

T-6A Mission Ground Evaluation 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 is the minimum visibility requirement to take off?

- A. 1 SM visibility**
- B. 3 SM visibility**
- C. A lowest compatible approach's minimum visibility**
- D. No minimum visibility requirement**

2. What does RVR reports apply to?

- A. Takeoff and taxiing**
- B. Takeoff, landing, and straight-in approaches**
- C. Approaches only**
- D. Landing and taxi procedures**

3. What is the ceiling requirement at an alternate airport?

- A. At least 1,500 ft.**
- B. At least 1,000 ft. or 500 ft. above the minimum**
- C. At least flight level 180**
- D. Ceiling is not a relevant factor**

4. What is the final event that marks the end of the flight duty period (FDP)?

- A. Last flight of the day**
- B. Final approach**
- C. Final engine shutdown**
- D. When aircrew logs out**

5. What must crew rest contain?

- A. Free time for meals and transportation**
- B. At least 8 hours of uninterrupted sleep**
- C. Time for physical exercise**
- D. All of the above**

6. When is an ODP (Obstacle Departure Procedure) required?

- A. When the aircraft is flying above 10,000' MSL**
- B. When an obstacle penetrates the 40:1 obstacle identification system**
- C. When visual flight rules (VFR) conditions are not met**
- D. When weather minimums fall below 3 SM**

7. What aspect of alternate airport selection requires careful consideration?

- A. Availability of fuel services**
- B. Assessment of potential weather conditions**
- C. Distance from primary route**
- D. Flight duration estimates**

8. Which of the following is true about ASDA?

- A. It includes stopway length for aborting a landing**
- B. It is only applicable for takeoff procedures**
- C. It is part of the runway length required for climb out**
- D. It is the length designated for landing approach**

9. What weather source is prioritized lower than MAJCOM approved sources?

- A. Other DoD military weather sources**
- B. Foreign civil or military weather services**
- C. Regional OWS**
- D. Other US Government Weather services**

10. What does a clearance limit fix indicate?

- A. A point to hold indefinitely**
- B. A designated point with instructions for further action**
- C. A location for fuel stops**
- D. A restriction for flying higher**

Answers

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

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Explanations

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1. What is the minimum visibility requirement to take off?

- A. 1 SM visibility
- B. 3 SM visibility
- C. A lowest compatible approach's minimum visibility**
- D. No minimum visibility requirement

The correct answer is based on flight regulations and operational safety standards pertaining to visibility during takeoff. Specifically, the minimum visibility requirement is tied to the lowest compatible approach's minimum visibility. This means that pilots must adhere to the visibility conditions set forth for the specific approach procedure they are using. Approach procedures are designed to ensure that pilots can safely land the aircraft, and these procedures have established visibility criteria that account for the aircraft's performance capabilities, the environment, and potential obstacles. By linking the takeoff visibility requirement to the approach minimums, it ensures that pilots are operating under conditions that facilitate safe navigation and landing. This approach encourages consistency in flight operations, as pilots need to be aware of the specific requirements for both takeoff and landing, which promotes overall safety in flight operations. In reduced visibility conditions, it is crucial for pilots to have clear guidance on both the takeoff and approach phases to ensure a safe flying environment. The other choices either reflect specific visibility thresholds that may not apply uniformly across all operations or incorrectly imply that there are no established minimums. Thus, aligning takeoff visibility with the lowest compatible approach's minimums ensures adherence to safety protocols and enhances situational awareness for pilots.

2. What does RVR reports apply to?

- A. Takeoff and taxiing
- B. Takeoff, landing, and straight-in approaches**
- C. Approaches only
- D. Landing and taxi procedures

RVR, or Runway Visual Range, reports are crucial for understanding visibility conditions along the runway. These reports specifically pertain to critical phases of flight where visual cues are essential for safety, particularly during takeoff and landing operations, as well as during straight-in approaches. The main reason the chosen answer is correct is that RVR readings provide pilots with information that helps assess whether they can safely complete these operations based on visibility. During takeoff, sufficient visibility ensured by RVR is necessary for pilots to safely maneuver on the runway, while during landing, it provides important data to confirm that the pilot can see the runway environment at a safe altitude. Straight-in approaches also rely on RVR values, helping pilots make informed decisions regarding the continuation of the approach when visibility conditions are marginal. Understanding the role of RVR in these specific flight phases is vital for managing safety and compliance with regulations concerning visibility conditions, which is why the selected option encompasses the full spectrum of its application.

