

VT-10 PRIMARY INAV GROUND SCHOOL INSTRUMENT 3 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. In the 1801 annotation for changes to airspeed or altitude during the route of flight, what does the middle segment indicate?**
 - A. New Airspeed
 - B. New Level
 - C. Point
 - D. Time Zone
- 2. Between successive points on the ROUTE OF FLIGHT on the 1801, what is placed?**
 - A. DCT
 - B. V/J Airway
 - C. DCT or the V/J Airway
 - D. No notation between points
- 3. Which departure type uses radar vectors to begin navigation until you can maintain the cleared route using on-board navigation systems?**
 - A. Standard Instrument Departures
 - B. Radar Vector Departures
 - C. DME Departure Procedures
 - D. Visual Departures
- 4. Circling Airspeed for CAT A is**
 - A. <91 KIAS
 - B. 91 to less than 121 KIAS
 - C. 121 to less than 141 KIAS
 - D. 141 to less than 166 KIAS
- 5. A brown symbol on a low altitude enroute chart indicates that the airfield does not have what?**
 - A. A published instrument approach
 - B. A circling only approach
 - C. A VOR approach
 - D. An ILS approach

6. For T/O minimums with Standard Instrument Rating, Non-Precision T/O minimums must be ___-___ and for Precision must be ___-___ or _____' RVR
- A. 300-1, 200-1/2, 2400'
 - B. 200-1, 100-1/2, 1800'
 - C. 350-1, 250-1/2, 2600'
 - D. 400-1, 300-1/2, 3200'
7. BINGO is measured from which to which?
- A. Destination Airfield, Alternate Airfield
 - B. Alternate Airfield, Destination Airfield
 - C. Takeoff Airfield, Destination Airfield
 - D. Destination to Departure Airfield
8. The 20-minute CNAF fuel requirement is based on maximum endurance airspeed at an altitude of what?
- A. 5000 feet
 - B. 10000 feet
 - C. 15000 feet
 - D. 20000 feet
9. If no transmissions are received on PAR FINAL while vectored, you should wait for how many seconds before attempting contact?
- A. 5 seconds
 - B. 10 seconds
 - C. 15 seconds
 - D. 20 seconds
10. For the DRAFT adjustment, subtract 50 pounds from current fuel to estimate fuel at divert initiation. Which of the following is true?
- A. It is 50 pounds
 - B. It is 20 pounds
 - C. It is 100 pounds
 - D. It is 75 pounds

Answers

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

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Explanations

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1. In the 1801 annotation for changes to airspeed or altitude during the route of flight, what does the middle segment indicate?

- A. New Airspeed**
- B. New Level
- C. Point
- D. Time Zone

The middle portion of the 1801 annotation is the target value you're changing to. When changes to speed or altitude are shown along the route, the middle segment is reserved for the new airspeed (in this context), so you immediately see the new speed you should hold after the change. The surrounding parts describe where the change occurs, but the value to implement is in the middle.

2. Between successive points on the ROUTE OF FLIGHT on the 1801, what is placed?

- A. DCT
- B. V/J Airway
- C. DCT or the V/J Airway**
- D. No notation between points

The route between successive points is described using either a published airway or a direct track. When two fixes are connected by an established VOR-based airway, you place that V/J airway designation between them. If there isn't a published airway linking the fixes, you indicate a direct route (DCT). So the proper notation for each leg is either a DCT or the appropriate V/J airway, depending on whether an airway exists for that segment. This is why the best choice reflects both possibilities. For example, a leg that follows the V5 airway would show V5 between the fixes, while a leg with no airway would show direct.

3. Which departure type uses radar vectors to begin navigation until you can maintain the cleared route using on-board navigation systems?

- A. Standard Instrument Departures
- B. Radar Vector Departures**
- C. DME Departure Procedures
- D. Visual Departures

Radar vector departures start with ATC giving you radar-based headings after takeoff to steer you to the initial fix or segment of the cleared route. You rely on those vectors until you're established on the route, then you switch to the aircraft's onboard navigation (GPS/FMS) to follow the cleared path. This method lets ATC sequence you and get you onto the route efficiently, especially in busy airspace. Once you can navigate with the onboard systems along the cleared route, you continue without further vectors. Other departure types involve pre-published routes (Standard Instrument Departures), DME-distance-based procedures, or visual references, rather than ATC-provided vectors to join the route.

4. Circling Airspeed for CAT A is

- A. <91 KIAS**
- B. 91 to less than 121 KIAS
- C. 121 to less than 141 KIAS
- D. 141 to less than 166 KIAS

Circling airspeeds are set in categories based on indicated airspeed to ensure safe maneuvering and adequate stall margins during the circle. For the slowest category, the limit is below 91 knots indicated. So when operating CAT A, you fly circling at less than 91 KIAS. This keeps the aircraft within the designed safety margins for obstacle clearance and controllability in a tight circling maneuver. The faster categories allow higher speeds (up to about 120, 140, or 165 KIAS respectively) to match the higher stall speeds and maneuvering capabilities of larger or faster aircraft.

