

T-1A Jayhawk Instrument/Navigation Phase (XPW) IT 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. What obstacle clearance do emergency safe altitudes provide within 100 NM of a facility?**
 - A. 500 feet**
 - B. 1,000 feet**
 - C. 1,500 feet**
 - D. 2,000 feet**

- 2. What degree of bank do the standard Vref speeds allow you to use?**
 - A. Up to 10°**
 - B. Up to 15°**
 - C. Up to 20°**
 - D. Up to 30°**

- 3. What should be checked before executing a go-around if the runway is not visible?**
 - A. Fuel levels**
 - B. Wing configuration**
 - C. Aircraft weight**
 - D. Flight path clearance**

- 4. Is it permissible to hold over a VORTAC?**
 - A. Yes, using the NDB portion**
 - B. Yes, but only the VOR portion**
 - C. No**
 - D. Yes, over any part of the facility**

- 5. What rule of thumb should be used for a level off lead point when the VSI is less than 2000 fpm?**
 - A. Use 5% for a rapid transition**
 - B. Use 10% for a smooth transition**
 - C. Cut horizontal speed by half**
 - D. Maintain the current vertical speed**

- 6. Which instrument provides information on the aircraft's angle of attack?**
- A. Fuel Flow**
 - B. VSI**
 - C. AoA Indicator**
 - D. Altimeter**
- 7. When do you set your altimeter to 29.92 under ICAO rules during climb or departure?**
- A. As you approach the cruising altitude**
 - B. As you pass TA**
 - C. At the transition level**
 - D. At the initial approach fix**
- 8. What should a pilot do if instructed to disregard SID restrictions?**
- A. Proceed as per filed route**
 - B. Climb unrestricted as necessary**
 - C. Contact ATC for clarification**
 - D. Maintain the published SID restrictions**
- 9. Which of the following is NOT recommended during climbout?**
- A. Maintain a steady climb pitch**
 - B. Delay any turns**
 - C. Adjust flaps after takeoff**
 - D. Monitor engine performance**
- 10. What is the maximum time limit for the offset (teardrop) track during an approach?**
- A. 1 minute**
 - B. 1½ minutes**
 - C. 2 minutes**
 - D. 2½ minutes**

Answers

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

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Explanations

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1. What obstacle clearance do emergency safe altitudes provide within 100 NM of a facility?

- A. 500 feet
- B. 1,000 feet**
- C. 1,500 feet
- D. 2,000 feet

Emergency safe altitudes are designed to ensure that an aircraft maintains a safe vertical distance above obstacles within a specified range of a facility, particularly during emergency situations where navigation may be compromised. Within 100 nautical miles of a facility, the standard for emergency safe altitudes provides an obstacle clearance of 1,000 feet above the highest obstacle located within that 100 NM radius. This height is crucial for providing sufficient margin to avoid collisions with terrain, buildings, or other structures, especially when visibility and situational awareness may be limited. Upholding this standard is vital for pilot safety and aircraft operation during emergencies, making it a critical aspect of aviation regulations and flight planning.

2. What degree of bank do the standard Vref speeds allow you to use?

- A. Up to 10°
- B. Up to 15°**
- C. Up to 20°
- D. Up to 30°

The standard Vref speeds are designed to establish safe operating parameters for approach and landing configurations. These speeds provide guidance on the maximum bank angle that can be safely used, which is essential during critical phases of flight such as approach and go-around. In the context of Vref, a bank angle of up to 15° is generally accepted as safe. At this bank angle, the aircraft can maintain controlled flight while adequately responding to the necessary maneuvers for approach stability. This bank limit allows for a balance between maintaining a proper flight profile and ensuring that the wing remains within the appropriate lift and drag characteristics associated with Vref speeds. Bank angles greater than this could compromise the aircraft's performance, especially concerning stall margins and handling characteristics, which are crucial during final approach. Understanding this allows pilots to confidently utilize Vref speeds while being aware of the limitations on bank angles to ensure safe and effective navigation.