3. What is the ceiling requirement at an alternate airport?

- A. At least 1,500 ft.
- B. At least 1,000 ft. or 500 ft. above the minimum**
- C. At least flight level 180
- D. Ceiling is not a relevant factor

The ceiling requirement at an alternate airport is particularly crucial for ensuring that a flight can be safely diverted and landed if necessary. According to aviation regulations, to qualify as an alternate airport, the ceiling must be at least 1,000 feet above the minimums required for that approach, or at least 1,500 feet above the airport elevation, whichever is higher. This ensures that there is sufficient visibility and height for pilots to safely execute a landing. This requirement is designed to provide an adequate safety margin, allowing pilots to navigate around any adverse weather conditions or other hazards that may be present at the alternate airport. This is essential for planning purposes and for ensuring that a flight can divert to a safe location without undue risk. In contrast, other options do not align with regulatory standards or safety protocols for alternate airports, as they either set insufficient requirements or fail to consider the necessary minimums for safe operations. This highlights the importance of having the right ceiling criteria in place for alternate airports to support safe aviation practices.

4. What is the final event that marks the end of the flight duty period (FDP)?

- A. Last flight of the day
- B. Final approach
- C. Final engine shutdown**
- D. When aircrew logs out

The final event that marks the end of the flight duty period (FDP) is the final engine shutdown. This point is significant because the definition of the FDP encompasses both the maximum allowable duty time and the actual time flown. The end of an operational flight is determined when the engines are shut down, indicating that all airborne responsibilities have been completed. This event effectively transitions the status of the aircrew from operational readiness to off-duty. Understanding the importance of this moment helps ensure compliance with regulatory requirements for crew rest and overall safety, as it contributes to preventing fatigue among aircrew members. The other options may relate to the flight but do not signify the conclusion of the duty period, thus highlighting the importance of engine shutdown as the definitive end to the FDP.

5. What must crew rest contain?

- A. Free time for meals and transportation
- B. At least 8 hours of uninterrupted sleep
- C. Time for physical exercise
- D. All of the above**

Crew rest is critical for maintaining the performance and safety of aviation personnel, especially in the context of flight operations where mental alertness and physical well-being are paramount. The requirement for crew rest encompasses several important aspects necessary to ensure that crew members can perform optimally. The provision for free time for meals and transportation is essential, as it allows crew members to maintain their nutritional needs and mental well-being. Adequate time for these activities helps prevent fatigue and provides an opportunity to unwind before or after flying duties. Uninterrupted sleep of at least 8 hours is fundamentally important. Sleep is essential for cognitive functions, reaction times, and overall performance. Insufficient sleep can severely compromise a crew member's ability to make sound judgments and react effectively during critical phases of flight. Including time for physical exercise contributes to both the physical and mental health of the crew. Regular physical activity can reduce stress and improve resilience—factors that can enhance performance in high-stakes situations. Therefore, effective crew rest must include measures that encompass all these aspects—uninterrupted sleep, opportunities for nutrition and transportation, and physical exercise—ensuring that the crew is fully equipped for the demands of their duties.

6. When is an ODP (Obstacle Departure Procedure) required?

- A. When the aircraft is flying above 10,000' MSL
- B. When an obstacle penetrates the 40:1 obstacle identification system**
- C. When visual flight rules (VFR) conditions are not met
- D. When weather minimums fall below 3 SM

An Obstacle Departure Procedure (ODP) is specifically designed to provide a safe departure route for an aircraft when there are obstacles in the vicinity of the departure airport. The requirement for an ODP is particularly relevant when an obstacle penetrates the 40:1 obstacle identification surface. This surface serves as a protective barrier, ensuring that departing aircraft have sufficient clearance from obstacles during the initial climb phase. If an obstacle is identified within this surface, an ODP helps pilots navigate safely by outlining a specified departure route that mitigates the risk of collision with such obstacles. This is crucial in maintaining safety, particularly in complex environments where visual references may not be clear or available. The other options, while they pertain to specific flight scenarios and regulations, do not directly define the circumstances under which an ODP is required. The presence of obstacles that encroach upon the designated clearance surface highlights the need for prescribed procedures to ensure a safe ascent and avoid potential hazards during departure.

