

T-6A MISSION GROUND EVALUATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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 is the maximum ceiling under which pilots will not operate VFR?**
 - A. 1000'
 - B. 1500'
 - C. 2000'
 - D. 2500'

- 3. What is the minimum amount of crew rest required before beginning the flight duty period?**
 - A. 8 hours
 - B. 10 hours
 - C. 12 hours
 - D. 14 hours

- 4. Which of the following is NOT a type of ODP?**
 - A. Visual Climb Over Airport (VCOA)
 - B. Reduced Takeoff Runway Length (RTRL)
 - C. Standard Climb Over City (SCOC)
 - D. Specific Routing

- 5. Which condition allows you to proceed without a procedure turn?**
 - A. Emergency situation
 - B. No PT (No Procedure Turn)
 - C. Low visibility
 - D. High traffic density

- 6. Which of the following is NOT a part of the runway environment for descent during landing?**
- A. Runway end identifier lights
 - B. Visual glideslope indicator
 - C. Control tower notifications
 - D. Touchdown zone markings
- 7. What is the required visibility and cloud clearance below 10,000' MSL in Class E airspace?**
- A. 3 SM visibility, 1000' above, 500' below, 2000' horizontal
 - B. 5 SM visibility, 1000' above, 1000' below, 1 SM horizontal
 - C. 1 SM visibility, 2000' above, 1000' below, 500' horizontal
 - D. 3 SM visibility, 1000' above, 1000' below, 1 SM horizontal
- 8. Which scenario would not require using an alternate airport?**
- A. Good weather conditions forecasted
 - B. Crosswinds are under limits
 - C. No approved compatible approaches
 - D. Radar or GPS aids available
- 9. What should a pilot do if their crew rest is compromised?**
- A. Address it if there's time
 - B. Inform the crew and take action
 - C. Wait for the mission briefing
 - D. Proceed as if nothing happened
- 10. What does "expected" refer to in IFR NORDO altitude procedures?**
- A. An altitude that the pilot can safely assume
 - B. An altitude that may be given by air traffic control
 - C. The maximum altitude allowed by regulations
 - D. An altitude to be prepared for descent

Answers

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1. C
2. B
3. C
4. C
5. B
6. C
7. A
8. A
9. B
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 is the maximum ceiling under which pilots will not operate VFR?

- A. 1000'
- B. 1500'**
- C. 2000'
- D. 2500'

The maximum ceiling under which pilots will not operate VFR (Visual Flight Rules) is 1500 feet. This standard is established to ensure that pilots maintain sufficient visibility and separation from obstacles and other aircraft while flying under visual conditions. When operating under VFR, pilots are responsible for seeing and avoiding other aircraft, as well as navigating using visual references. A ceiling of 1500 feet or below may significantly restrict visibility, making it challenging for pilots to maintain situational awareness and safely navigate. The requirement for minimum ceiling helps promote safety by ensuring pilots remain at a height where they can reliably see and avoid potential hazards. Ceilings above 1500 feet typically provide better visibility and more space for pilots to maneuver visually, thus when the ceiling is at or above this threshold, VFR operations are generally more feasible and safe.

3. What is the minimum amount of crew rest required before beginning the flight duty period?

- A. 8 hours
- B. 10 hours
- C. 12 hours**
- D. 14 hours

The correct answer is based on regulatory requirements for crew rest periods aimed at ensuring that pilots are adequately rested before they commence their flight duty period. A minimum of 12 hours of crew rest is crucial to mitigate fatigue and enhance safety in flight operations. This rest period allows pilots to recover from previous duties and prepare for the demands of flying. The 12-hour minimum includes provisions for uninterrupted sleep time, which is important for cognitive function and decision-making during flights. Adequate rest is recognized as a critical factor for maintaining performance and reducing the risk of errors due to fatigue. In contrast, less than 12 hours of crew rest would not sufficiently ensure that pilots are fully attentive and capable of handling the challenges presented during flight. Regulatory standards are developed to consider these aspects, emphasizing the need for longer rest periods to support pilot well-being and flight safety.

4. Which of the following is NOT a type of ODP?

- A. Visual Climb Over Airport (VCOA)
- B. Reduced Takeoff Runway Length (RTRL)
- C. Standard Climb Over City (SCOC)**
- D. Specific Routing

The Standard Climb Over City (SCOC) is not recognized as a type of Obstacle Departure Procedure (ODP). ODPs are specific procedures designed to assist pilots in safely departing from airports with obstacles in the vicinity. They typically aim to ensure that an aircraft can clear obstacles during a departure climb. The Visual Climb Over Airport (VCOA) is a valid type of ODP designed for use in visual flight rules (VFR) conditions, allowing pilots to climb visually over an airport while avoiding obstacles. Reduced Takeoff Runway Length (RTRL) procedures provide detailed guidance for departures from runways that may have restrictions compared to their full length, helping to enhance safety margins. Specific Routing procedures offer tailored flight paths to address special requirements or conditions, which are often used in conjunction with other ODPs. Understanding the classifications and types of ODPs is essential for pilots, as it informs them about various departure options available based on the specific airport and surrounding environment.

5. Which condition allows you to proceed without a procedure turn?

- A. Emergency situation
- B. No PT (No Procedure Turn)**
- C. Low visibility
- D. High traffic density

Proceeding without a procedure turn is typically appropriate in situations where the published approach procedure specifies "No PT." This instruction indicates that a procedure turn is not required for the approach and allows the pilot to proceed directly to the final approach segment. This is relevant during certain types of approaches, particularly when the configuration of the airspace or the nature of the navigation aids means that a procedure turn would not be beneficial or necessary. In contrast, other circumstances, such as emergencies, low visibility conditions, or high traffic density, might influence a pilot's decision-making but do not inherently provide a mandate to skip the procedure turn defined in standard approach patterns. Each of these situations often entails specific protocols or adjustments to flight paths, but they do not create a blanket rule about the necessity of procedure turns as the "No PT" indication does. Thus, the designation of "No PT" is the definitive condition that permits skipping the procedure turn.

