traffic safely. A random altitude chosen by the pilot would disrupt separation and the intended hold geometry. While ATC can issue a new altitude during the hold, that's an updated clearance, not the baseline data you're expected to adhere to. And focusing only on vertical speed wouldn't maintain the required altitude or the published speed constraints, which are essential for the hold to function correctly.

7. Under what conditions should you update the altimeter setting to maintain accurate altitude?

- A. Only during night operations.
- B. When ATC instructs a different altitude or field elevation changes.**
- C. Never adjust after takeoff.
- D. Only when flying over water.

Keeping altitude accurate relies on using the current local pressure reference. When you move into airspace with a different field elevation or ATC assigns a new altitude, you must update the altimeter setting to the local QNH. This makes your indicated altitude match the actual altitude you should be at, preserving safe separation from terrain and other aircraft. The altimeter responds to changes in pressure, and without updating the setting, your reading can drift from the true altitude as you move or as weather alters pressure. So updates are required whenever ATC changes your assigned altitude or you transition to an area with a different field elevation. Night operations, never adjusting after takeoff, or flying only over water do not negate this need.

8. Under what condition may a precision approach continue if the reported visibility drops below minimums?

- A. Established on the glide slope at or below the published intercept altitude**
- B. When runway is in sight
- C. When automatic landing system is engaged
- D. When you cross the missed approach point

In a precision approach, you may continue only if you're on the proper instrument flight path despite the visibility dropping below minimums. Specifically, you must be established on the glide slope and at or below the published intercept altitude. Being established on the glide slope means you're properly captured and tracking the vertical guidance along the glide path with acceptable deviations. Being at or below the intercept altitude ensures you're at the correct point to continue the descent on the protected path toward the runway. If you're not on the glide slope, or you're above the published intercept altitude, continuing would take you off the protected path and into higher risk, so you should not continue. Merely having the runway in sight does not override the minimums for a precision approach, and an engaged automatic landing system does not by itself permit continuing below minimums. Crossing the missed approach point indicates you'd be committed to a missed approach rather than continuing the landing.

9. What is a typical consequence of ignoring weight and balance in IMT 1 operations?

- A. It has no impact on flight safety.
- B. It only affects fuel efficiency.
- C. It can lead to unsafe takeoff/landing performance and degraded stall margins.**
- D. It determines the color of the cabin lighting.

Weight and balance determine how the airplane will respond to controls and how it behaves at low speeds. If you ignore it in IMT 1 operations, you can end up with unsafe takeoff and landing performance and degraded stall margins. When the center of gravity is not within the proper range, the airplane's stability and control effectiveness change. That can make rotation and liftoff require different speeds or more control input, increase or decrease takeoff distance, and affect climb performance. On landing, improper balance can make it harder to control the airplane at low speeds, complicate the flare, and alter how the airplane stalls, potentially reducing the warning and recovery capability you expect. This is why staying within weight and balance limits is essential for predictable handling, safe takeoff rotations, stable approaches, and reliable stall margins during IMT 1 training.

10. What must the aircraft do regarding the instrument approach course until maneuvering to land during a KMFR night visual approach?

- A. Remain on the instrument approach course until maneuvering to land.**
- B. Leave the instrument approach course once established on final.
- C. Remain on the runway heading.
- D. Follow ATC vectors to landing.

The instrument approach course provides the defined, obstacle-cleared path from the approach segment to the runway. Even on a KMFR night visual approach, you stay on that published course until you are in position to maneuver to land. This ensures you maintain the correct alignment and descent path under IFR guidance until you are ready to complete the landing. Only after you are established on final and cleared to land (or instructed to proceed visually to landing) would you transition from following the approach course to executing the landing maneuvers.

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!

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