3. What should be checked before executing a go-around if the runway is not visible?

- A. Fuel levels**
- B. Wing configuration**
- C. Aircraft weight**
- D. Flight path clearance**

When considering the decision to execute a go-around when the runway is not visible, flight path clearance is crucial. The aircraft must have a clear path to maneuver safely and effectively, especially if it cannot proceed to land. This involves confirming that there is sufficient vertical and lateral space to climb away from the airport environment without encountering obstacles. In a go-around scenario, the pilot must also factor in other aircraft in the vicinity, which may be on approach or in the traffic pattern. Ensuring that the approach path is clear of both terrain and other aviation traffic is critical to maintaining safety and avoiding potential collisions. While fuel levels, wing configuration, and aircraft weight are important factors to assess during flight operations, they do not directly relate to the immediate decisions involving the visibility of the runway and the necessity for a go-around. Thus, the focus should primarily be on ensuring a safe flight path clearance to execute an effective go-around maneuver.

4. Is it permissible to hold over a VORTAC?

- A. Yes, using the NDB portion**
- B. Yes, but only the VOR portion**
- C. No**
- D. Yes, over any part of the facility**

Holding over a VORTAC is permissible, but it's specifically tied to the capabilities and requirements of the VOR portion of the VORTAC. A VORTAC comprises both VOR and TACAN systems; however, when it comes to holding patterns, pilots typically reference the VOR signals for navigation. In practice, when holding over a VORTAC, the use of the VOR component is preferred because it provides the necessary guidance for maintaining the correct course and position while in the hold. The TACAN portion, while useful for military operations and aircraft equipped to use it, is generally not utilized for the purpose of holding. Thus, choosing to hold over the VORTAC using only the VOR portion aligns with standard operating procedures and regulations established for IFR navigation. This choice accurately reflects the operational procedures pilots are expected to follow when navigating and utilizing a VORTAC for holding patterns.

5. What rule of thumb should be used for a level off lead point when the VSI is less than 2000 fpm?

- A. Use 5% for a rapid transition**
- B. Use 10% for a smooth transition**
- C. Cut horizontal speed by half**
- D. Maintain the current vertical speed**

When considering the level off lead point for an aircraft when the Vertical Speed Indicator (VSI) shows less than 2000 feet per minute, using a rule of thumb of 10% for a smooth transition is advisable. This approach helps ensure that the aircraft levels off gently and avoids abrupt changes in altitude that could lead to discomfort or loss of control. When leveling off, initiating the transition at a lead point that is 10% of the vertical speed provides a systematic way to predict when to begin the leveling process. For instance, if you are climbing at 1000 feet per minute, starting to level off approximately 100 feet before reaching your target altitude would allow for a gradual adjustment to level flight. This promotes a smoother flight experience and better adherence to altitude restrictions, especially in busy airspace. This method is effective in maintaining control and stability during the transition to level flight, making it a preferred technique in flight operations.

6. Which instrument provides information on the aircraft's angle of attack?

- A. Fuel Flow**
- B. VSI**
- C. AoA Indicator**
- D. Altimeter**

The instrument that provides information on the aircraft's angle of attack is the Angle of Attack (AoA) Indicator. This instrument is specifically designed to measure the angle between the oncoming air or relative wind and a reference line on the aircraft, typically the wing. The AoA is crucial for flight safety, as it helps pilots determine how close the aircraft is to reaching the critical angle of attack, beyond which a stall may occur. In contrast, the other instruments listed have different functions. Fuel Flow measures the rate of fuel consumption, which is important for understanding fuel efficiency and operational range. The Vertical Speed Indicator (VSI) indicates whether the aircraft is climbing or descending and at what rate. The Altimeter measures the aircraft's altitude above sea level based on atmospheric pressure. While these instruments are vital for evaluating different aspects of flight, they do not provide specific information regarding the angle of attack. This makes the AoA Indicator the clear choice for understanding and managing aircraft performance relative to the airflow around the aircraft.

