

ACS Private Pilot Airplane Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

This is a sample study guide. To access the full version with hundreds of questions,

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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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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!

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Questions

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- 1. What is a special flight permit?**
 - A. A permit for flying at night**
 - B. A permit for aircraft that meets airworthiness requirements**
 - C. A permit for aircraft that do not meet airworthiness requirements but are safe for flight**
 - D. A permit for experimental aircraft only**
- 2. How often is a biannual flight review required after not flying for 2 years?**
 - A. Every year**
 - B. Every 6 months**
 - C. Every other year**
 - D. Every 2 years**
- 3. What does "magnetic variation" describe?**
 - A. The difference between true north and magnetic north**
 - B. The angle at which an aircraft can turn**
 - C. The altitude difference in navigation**
 - D. The variation in wind direction**
- 4. In case of low altitude and decompression, what commonly occurs due to dissolved nitrogen?**
 - A. Blood clotting**
 - B. Diving reflex**
 - C. Formation of bubbles in the blood**
 - D. Increased oxygen absorption**
- 5. Which of the following displays is included in the G1000 flight deck system for weather information?**
 - A. Lightning**
 - B. Wind direction**
 - C. Cloud coverage**
 - D. Visibility**

6. Which part initiates the engine start process?

- A. Fuel valves**
- B. Bendix gear**
- C. Crankshaft**
- D. Camshaft**

7. What is the inspection interval for transponder devices?

- A. 12 calendar months**
- B. 24 calendar months**
- C. 6 months**
- D. 1 year**

8. During ground reference maneuvers, what is the tolerance for maintaining airspeed?

- A. ± 15 knots**
- B. ± 5 knots**
- C. ± 10 knots**
- D. ± 20 knots**

9. What is the primary responsibility of a pilot in command (PIC)?

- A. To maintain the flight log**
- B. To ensure passenger comfort**
- C. To ensure the safety of the flight and compliance with regulations**
- D. To manage the cabin crew**

10. During takeoff, what does the ground roll measure?

- A. The distance from start to airborne**
- B. The time taken to reach service ceiling**
- C. The speed achieved before rotation**
- D. The required runway length**

Answers

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

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Explanations

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1. What is a special flight permit?

- A. A permit for flying at night
- B. A permit for aircraft that meets airworthiness requirements
- C. A permit for aircraft that do not meet airworthiness requirements but are safe for flight**
- D. A permit for experimental aircraft only

A special flight permit is issued for aircraft that may not meet standard airworthiness requirements but are still considered safe for flight under specific conditions. This permit allows for the operation of an aircraft that might be temporarily unairworthy, such as planes that require repairs, maintenance, or alterations that do not meet the regulations for a fully airworthy aircraft. The intention behind a special flight permit is to enable the aircraft to conduct certain flights, such as transporting the aircraft to a location for repairs or conducting flight tests for the purpose of demonstrating compliance with airworthiness standards. It is crucial that while the aircraft may not fully comply with all airworthiness regulations at that moment, it is deemed safe under the circumstances in which it will operate. Other options look at different scenarios that don't accurately represent the purpose or definition of a special flight permit. For instance, flying at night requires adherence to specific regulations and does not necessitate a special flight permit. Similarly, a permit for aircraft that meet airworthiness requirements would not be classified as "special," as these aircraft can operate under standard regulations without needing additional permissions. Restrictions related specifically to experimental aircraft also fall outside the broader definition of a special flight permit, since not all special flight permits are limited to experimental craft.

2. How often is a biannual flight review required after not flying for 2 years?

- A. Every year
- B. Every 6 months
- C. Every other year
- D. Every 2 years**

A biannual flight review, also known as a BFR, is required every two years for a pilot to maintain their proficiency and currency. The key point here is that the term "biannual" refers to an interval of two years. If a pilot has not flown for two years, they must complete a flight review before they can act as pilot-in-command of an aircraft. This review ensures that pilots remain competent in their flying skills and are updated on any new regulations or procedures that may have been introduced during their absence from flying. While it is important for pilots to remain current and regularly fly, the specific regulation states that the flight review must occur every two years, making this answer the correct interpretation of the requirement.