7. What aspect of alternate airport selection requires careful consideration?

- A. Availability of fuel services**
- B. Assessment of potential weather conditions**
- C. Distance from primary route**
- D. Flight duration estimates**

The selection of an alternate airport is crucial to ensuring flight safety and operational efficiency, and the assessment of potential weather conditions is a key factor in this decision-making process. Weather can significantly influence the suitability of an alternate airport, affecting visibility, wind patterns, precipitation, and other conditions that directly impact approach and landing safety. If the weather at an alternate airport is forecast to be poor, the safety of conducting a landing there may be compromised, even if the airport is otherwise suitable. Therefore, evaluating the predicted weather conditions helps pilots determine if an alternate airport will be a safe option during the course of their flight. Though other factors, such as availability of fuel services, distance from the primary route, and flight duration estimates, are important in the overall planning and operational considerations, they don't have as immediate an impact on the safety and feasibility of a landing compared to the current and forecasted weather conditions. Understanding these weather assessments enables pilots to make informed choices that prioritize safety in their flight plans.

8. Which of the following is true about ASDA?

- A. It includes stopway length for aborting a landing**
- B. It is only applicable for takeoff procedures**
- C. It is part of the runway length required for climb out**
- D. It is the length designated for landing approach**

The statement that ASDA (Accelerate-Stop Distance Available) includes the stopway length for aborting a landing is accurate. ASDA is defined as the length of runway plus any stopway that is available for aborting a takeoff. It allows pilots to understand the total distance they have available to safely bring the aircraft to a stop if they need to reject the takeoff after the decision point. ASDA is particularly important during takeoff operations, as it provides a measure of safety by ensuring there is additional length beyond the runway to accommodate any potential stoppage during the takeoff phase. Thus, incorporating stopway length is crucial for fully understanding the operational limits under which a flight can proceed safely. The inclusion of the stopway is also vital for meeting regulatory requirements and ensuring safe flight operations. The other options do not accurately reflect the role of ASDA. It is not limited solely to takeoff procedures, nor does it pertain to climb-out requirements or the landing approach length, making them less relevant in the context of ASDA's specific definition and purpose.

9. What weather source is prioritized lower than MAJCOM approved sources?

- A. Other DoD military weather sources
- B. Foreign civil or military weather services
- C. Regional OWS**
- D. Other US Government Weather services

The choice regarding the prioritization of weather sources highlights the hierarchy of reliability and authority attributed to different types of weather data providers. Major Command (MAJCOM) approved sources are considered the most reliable and prioritized for mission-related decisions in military contexts due to their adherence to specific military standards and operational requirements. Regional Operational Weather Squadrons (OWS) play a critical role in providing tailored weather briefings and support specifically designed for military operations. However, while they are important, their priority is lower than MAJCOM approved sources. This is because MAJCOM sources often reflect the unique operational needs and strategies of specific military commands, which may include additional layers of verification or specific criteria that are tailored for a given mission. In contrast, the other options might include a variety of weather services, some of which can be critical but may not be specifically aligned with the military's operational context or protocols. For instance, foreign civil or military weather services can provide useful data, but they may not meet the same stringent standards as MAJCOM approved sources. Overall, the emphasis on prioritization ensures that mission-critical decisions are made based on the most relevant and reliable data available, which is effectively addressed by understanding the role of the Regional OWS in this hierarchy.

10. What does a clearance limit fix indicate?

- A. A point to hold indefinitely
- B. A designated point with instructions for further action**
- C. A location for fuel stops
- D. A restriction for flying higher

A clearance limit fix signifies a designated point in air traffic control that indicates where an aircraft is cleared to proceed. At this point, the pilot has specific instructions regarding further action, which may include holding patterns, lateral diversions, or instructions to follow once they reach the fix. This is critical for maintaining orderly air traffic and ensuring safety, as it helps manage the flow of aircraft in congested airspace. The distinction lies in the fact that while other choices may encompass aspects of flight operations, they misrepresent the specific function of a clearance limit. The clearance limit is not just a holding point, a fuel stop, or a restriction for altitude changes; it specifically relates to the next course of action for pilots once they reach a specified geographical location.

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://t6amissiongroundeval.examzify.com>

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

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