6. Which of the following is NOT a part of the runway environment for descent during landing?

- A. Runway end identifier lights
- B. Visual glideslope indicator
- C. Control tower notifications**
- D. Touchdown zone markings

The runway environment for descent during landing primarily consists of visual cues and aids that assist pilots in ensuring a safe approach and landing on the runway. Runway end identifier lights, visual glideslope indicators, and touchdown zone markings all fall within this category as they are directly involved in guiding the aircraft during its final approach. Runway end identifier lights provide visual confirmation of the runway's location at night or in low-visibility conditions. The visual glideslope indicator helps pilots maintain the correct descent path, while touchdown zone markings indicate the area on the runway where the aircraft is expected to first contact the pavement. In contrast, control tower notifications are not a physical part of the runway environment but rather represent communications that provide critical operational information to pilots. While they are essential for safe operations and may include instructions regarding approach and landing, they do not constitute a physical component of the runway environment itself, which is why this option is identified as not being part of the runway environment for descent during landing.

7. What is the required visibility and cloud clearance below 10,000' MSL in Class E airspace?

- A. 3 SM visibility, 1000' above, 500' below, 2000' horizontal**
- B. 5 SM visibility, 1000' above, 1000' below, 1 SM horizontal
- C. 1 SM visibility, 2000' above, 1000' below, 500' horizontal
- D. 3 SM visibility, 1000' above, 1000' below, 1 SM horizontal

The correct answer specifies that in Class E airspace below 10,000' MSL, the visibility requirement is 3 statute miles, along with cloud clearance of 1,000 feet above the clouds, 500 feet below the clouds, and 2,000 feet horizontal from the clouds. This aligns with the Federal Aviation Administration (FAA) regulations governing visual flight rules (VFR) and the specific guidelines for Class E airspace. In Class E airspace, which is typically utilized for transitioning purposes and when flying below 10,000 feet, maintaining adequate visibility and separation from clouds is essential for safe flight operations. The visibility of 3 statute miles ensures that a pilot has enough visual reference to navigate safely, while the cloud clearance rules prevent potential risks associated with flying too close to cloud formations, which could obstruct visibility and lead to conflicts with other aircraft. The specified vertical and horizontal distances from clouds are designed to ensure safe separation and margin for visual navigation. The other choices present requirements that do not correspond to the regulations established for Class E airspace, thereby making them incorrect. Option B suggests a greater visibility requirement and provides less horizontal clearance, which does not meet the established guidelines. Option C has minimum visibility which is less than required,

8. Which scenario would not require using an alternate airport?

- A. Good weather conditions forecasted**
- B. Crosswinds are under limits
- C. No approved compatible approaches
- D. Radar or GPS aids available

Using an alternate airport is often a critical component of flight planning and operations, particularly in terms of ensuring safety and readiness for unexpected contingencies. The scenario where good weather conditions are forecasted is one where the need for an alternate airport is typically reduced or may not be necessary. When the weather conditions are favorable — indicating clear skies, good visibility, and suitable winds — the likelihood of complications that could necessitate diverting to an alternate airport decreases. In such cases, the pilot can be fairly confident in the ability to complete the flight as planned. In contrast, having restrictions such as crosswinds that exceed safe limits, the absence of approved compatible approaches, or not having reliable navigation aids would all indicate a higher likelihood of needing an alternate. These situations would compromise the safety of landing at the intended airport, thus emphasizing the need for a fallback location.

9. What should a pilot do if their crew rest is compromised?

- A. Address it if there's time
- B. Inform the crew and take action**
- C. Wait for the mission briefing
- D. Proceed as if nothing happened

When a pilot's crew rest is compromised, the most appropriate course of action is to inform the crew and take action. Ensuring that all crew members are aware of any compromise in crew rest is crucial for maintaining safety and operational effectiveness. Crew rest is essential for alertness and performance, and any disruption can impact a pilot's ability to operate the aircraft safely. By communicating the issue to the crew, they can collectively assess the situation, determine if they need to delay flight operations, request additional rest, or seek alternative solutions. Taking prompt action upon recognizing a compromise to crew rest helps prioritize safety and ensures that all crew members can operate at their best. This choice emphasizes the importance of communication and collaboration among crew members in addressing potential safety risks.

10. What does "expected" refer to in IFR NORDDO altitude procedures?

- A. An altitude that the pilot can safely assume
- B. An altitude that may be given by air traffic control**
- C. The maximum altitude allowed by regulations
- D. An altitude to be prepared for descent

In the context of IFR (Instrument Flight Rules) NORDDO (No Radio) altitude procedures, "expected" refers specifically to an altitude that may be communicated to the pilot by air traffic control. When operating under IFR without radio communication, pilots are often required to follow specific altitude protocols in the absence of guidance from ATC. These expected altitudes serve as a standard operating procedure to ensure that pilots maintain safe separation from other aircraft, and they provide a framework for expected behavior during flight in uncontrolled situations. Understanding that "expected" signifies the altitude provided by air traffic control is crucial for pilots who may need to continue on a course and maintain altitude without communication. The guidelines help establish a level of predictability and safety for pilots who might find themselves out of contact due to radio failure, ensuring that they adhere to altitudes that ATC would have instructed them to fly had communication been possible.

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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