

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

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://t6amissiongroundeval.examzify.com>



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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 role of a Traffic Resolution Advisory?**
 - A. To alert pilots of potential delays
 - B. To recommend deviations based on weather
 - C. To instruct pilots to climb or descend due to traffic
 - D. To provide estimated time of arrivals
- 2. What term describes a location on an airport movement area with a history of potential collision risks?**
 - A. Hot Spot
 - B. Danger Zone
 - C. Risk Area
 - D. Collision Point
- 3. What does LDA refer to?**
 - A. Landing Distance Available
 - B. Landing Defense Area
 - C. Land Distance Adjusted
 - D. Landing Development Area
- 4. What is required for low-close in obstacle avoidance?**
 - A. A standard climb gradient of 200'/NM
 - B. A climb gradient greater than 200'/NM for a short distance
 - C. Complete clearance of all obstacles
 - D. An increase in runway length available
- 5. What does ICAO use as a basis for holding time?**
 - A. Inbound leg
 - B. Outbound leg
 - C. Altitude
 - D. Aircraft weight
- 6. What is the first priority source for weather information?**
 - A. Regional OWS
 - B. Other US Government Weather services
 - C. MAJCOM approved weather sources
 - D. Foreign civil or military weather services

7. What is the altitude needed for a Timed approach from holding?

- A. Must be visual
- B. Should not be below 1,000' AGL
- C. Depends on aircraft type
- D. Must remain at or above published minimums

8. What factor would necessitate the need for an alternate airport?

- A. Air turbulence in the vicinity
- B. Forecasted weather at ETA is good
- C. Crosswinds exceed operational limits
- D. Flight crew fatigue levels

9. Which of the following is NOT a type of departure method?

- A. Diverse Vector Area
- B. Consistent Departure Plan
- C. Standard Instrument Departure
- D. Diverse Departure

10. 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

Answers

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

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Explanations

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1. What is the role of a Traffic Resolution Advisory?

- A. To alert pilots of potential delays
- B. To recommend deviations based on weather
- C. To instruct pilots to climb or descend due to traffic**
- D. To provide estimated time of arrivals

The role of a Traffic Resolution Advisory is to instruct pilots to make specific altitude changes, either climbing or descending, in order to maintain safe separation from other aircraft. This advisory is crucial for enhancing safety in busy airspace, helping pilots avoid potential mid-air collisions. By providing timely instructions regarding altitude changes, this advisory assists pilots in responding to traffic conflicts effectively. In contrast, the other options represent different types of advisories or information that do not align with the specific purpose of a Traffic Resolution Advisory. For example, alerts about potential delays, recommendations based on weather conditions, and estimated time of arrivals relate to operational and planning aspects of flight but do not pertain to immediate traffic management and resolution.

2. What term describes a location on an airport movement area with a history of potential collision risks?

- A. Hot Spot**
- B. Danger Zone
- C. Risk Area
- D. Collision Point

A "Hot Spot" is the term used to identify a specific location on an airport movement area where there is a heightened risk of collision. These areas are typically points of high traffic volume or where taxiing aircraft may encounter unique situations that increase the likelihood of an incident. The use of the term "Hot Spot" is essential for enhancing situational awareness for pilots and ground personnel, as it prompts them to pay extra attention to their surroundings in these zones. In aviation safety, identifying and labeling these locations helps prevent potential accidents by ensuring that all users of the airport are aware of the increased risks associated with certain areas. Proper signage, markings, and operational procedures are often employed around Hot Spots to mitigate these risks. Other terms like "Danger Zone," "Risk Area," or "Collision Point" may broadly refer to areas of concern but do not carry the specific and recognized implication of enhanced risk that "Hot Spot" does in the aviation context.

3. What does LDA refer to?

- A. Landing Distance Available**
- B. Landing Defense Area
- C. Land Distance Adjusted
- D. Landing Development Area

LDA stands for Landing Distance Available, which is a critical factor in aviation, particularly concerning the takeoff and landing phases of flight. It refers to the length of runway that is available for an aircraft to land, measured from the point where the aircraft first touches down to the end of the usable runway. This measurement takes into account any runway obstacles, terrain features, and other elements that could affect landing performance. Understanding LDA is crucial for pilots, as it directly impacts their decision-making when it comes to which runways are safe for landing, especially under varying conditions such as aircraft weight, weather, and runway surface characteristics. By knowing the LDA, pilots can calculate required landing distances and ensure they have sufficient runway length to safely stop the aircraft, thus enhancing safety during landing operations.

4. What is required for low-close in obstacle avoidance?

- A. A standard climb gradient of 200'/NM
- B. A climb gradient greater than 200'/NM for a short distance**
- C. Complete clearance of all obstacles
- D. An increase in runway length available

The requirement for low-close in obstacle avoidance focuses on the necessity for a climb gradient that exceeds a standard rate for a limited distance. When approaching an area with potential obstacles, it is vital to ensure that the aircraft has the capability to climb sufficiently after takeoff to avoid these obstacles effectively. A climb gradient greater than 200 feet per nautical mile enables the aircraft to ascend rapidly enough to clear any immediate obstacles, ensuring safety and compliance with regulatory requirements. Choosing to focus on a short distance acknowledges that while immediate clearance is essential, it's also important to contextualize this within the entire climb performance of the aircraft. This means that while the requirement specifies a temporary boost in climb capability, it does not need to be sustained for long distances, aligning with operational flexibility during flight planning and execution.