5. A brown symbol on a low altitude enroute chart indicates that the airfield does not have what?

- A. A published instrument approach**
- B. A circling only approach
- C. A VOR approach
- D. An ILS approach

A brown symbol on a low altitude enroute chart shows that the airfield has no published instrument approach procedures. This means there isn't any instrument-based way to align and descend to the runway from IFR altitudes, including ILS, VOR, or any other published approach. If you're planning IFR operations, you'd need to divert to a field with a published instrument approach or operate under VFR to land. Since there are no instrument approaches at that field, the other options don't apply.

6. For T/O minimums with Standard Instrument Rating, Non-Precision T/O minimums must be ___-___ and for Precision must be ___-___ or ____' RVR

- A. 300-1, 200-1/2, 2400'**
- B. 200-1, 100-1/2, 1800'
- C. 350-1, 250-1/2, 2600'
- D. 400-1, 300-1/2, 3200'

Takeoff minimums under IFR depend on whether you're using non-precision or precision approach capabilities. With a Standard Instrument Rating, non-precision takeoff minimums are more restrictive, requiring a higher cloud ceiling and/or greater visibility. Specifically, you'd need a 3,000-foot ceiling and 1 mile of visibility. When precision capability is available, you can reduce the requirements: a 2,000-foot ceiling with 1/2 mile visibility, or an RVR value of 2,400 feet can be used instead of visibility and ceiling figures. So the correct combination states non-precision minimums as 3,000-foot ceiling and 1 mile visibility, and precision minimums as 2,000-foot ceiling with 1/2 mile visibility, or 2,400 feet RVR. The other options don't align with these standard takeoff minima.

7. BINGO is measured from which to which?

- A. Destination Airfield, Alternate Airfield**
- B. Alternate Airfield, Destination Airfield
- C. Takeoff Airfield, Destination Airfield
- D. Destination to Departure Airfield

BINGO fuel is the minimum fuel you must have on board at the destination to be able to fly to a suitable alternate airport, including reserves. That means it's the fuel needed to go from the destination airfield to the alternate airfield (not the takeoff leg or the leg back to departure). This focuses on what you'd need if you can't land at the destination and must divert, ensuring you can reach an alternate with the required reserves.

8. The 20-minute CNAF fuel requirement is based on maximum endurance airspeed at an altitude of what?

- A. 5000 feet
- B. 10000 feet**
- C. 15000 feet
- D. 20000 feet

Endurance is about how long you can stay aloft on a given amount of fuel, so the speed you fly that minimizes fuel burn per hour—the maximum endurance airspeed—allows the longest time in the air for the fuel you carry. For planning a 20-minute fuel reserve, the calculation uses that speed. The CNAF standard uses an altitude of ten thousand feet for this endurance reference because fuel burn and lift characteristics change with density altitude, so the speed that gives maximum endurance varies with altitude. Ten thousand feet is the published reference point where the endurance data are defined, providing a consistent basis for the 20-minute fuel calculation. Using a different altitude would yield a different endurance speed, which is why this specific altitude is chosen.

9. If no transmissions are received on PAR FINAL while vectored, you should wait for how many seconds before attempting contact?

- A. 5 seconds**
- B. 10 seconds
- C. 15 seconds
- D. 20 seconds

When guiding an aircraft to a PAR final, two-way radio communication is essential for keeping positions and instructions clear. If you've vectored the aircraft to final and you don't hear any response, you pause briefly before trying again. A short pause gives the pilot time to hear your instruction, respond, and for the frequency to clear so your next call isn't garbled or overlapped. Five seconds is the standard interval because it balances promptness with giving the aircraft a moment to react; it keeps the approach flow moving without unnecessary delay. Waiting longer than that would slow the approach and potentially disrupt sequencing, while a shorter pause might not be enough time for a reply in a busy comms environment. After the pause, you would reattempt contact with a clear instruction.

10. For the DRAFT adjustment, subtract 50 pounds from current fuel to estimate fuel at divert initiation. Which of the following is true?

A. It is 50 pounds

B. It is 20 pounds

C. It is 100 pounds

D. It is 75 pounds

The main idea is that the DRAFT adjustment uses a fixed deduction to estimate fuel at the moment you initiate a divert. You subtract a set 50 pounds from the current fuel on board to arrive at the divert-initiation fuel. So, the value corresponding to this adjustment is 50 pounds—the amount you subtract to estimate the fuel at divert. This fixed amount standardizes quick calculations in flight planning, ensuring you account for fuel burn before the diversion without needing exact burn rates.

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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://vt10primaryinavgroundschiinst3.examzify.com>

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

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