7. When do you set your altimeter to 29.92 under ICAO rules during climb or departure?

- A. As you approach the cruising altitude**
- B. As you pass TA**
- C. At the transition level**
- D. At the initial approach fix**

Setting your altimeter to 29.92 inches of mercury is a standard procedure that reflects the transition from using local altimeter settings to a standardized pressure setting as you climb through the transition altitude (TA). Under ICAO rules, the transition altitude is the height at which aircraft switch from referencing local air pressure to the standard pressure setting of 29.92 inHg, which is used for flight levels above that altitude. When pilots reach the transition altitude during ascent, they adjust their altimeter setting to 29.92 inches of mercury. This practice ensures consistent altitude readings among aircraft operating in the same airspace and helps prevent altitude conflicts and enhances overall safety. The other scenarios mentioned do not correspond with the proper timing for this adjustment. Approaching cruising altitude or the transition level either occurs before the altimeter setting is changed or pertains to different altitude management procedures, and setting the altimeter at the initial approach fix is related to returning to local altimeter settings for approach rather than ascending.

8. What should a pilot do if instructed to disregard SID restrictions?

- A. Proceed as per filed route**
- B. Climb unrestricted as necessary**
- C. Contact ATC for clarification**
- D. Maintain the published SID restrictions**

When a pilot is instructed to disregard Standard Instrument Departure (SID) restrictions, the appropriate course of action is to climb unrestricted as necessary. This instruction typically indicates that the original SID restrictions are no longer applicable, and the pilot is allowed to operate without those limitations. The SID restrictions are designed to ensure safe and efficient routing during departure, including altitude and speed requirements. If air traffic control (ATC) instructs a pilot to disregard them, it implies that the pilot should follow the new guidance provided by ATC, which may include climbing to a certain altitude without the constraints of the SID. While the option to proceed as per the filed route may seem viable, it does not account for the specific instruction from ATC to disregard the SID, which typically overrides previous routing expectations. Contacting ATC for clarification would generally be unnecessary if a clear instruction has already been given; the pilot should instead act upon the directive received. Maintaining the published SID restrictions contradicts the explicit instruction to disregard them, making it an inappropriate option in this scenario.

9. Which of the following is NOT recommended during climbout?

- A. Maintain a steady climb pitch**
- B. Delay any turns**
- C. Adjust flaps after takeoff**
- D. Monitor engine performance**

The correct response highlights an important aspect of climbout procedures in aviation. During climbout, maintaining a consistent and steady climb pitch ensures that the aircraft accelerates properly and reaches the appropriate climb performance. This phase of flight is critical for stabilizing the aircraft's trajectory and ensuring it gains altitude effectively. Delaying any turns during this phase is standard practice to maintain a clear path and avoid potential obstacles, contributing to safety. Monitoring engine performance is crucial, as it allows the pilot to detect any abnormalities early in the flight and take corrective actions if necessary. However, adjusting flaps after takeoff is not recommended during climbout. Doing so could disrupt the aircraft's aerodynamic stability and performance while it is in a particularly sensitive phase of flight. Flaps are typically left in their configured positions until a safe altitude and a stable flight condition are reached, ensuring that the aircraft maintains optimal performance and control.

10. What is the maximum time limit for the offset (teardrop) track during an approach?

- A. 1 minute**
- B. 1½ minutes**
- C. 2 minutes**
- D. 2½ minutes**

When conducting an offset (teardrop) track during an approach, the maximum time limit is set at 1½ minutes. This time frame is essential as it helps maintain a standardized and efficient approach profile, ensuring that pilots can reliably manage their aircraft's position and improve situational awareness during the maneuver. Exceeding this time can lead to potential issues with altitude and course management, which could disrupt the overall approach. The duration is determined based on common practices in aviation that emphasize precision and timely execution during critical phases of flight, such as approaches. Adhering to this time limit allows pilots to maintain optimal spacing and separation from other aircraft while staying within safe operational limits. Understanding this timeframe is crucial for effective navigation and for ensuring compliance with regulatory standards in instrument flight operations.

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://xpwit.examzify.com>

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

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