Air Carrier Operations Practice Exam (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. Which air carrier personnel are required to carry an FAA airman certificate on their person while performing relevant tasks?

A. Cockpit crewmembers, dispatchers, and mechanics

B. Flight attendants and customer service representatives

C. Ground service technicians and ramp agents

D. Ticketing agents and baggage handlers

2. What should be included in the ground operations manual?

A. Flight crew duty time regulations

B. Emergency evacuation procedures for passengers

C. Policies for passenger boarding and deplaning

D. Aircraft maintenance schedules

3. When does the flight duty period for a short-call reserve pilot begin if they report for a trip at 0900 local time?

A. 0500 local time

B. 0700 local time

C. 0900 local time

D. 2100 local time

4. A domestic, flag, or commuter carrier's ops specs are valid for how long?

A. Until revoked by the FAA

B. Indefinitely, unless a significant change occurs

C. Until the carrier fails to conduct the approved operation for 30 days

D. Until a new carrier certificate is issued

5. How is the flight duty period for an unaugmented crew defined?

A. Flexible based on flight hours

B. Hard limits established by regulations

C. Adjustable per airline policy

D. Extended during emergencies

6. How much rest must a flight crewmember get before reporting for a domestic flight with a 2-pilot crew on a 6-hour flight time?

A. 8 consecutive hours

B. 10 consecutive hours

C. 12 consecutive hours

D. 14 consecutive hours

7. Which flight crew position is typically not necessary for aircraft operations under Part 135?

A. Captain

B. First officer

C. Flight engineer

D. Flight attendant

8. In flag all-cargo operations, what is the maximum number of hours a pilot may be scheduled to fly during any 24-consecutive-hour period with two pilots and one additional crewmember?

A. 8 hours

B. 10 hours

C. 12 hours

D. 14 hours

9. Which regulation was instituted in 1996 to promote 'One Level of Safety' among air carriers?

A. 14 CFR Part 121

B. 14 CFR Part 135

C. 14 CFR Part 119

D. 14 CFR Part 91

10. What is the minimum age to hold a restricted airline transport pilot certificate?

A. 18

B. 20

C. 21

D. 23

Answers

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

Explanations

1. Which air carrier personnel are required to carry an FAA airman certificate on their person while performing relevant tasks?

A. Cockpit crewmembers, dispatchers, and mechanics

B. Flight attendants and customer service representatives

C. Ground service technicians and ramp agents

D. Ticketing agents and baggage handlers

The requirement for certain air carrier personnel to carry an FAA airman certificate is rooted in the regulations established by the Federal Aviation Administration. Cockpit crewmembers, including pilots, are compelled to hold and possess an appropriate FAA airman certificate to validate their qualifications and abilities to operate the aircraft safely. Similarly, dispatchers are mandated to carry an FAA certification that attests to their training and competence in flight operations, including flight planning and monitoring. In addition, mechanics are required to have an airman certificate, which certifies them as qualified to perform maintenance and repairs on aircraft. This certification ensures that they meet safety standards and possess the necessary skill set to carry out their responsibilities. The other personnel groups listed, including flight attendants, customer service representatives, ground service technicians, ramp agents, ticketing agents, and baggage handlers, do not require an FAA airman certificate for their roles. Their responsibilities do not involve operating the aircraft or ensuring direct flight safety, which is why they are not subject to the same certification requirements as the aforementioned personnel.

2. What should be included in the ground operations manual?

A. Flight crew duty time regulations

B. Emergency evacuation procedures for passengers

C. Policies for passenger boarding and deplaning

D. Aircraft maintenance schedules

The ground operations manual is a critical document that outlines protocols and procedures to ensure efficient and safe ground handling of airliners. Including policies for passenger boarding and deplaning is essential because it establishes standardized practices that help ensure the safety and efficiency of these processes. This section typically covers aspects such as boarding gates, procedures for managing passenger flow, and handling special situations like priority boarding or passengers with disabilities. Well-defined procedures in this area minimize delays, enhance customer service, and strengthen safety. By including detailed policies on how to manage these operations, the airline ensures that there is consistency across all staff and operations, which is essential for maintaining operational integrity and customer satisfaction. Other options contribute to the operational framework, but they address different aspects of airline operations and are not directly related to ground handling as defined in the ground operations manual.

