VT-10 Primary INAV Ground School Instrument 3 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

1. Reserve fuel endurance is 20 minutes.

A. 10 minutes

B. 20 minutes

C. 30 minutes

D. 60 minutes

2. To do a Practice Approach at a Drop-In Airfield, what type of flight plan should you file?

A. Terminal Area Delay

B. IFR Flight Plan

C. VFR Flight Plan

D. Special-Use Flight Plan

3. Time should be rounded to the nearest what, fuel rounded to the nearest what, and distance rounded to the nearest what?

A. 30 seconds; 5 pounds; NM

B. 1 minute; 10 pounds; KM

C. 15 seconds; 2 pounds; NM

D. 60 seconds; 1 pound; NM

4. Which flight level is listed as a warning threshold for descents outside the FAF?

A. FL180

B. FL200

C. FL240

D. FL100

5. Which term describes a restriction on the usable range of a NAVAID as indicated by L and T symbols?

A. restriction

B. coverage

C. range

D. reliability

6. In IMC, when circling is not authorized, the minimums are expressed as 1000-3. What does the 3 represent?

A. Miles of visibility

B. Degrees of course deviation

C. Feet of altitude

D. Knots of wind

7. What on the Approach plate is used to aid pilots during landing transition by helping to identify the runway environment?

A. Airfield Sketch on an Approach Plate

B. Localizer

C. Missed Approach Point

D. Altitude Minimums

8. What is the spare fuel requirement for the T-6A to legally fly?

A. Greater than zero

B. Greater than or equal to zero

C. Greater than five pounds

D. No spare fuel required

9. Along with the DP, NAVAIDS, and Fixes; you should add named or unnamed fixes or points with greater than how many degrees of course change to define the route in your Jet Log?

A. 5

B. 7

C. 10

D. 15

10. If the holding fix is a VOR, you are abeam the fix when the aircraft passes a radial ___ off the holding course radial.

A. 90 degrees

B. 45 degrees

C. 180 degrees

D. 270 degrees

Answers

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

Explanations

1. Reserve fuel endurance is 20 minutes.

A. 10 minutes

B. 20 minutes

C. 30 minutes

D. 60 minutes

Reserve fuel endurance is the amount of time you can stay aloft using only the reserve fuel, providing a safety margin beyond your planned flight. In many training contexts for light aircraft, this standard reserve is about 20 minutes of flight at typical cruise consumption. So, after accounting for planned fuel, you should be able to continue flying for roughly 20 more minutes if you need to. Ten minutes would give too small a cushion, thirty minutes is more than the typical training standard, and sixty minutes is unnecessarily large for everyday planning.

2. To do a Practice Approach at a Drop-In Airfield, what type of flight plan should you file?

A. Terminal Area Delay

B. IFR Flight Plan

C. VFR Flight Plan

D. Special-Use Flight Plan

When you're planning to practice an instrument approach at a drop-in field, coordinating with ATC in the terminal area is essential. Filing a Terminal Area Delay flight plan communicates to ATC that your operation will occur within the terminal area and may require a deliberate delay or holding pattern before you're cleared for the approach. This setup gives ATC the timing and sequencing they need to slot you into the arrival stream without disrupting other traffic, so you can safely perform the practice approach and then depart. Other flight plan types don't fit this scenario. An IFR flight plan is for a standard instrument flight with en route clearance and isn't specifically about obtaining a prescribed terminal-area delay for a practice approach. A VFR flight plan is for visual operations and wouldn't address the controlled sequencing required for an instrument approach in the terminal area. A Special-Use flight plan is for operations in restricted or other special-use airspace, not for routine practice approaches at a drop-in field.

3. Time should be rounded to the nearest what, fuel rounded to the nearest what, and distance rounded to the nearest what?

A. 30 seconds; 5 pounds; NM

B. 1 minute; 10 pounds; KM

C. 15 seconds; 2 pounds; NM

D. 60 seconds; 1 pound; NM

In flight planning and navigation, you use practical, standardized increments for rounding to keep calculations accurate but not overly precise. Time is rounded to the nearest 30 seconds, which means times are expressed in half-minute steps. Fuel is rounded to the nearest 5 pounds, matching common weigh-scale readings and avoiding implying more precision than the fuel measurement allows. Distance is rounded to the nearest nautical mile, since aviation charts and navigation are built around nautical miles. This combination—time to 30 seconds, fuel to 5 pounds, distance to NM—provides consistent, usable estimates for planning.

4. Which flight level is listed as a warning threshold for descents outside the FAF?

A. FL180

B. FL200

C. FL240

D. FL100

Descent timing before the final approach fix is guarded by a warning trigger that tells you not to descend while you're still outside the final approach segment. The number chosen for this warning is tied to the standard transition level used in many airways and approaches, which is 18,000 feet—represented as FL180 in flight levels. Using FL180 as the warning threshold ensures you're alerted if you try to descend before you've reached the proper segment of the approach, helping maintain the required obstacle clearance and proper sequencing. So, the reason this level is correct is that it aligns with the common transition altitude/level framework and provides a clear, standardized point to warn about premature descents outside the FAF. The other options don't serve that standard role as the primary warning level for this scenario.