3. What does "magnetic variation" describe?

- A. The difference between true north and magnetic north**
- B. The angle at which an aircraft can turn**
- C. The altitude difference in navigation**
- D. The variation in wind direction**

Magnetic variation, also known as magnetic declination, describes the difference between true north (geographic north) and magnetic north (the direction that a magnetic compass points). This variation occurs because the Earth's magnetic field does not align perfectly with its rotational axis. As a result, the angle between true north and magnetic north varies depending on your location on the Earth's surface.

Understanding magnetic variation is crucial for pilots and navigators because it affects how they interpret compass readings. Accurate navigation requires pilots to make corrections based on this variation to maintain the intended course. In areas with significant magnetic variation, failing to account for it could lead to navigational errors. The other concepts mentioned do not pertain to magnetic variation. The angle at which an aircraft can turn relates to flight maneuvers, altitude differences pertain to vertical navigation, and wind direction variations are independent of magnetic orientation. Therefore, recognizing the importance of magnetic variation is fundamental in navigation.

4. In case of low altitude and decompression, what commonly occurs due to dissolved nitrogen?

- A. Blood clotting**
- B. Diving reflex**
- C. Formation of bubbles in the blood**
- D. Increased oxygen absorption**

The correct answer highlights that the formation of bubbles in the blood is a common physiological response to low altitude and decompression. When an individual experiences a rapid decrease in atmospheric pressure, such as after ascending quickly from a deep dive, nitrogen that was previously dissolved in the body's tissues and bloodstream becomes less soluble. This decrease in pressure causes nitrogen to come out of solution and form gas bubbles. This process is similar to what happens in decompression sickness, often referred to as "the bends," where nitrogen bubbles can block blood vessels and cause pain or more severe complications. Understanding this phenomenon is crucial for pilots, as it underscores the importance of gradual ascent and descent, especially after exposure to different pressures, such as in flying or diving activities, to prevent these dangerous effects. Other responses may relate to physiological processes, but they do not accurately describe the immediate result of nitrogen coming out of solution due to rapid changes in pressure during decompression situations.

5. Which of the following displays is included in the G1000 flight deck system for weather information?

- A. Lightning**
- B. Wind direction**
- C. Cloud coverage**
- D. Visibility**

The G1000 flight deck system incorporates a variety of weather information features to assist pilots in navigating and making informed decisions during flight. One such feature is the display of lightning information, which is particularly crucial for identifying thunderstorms and areas of severe weather. Lightning data is provided through a network of ground-based sensors that track and relay this critical information to the G1000 system. This capability enables pilots to see real-time lightning activity, enhancing their ability to avoid hazardous weather conditions and ensuring safety during flight operations. This is essential for maintaining situational awareness, especially in potentially dangerous weather environments. While wind direction, cloud coverage, and visibility can be components of overall weather assessments, they may not be specifically or directly displayed in the same manner as lightning information within the G1000 system. This differentiation makes lightning a distinct feature included for immediate weather awareness in the G1000 flight deck.

6. Which part initiates the engine start process?

- A. Fuel valves**
- B. Bendix gear**
- C. Crankshaft**
- D. Camshaft**

The initiation of the engine start process involves the Bendix gear, which is crucial in connecting the starter motor to the aircraft's engine. When the pilot engages the starter switch, the Bendix gear extends and engages with the flywheel or ring gear on the engine's crankshaft. This connection allows the starter motor to turn the engine, effectively cranking it and starting the combustion process. The Bendix gear's role is to ensure that the starter motor can transfer its rotational power effectively to the engine, while also allowing for the disconnection once the engine is running. This prevents damage to the starter once the engine is operational. Performance factors related to fuel valves, crankshaft, or camshaft are essential in other phases of engine operation but do not initiate the engine start process itself. Thus, the Bendix gear is the correct answer as it is specifically responsible for kicking off the starting sequence of the engine.