3. When does the flight duty period for a short-call reserve pilot begin if they report for a trip at 0900 local time?

A. 0500 local time

B. 0700 local time

C. 0900 local time

D. 2100 local time

The flight duty period for a short-call reserve pilot begins at the time they are required to report for duty, which in this scenario is at 0900 local time. The regulations surrounding flight duty periods dictate that the duty period starts when the pilot must be available for duty, not before or after that time. This ensures that the pilot is not penalized with an overly extended duty period before their scheduled reporting time. In the case of this specific scenario, since the pilot is reporting at 0900, that is indeed the correct starting point for calculating their duty period. Recognizing this concept is crucial for understanding pilot regulations and the importance of compliance with duty time limits to ensure safety and operational efficiency in air carrier operations.

4. A domestic, flag, or commuter carrier's ops specs are valid for how long?

A. Until revoked by the FAA

B. Indefinitely, unless a significant change occurs

C. Until the carrier fails to conduct the approved operation for 30 days

D. Until a new carrier certificate is issued

The operations specifications (ops specs) of a domestic, flag, or commuter carrier are valid until the carrier fails to conduct the approved operation for a period of 30 days. If a carrier does not engage in the activities specified in its ops specs for 30 consecutive days, this can trigger a potential suspension or revocation of those ops specs by the FAA. This emphasizes the importance of maintaining operational continuity for carriers to ensure their certification remains active. The option of validity being indefinite until a significant change occurs lacks recognition of the operational activity requirement, which is essential for maintaining the status of the ops specs. Similarly, simply having the specs revoked by the FAA doesn't accurately reflect the conditions under which they remain valid or become invalid. The understanding of operational continuity is crucial for air carriers, as it serves as a guideline for maintaining their authority to operate under the specified regulations.

5. How is the flight duty period for an unaugmented crew defined?

A. Flexible based on flight hours

B. Hard limits established by regulations

C. Adjustable per airline policy

D. Extended during emergencies

The flight duty period for an unaugmented crew is defined by hard limits established by regulations. Regulations are put in place by aviation authorities to ensure safety by limiting the amount of time crew members can be on duty, which includes flying and non-flying activities. These limits are designed to prevent fatigue and ensure that flight crews are fit for duty when operating an aircraft. Unaugmented crews, which consist of a limited number of crew members (typically two pilots for a commercial flight), are subject to these strict regulations. The definition and duration of their flight duty periods are not open to interpretation or adjustment; they are clearly outlined in federal aviation regulations and must be adhered to for compliance and safety reasons. While airline policies can dictate certain operational procedures, they cannot supersede the regulatory limits. Therefore, the regulations provide a framework that ensures all flight operations are conducted safely and responsibly.

6. How much rest must a flight crewmember get before reporting for a domestic flight with a 2-pilot crew on a 6-hour flight time?

A. 8 consecutive hours

B. 10 consecutive hours

C. 12 consecutive hours

D. 14 consecutive hours

For a flight crewmember operating under domestic regulations with a 2-pilot crew, the required rest period before reporting for a flight is critical for ensuring safety and maintaining alertness. In this scenario, a flight time of 6 hours mandates that the flight crew receives a minimum of 10 consecutive hours of rest prior to reporting. This requirement is designed to ensure that pilots are adequately rested to perform their duties safely. Fatigue can significantly impair a pilot's ability to operate an aircraft, making it essential for regulatory bodies to set these minimum rest standards. The 10-hour rest period allows for sufficient sleep and recuperation time, especially considering the demanding nature of flight operations, including pre-flight duties, potential delays, and the need for situational awareness throughout the flight. Understanding this rest requirement is vital for both flight crew management and ensuring compliance with aviation regulations, reinforcing the importance of adequate rest in promoting aviation safety.