5. Which term describes a restriction on the usable range of a NAVAID as indicated by L and T symbols?

A. restriction

B. coverage

C. range

D. reliability

A NAVAID's usable range can be restricted, and the L and T symbols indicate that kind of constraint on its service volume. This means you can't treat the full published range as guaranteed in all directions or under all conditions; reception is limited in certain areas or sectors by those symbols. The word that best describes this situation is a restriction, because it conveys a bound or constraint on how far and where the navaid can be relied upon. It's not about the overall area the signal could cover (coverage), a simple distance limit (range), or the navaid's reliability/uptime (reliability).

6. In IMC, when circling is not authorized, the minimums are expressed as 1000-3. What does the 3 represent?

A. Miles of visibility

B. Degrees of course deviation

C. Feet of altitude

D. Knots of wind

The two-number format used in approach minimums shows the required altitude and the required visibility. The first value is the decision altitude or minimum descent altitude in feet MSL. The second value is the minimum visibility in statute miles. So 1000-3 means you need a DA/MDA of 1,000 feet MSL and at least 3 miles of visibility. This notation is used when circling minimums aren't authorized, so the numbers represent the straight-in minimums you must meet. The 3 is miles of visibility, not degrees of deviation, altitude, or wind.

7. What on the Approach plate is used to aid pilots during landing transition by helping to identify the runway environment?

A. Airfield Sketch on an Approach Plate

B. Localizer

C. Missed Approach Point

D. Altitude Minimums

The Airfield Sketch on an Approach Plate is the visual aid used to recognize the runway environment during the landing transition. This small diagram shows the airport layout, including the runway orientation, thresholds, and sometimes key surrounding features. As you descend through the approach and begin transitioning from instruments to the visual phase, the sketch helps you quickly compare what you see outside with the charted runway layout, making it easier to confirm you're aligned with the correct runway. The localizer provides lateral guidance to the runway centerline, but it's not a tool for identifying the runway environment itself. The Missed Approach Point is the point to execute a missed approach if you don't have the runway in sight, not a visual cue. Altitude minimums tell you the lowest safe altitudes for the procedure, not how to identify the runway environment.

8. What is the spare fuel requirement for the T-6A to legally fly?

A. Greater than zero

B. Greater than or equal to zero

C. Greater than five pounds

D. No spare fuel required

Spare fuel is the amount of fuel left after you've accounted for the planned trip fuel and reserves, and it serves as a cushion for contingencies. For the T-6A, the minimum allowed spare fuel to fly legally is non-negative, meaning you must have at least zero pounds of spare fuel. You can carry more if needed, but you cannot have negative spare fuel. This is why the correct choice points to spare fuel being greater than or equal to zero. Saying there's no spare fuel required would be misleading, since zero spare fuel is still a valid minimum; the key idea is that the spare must not be negative. If your calculation ever yields a negative spare, you're under-fueled and not within legal/acceptable limits.

9. Along with the DP, NAVAIDS, and Fixes; you should add named or unnamed fixes or points with greater than how many degrees of course change to define the route in your Jet Log?

A. 5

B. 7

C. 10

D. 15

When building a Jet Log, you want the route to mirror the actual flight path with enough clarity for navigation, but not so cluttered that it defeats the purpose. The route is defined by the departure procedure, the NAVAIDs used, and the fixes that anchor each leg. To accurately show where the aircraft changes direction, you add named or unnamed fixes at points where the course change exceeds a certain amount. That threshold is seven degrees, meaning you should insert a fix whenever the track shifts by more than seven degrees. This keeps the log precise about significant turns while avoiding over-detail for minor deviations. Five degrees would risk omitting meaningful turns, making the log less reliable for instrument planning. Ten or fifteen degrees would overcomplicate the log with too many fixes, reducing readability. So seven degrees balances accuracy and practicality, ensuring significant course changes are explicitly depicted in the Jet Log.

10. If the holding fix is a VOR, you are abeam the fix when the aircraft passes a radial ___ off the holding course radial.

A. 90 degrees

B. 45 degrees

C. 180 degrees

D. 270 degrees

Abeam means you are directly across from the fix, with your position perpendicular to the holding course. In a VOR hold, that moment occurs when you pass a radial that is 90 degrees off the holding course radial. Crossing this perpendicular line puts you abeam the fix, ready to roll onto the inbound course or begin the next leg. The 90-degree offset is the standard way to describe that abeam point. A 45-degree offset isn't perpendicular, and 180 degrees would place you opposite along the same line, not abeam. The 270-degree option is the other perpendicular direction, but the conventional description uses 90 degrees.

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://vt10primaryinavgroundschinst3.examzify.com

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