7. What is the inspection interval for transponder devices?

- A. 12 calendar months
- B. 24 calendar months**
- C. 6 months
- D. 1 year

The correct inspection interval for transponder devices is 24 calendar months. This requirement is stipulated by the Federal Aviation Administration (FAA) in accordance with 14 CFR Part 91.413, which mandates that all aircraft equipped with transponders must undergo a proper inspection to ensure that the equipment is functioning correctly and meeting performance standards. This inspection is essential for ensuring the safety of airspace operations, as transponders play a crucial role in identifying and tracking aircraft. The 24-month interval is designed to provide a balance, allowing for the necessary checks to ensure reliability while not being so frequent as to be burdensome for operators. This period helps ensure that transponder equipment remains compliant with regulatory standards, thus contributing to overall flight safety and operational integrity.

8. During ground reference maneuvers, what is the tolerance for maintaining airspeed?

- A. ± 15 knots
- B. ± 5 knots
- C. ± 10 knots**
- D. ± 20 knots

When performing ground reference maneuvers, maintaining airspeed is crucial for ensuring the effectiveness and safety of the maneuver. A tolerance of ± 10 knots is considered appropriate because it allows for some variability caused by factors such as changing wind conditions, pilot technique, and atmospheric conditions while ensuring that control of the aircraft remains effective. This range provides a reasonable buffer for small deviations that can occur during flight without losing the ability to execute the maneuver properly. By keeping the airspeed within this tolerance, pilots can adhere to performance standards while executing maneuvers like turns around a point or S-turns across a road. If the tolerance were narrower, such as ± 5 knots, it would require excessively precise control that may not be achievable under normal conditions. Conversely, a wider tolerance, such as ± 15 or ± 20 knots, would increase the risk of losing control or failing to meet the maneuver requirements, which could lead to unsafe flying conditions or inadequate performance assessment. Thus, ± 10 knots strikes a balance between precision and practicality, highlighting its appropriateness in ground reference maneuver training.

9. What is the primary responsibility of a pilot in command (PIC)?

- A. To maintain the flight log**
- B. To ensure passenger comfort**
- C. To ensure the safety of the flight and compliance with regulations**
- D. To manage the cabin crew**

The primary responsibility of a pilot in command (PIC) is to ensure the safety of the flight and compliance with regulations. This encompasses a broad range of duties, including determining the airworthiness of the aircraft before departure, leading the pre-flight briefings, making critical decisions during flight, and ensuring adherence to aviation regulations and procedures. The PIC must evaluate weather conditions, monitor the performance of the aircraft, and respond appropriately to any emergencies or issues that may arise during the flight. This responsibility is foundational to the role of a PIC, as safety is the paramount goal in aviation. The pilot must always prioritize the well-being of the passengers, the crew, and those on the ground, which aligns directly with regulatory requirements that emphasize safety. While maintaining the flight log, ensuring passenger comfort, and managing the cabin crew are important tasks, they do not encompass the overarching duty of ensuring flight safety and regulatory compliance.

10. During takeoff, what does the ground roll measure?

- A. The distance from start to airborne**
- B. The time taken to reach service ceiling**
- C. The speed achieved before rotation**
- D. The required runway length**

The ground roll measures the distance from the point where the aircraft begins its takeoff roll to the moment it becomes airborne. This phase of the takeoff is crucial for pilots to understand because it directly correlates to several factors including aircraft weight, runway conditions, and environmental factors such as temperature and elevation. Knowing the distance allows pilots to determine if the available runway length is adequate for a safe takeoff, ensuring they can achieve the necessary airspeed for lift-off before reaching the end of the runway. This information is essential for flight planning and safety assessments prior to takeoff. The other options do not accurately describe what the ground roll measures. While the time taken to reach service ceiling is related to climb performance, it does not pertain to the ground roll. The speed achieved before rotation deals with the airspeed aspect, not the distance on the ground. Lastly, while runway length is significant in the context of the ground roll, it refers to the requirement for takeoff, rather than measuring the distance during the takeoff roll itself. Thus, understanding that the ground roll measures the specific distance from start to airborne is critical for successful flight operations.

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://acsprivatepilotairplane.examzify.com>

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

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