7. Which flight crew position is typically not necessary for aircraft operations under Part 135?

A. Captain

B. First officer

C. Flight engineer

D. Flight attendant

In the context of aircraft operations under Part 135, which governs commuter and on-demand operations in the United States, the flight engineer position is typically not a necessity. This is largely because modern commercial aircraft used in Part 135 operations are often designed with advanced avionics and systems that allow them to be operated efficiently by a two-pilot crew—a captain and a first officer. The flight engineer's role, which historically involved managing aircraft systems and providing support to pilots, has become largely redundant with the technological advancements in aircraft design. Consequently, aircraft operated under Part 135 are generally required only to have a captain and a first officer, both of whom have responsibilities for the flight's safe operation. In contrast, while a flight attendant (or cabin crew) may not be required for every operation under this regulation, having them on board is often dictated by factors such as the size of the aircraft and specific operational regulations, especially for passenger flights. Similarly, the roles of captain and first officer are essential for ensuring safe flight operations. Thus, the flight engineer role stands out as the one that is not typically necessary for compliance with Part 135 regulations.

8. In flag all-cargo operations, what is the maximum number of hours a pilot may be scheduled to fly during any 24-consecutive-hour period with two pilots and one additional crewmember?

A. 8 hours

B. 10 hours

C. 12 hours

D. 14 hours

In flag all-cargo operations, regulations specify that with two pilots and one additional crewmember, the maximum scheduled flying time during any 24-consecutive-hour period is 12 hours. This allowance takes into account the additional crewmember, who can help manage work and rest periods, making it feasible for the pilots to operate the aircraft for extended durations while maintaining safety standards. The increase in flying time compared to single-pilot operations is due to the collaborative nature of having additional qualified personnel onboard, which allows for better fatigue management, as well as compliance with safety regulations that are designed to protect both the flight crew and passengers (when applicable). Such regulations are set to ensure that pilots maintain their alertness and proficiency while performing their duties.

9. Which regulation was instituted in 1996 to promote 'One Level of Safety' among air carriers?

A. 14 CFR Part 121

B. 14 CFR Part 135

C. 14 CFR Part 119

D. 14 CFR Part 91

The regulation instituted in 1996 to promote 'One Level of Safety' among air carriers is 14 CFR Part 119. This regulation established a unified set of safety requirements that apply to both scheduled and non-scheduled air carriers, regardless of the size or type of operation. By implementing these standards, it ensured that all operators meet the same stringent safety criteria, thus fostering a consistent level of safety across the aviation industry. Part 119 is significant because it serves as the foundation for the certification process of air carriers and provides essential definitions and requirements related to safety management, operations, and the standards that all carriers must follow. This uniformity helps to maintain public confidence in air travel and ensures that all airlines, whether charter or scheduled, adhere to the same rigorous safety protocols. In contrast, the other listed parts focus on specific operational issues or categories of aviation that do not directly establish the overarching safety framework meant by 'One Level of Safety.' For example, Part 121 governs the operation of scheduled air carriers, while Part 135 applies to commuter and on-demand operations. Part 91 outlines general operating and flight rules, but none of these regulations promote a unified safety standard across various categories of air carriers to the extent that Part 119 does.

10. What is the minimum age to hold a restricted airline transport pilot certificate?

A. 18

B. 20

C. 21

D. 23

To hold a restricted airline transport pilot certificate, the minimum age is indeed 21. This age requirement is set by aviation regulatory authorities, recognizing the level of responsibility and maturity required to operate as a pilot in the airline environment. A restricted airline transport pilot certificate allows pilots to serve in specific roles, often with certain limitations compared to a full airline transport pilot certificate. In the aviation industry, the age requirement is tied to safety standards, ensuring that pilots have enough experience and maturity to handle the complex responsibilities associated with transporting passengers and cargo. Meeting the age requirement also aligns with the extensive training and experience needed to perform at the level expected of airline 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://aircarrierops.examzify.com

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