5. What does ICAO use as a basis for holding time?

- A. Inbound leg
- B. Outbound leg**
- C. Altitude
- D. Aircraft weight

The correct choice is based on the International Civil Aviation Organization's (ICAO) standards for determining holding patterns and times. ICAO specifies that holding times are calculated primarily using the outbound leg of the hold. This is significant because the outbound leg duration is used to ensure that aircraft maintain safe separation and adhere to prescribed flight procedures while circling within the holding pattern. The outbound leg's time estimation considers the standard speed of the aircraft and the distance traveled during this segment. This practice ensures uniformity across various aircraft types and operational scenarios and helps in managing air traffic effectively. Understanding this principle is crucial for pilots and air traffic controllers as it influences the way they manage airspace around gateways and during approach phases, as well as how they communicate and coordinate between each other to maintain safety and efficiency in flight operations.

6. What is the first priority source for weather information?

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

The first priority source for weather information is MAJCOM approved weather sources. These sources are specifically designated by the Major Commands (MAJCOMs) within the military structure, ensuring that the information meets stringent military standards and operational requirements. This prioritization is crucial, as it guarantees that the data is not only accurate but also tailored to meet the unique needs of military operations. MAJCOM approved sources typically have access to real-time data, forecasts, and analyses that are vital for mission planning and execution. This direct connection to military-specific frameworks allows for timely decision-making and enhances overall operational safety and effectiveness. Other potential sources, while still valuable, do not hold the same level of authority or reliability in the context of military operations. Regional OWS (Operational Weather Squadrons) and US Government Weather services provide important information but may not always have the specific adaptations necessary for military needs. Foreign civil or military weather services could offer relevant data, but the reliability and applicability in a military context may vary, making them less favorable as a primary source.

7. What is the altitude needed for a Timed approach from holding?

- A. Must be visual
- B. Should not be below 1,000' AGL
- C. Depends on aircraft type
- D. Must remain at or above published minimums**

The correct choice emphasizes the necessity for pilots to stay at or above published minimums during a timed approach from holding. This is crucial for ensuring safety and compliance with air traffic regulations, as published minimums are established to provide a safe margin for aircraft to maintain altitude while preparing for landing. Maintaining altitude at or above the published minimums is essential in order to avoid terrain, obstructions, and to adhere to the regulations set forth for safe operations in the approach phase of flight. These minimums are determined based on various factors, including the characteristics of the approach procedure and geographical considerations, which play a vital role in ensuring that the aircraft remains within a safe operational envelope. The other choices, while relevant in their contexts, do not encapsulate the fundamental safety requirements associated with altitude when executing an approach from holding. For example, while visual conditions are important, they do not provide the structured safety net that published minimums represent. Minimum altitude requirements must always take precedence, as they allow pilots to make informed decisions based on established safety protocols.

8. What factor would necessitate the need for an alternate airport?

- A. Air turbulence in the vicinity
- B. Forecasted weather at ETA is good
- C. Crosswinds exceed operational limits**
- D. Flight crew fatigue levels

The need for an alternate airport is primarily driven by factors that can affect the safety and feasibility of landing at the intended destination. When crosswinds exceed operational limits, it means that the aircraft may not be able to land safely due to the intensity and direction of the wind relative to the runway. This directly impacts the ability of the flight crew to control the aircraft during landing, increasing the risk of an accident. Thus, when faced with such conditions, having an alternate airport designated becomes necessary to ensure the safety of the flight. In contrast, air turbulence alone, while it may pose discomfort or complicate flight operations, does not directly necessitate an alternate airport. Alternatively, if the forecasted weather at the estimated time of arrival is good, it would likely not require a diversion to an alternate airport. Lastly, while flight crew fatigue levels are important to monitor, they do not immediately dictate the need for an alternate airport; instead, they would influence operational decisions made prior to the flight or during long flights.

9. Which of the following is NOT a type of departure method?

- A. Diverse Vector Area
- B. Consistent Departure Plan**
- C. Standard Instrument Departure
- D. Diverse Departure

A consistent departure plan is not recognized as a standard type of departure method. Departure methods are specific procedures used in aviation to ensure safe and efficient aircraft departures from runways, especially in terminal airspace. Each of the other listed options represents established practices used in aviation. A Diverse Vector Area allows air traffic control to provide diverse vectors to aircraft, enabling them to navigate safely and efficiently after takeoff. Standard Instrument Departures (SIDs) are pre-defined routes that streamline departures from an airport, providing standardized navigation instructions. A Diverse Departure is a similar concept, focusing on creating flexibility in the paths that aircraft can take to exit an airspace while maintaining safety and efficiency. In contrast, a consistent departure plan does not align with recognized departure methods and does not have established protocols or standardization in aviation practice. Understanding the definitions and applications of departure types is essential for safe flight operations, making it clear why this option does not fit into the established categories.

10. 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.

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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