

AIRSPACE AND WEATHER MINIMUMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. When operating from a satellite airport located within Class C airspace, what action must the pilot take after takeoff?**
 - A. File a flight plan with FSS prior to takeoff.
 - B. Continue as if in uncontrolled airspace until you reach cruise altitude.
 - C. Contact the local ground crew for advisories.
 - D. Contact ATC as soon as practicable after takeoff.
- 2. The minimum flight visibility required for VFR flights above 10,000 feet MSL and more than 1,200 feet AGL in controlled airspace is?**
 - A. 3 miles
 - B. 5 miles
 - C. 1 mile
 - D. 4 miles
- 3. What is the normal radius of the procedural outer area of Class C airspace?**
 - A. 15 nautical miles
 - B. 20 nautical miles
 - C. 25 nautical miles
 - D. 30 nautical miles
- 4. When flying over Arrowwood National Wildlife Refuge, a pilot should maintain a minimum altitude of what?**
 - A. 1,000 feet AGL
 - B. 3,000 feet AGL
 - C. 2,000 feet AGL
 - D. 2,000 feet MSL
- 5. For operations at altitudes more than 1,200 feet AGL and at or above 10,000 feet MSL, the minimum distance above clouds for VFR is?**
 - A. 1000 ft
 - B. 500 ft
 - C. 2000 ft
 - D. 0 ft

- 6. What must be obtained to operate in controlled airspace when weather meets minimums?**
- A. A permit from the airport manager
 - B. A form of pilot license renewal
 - C. Appropriate clearance and two-way communications with ATC
 - D. A special weather waiver.
- 7. Which airspace around busy airports requires two-way radio communications with ATC prior to entry?**
- A. Class A
 - B. Class B
 - C. Class E
 - D. Class C
- 8. Within 30 miles of a Class B primary airport from the surface up to 10,000 feet MSL, aircraft must be equipped with what transponder capability?**
- A. An operable transponder with Mode S or 4096 code capability with Mode C altitude reporting
 - B. A basic transponder
 - C. No transponder
 - D. A transponder with Mode A only
- 9. Which weather minimums must be met for basic VFR in Class D airspace?**
- A. 2,000 feet ceiling and 3 miles visibility
 - B. 1,000 feet ceiling and 3 miles visibility
 - C. 3,000 feet ceiling and 5 miles visibility
 - D. 1,500 feet ceiling and 2 miles visibility
- 10. Airspace at an airport with a part-time control tower is Class D airspace only when what condition is met?**
- A. when the associated control tower is in operation
 - B. during daylight hours only
 - C. only during weekends
 - D. when weather is VFR

Answers

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

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Explanations

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1. When operating from a satellite airport located within Class C airspace, what action must the pilot take after takeoff?

- A. File a flight plan with FSS prior to takeoff.
- B. Continue as if in uncontrolled airspace until you reach cruise altitude.
- C. Contact the local ground crew for advisories.
- D. Contact ATC as soon as practicable after takeoff.**

In Class C airspace, two-way radio communication with ATC is required for operations within that airspace. Departing from a satellite airport that lies inside Class C means you are in controlled airspace from the moment you take off, so ATC needs to be aware of your airborne status and can provide traffic advisories and sequencing. Therefore, you should contact ATC as soon as practicable after takeoff to establish communication and obtain any necessary instructions. The other options don't fit because filing a flight plan with FSS isn't required for a typical VFR departure from a satellite airport inside Class C, you wouldn't treat the airspace as uncontrolled, and there's no need to contact a ground crew for advisories.

2. The minimum flight visibility required for VFR flights above 10,000 feet MSL and more than 1,200 feet AGL in controlled airspace is?

- A. 3 miles
- B. 5 miles**
- C. 1 mile
- D. 4 miles

When flying VFR in controlled airspace at or above 10,000 feet MSL, the visibility requirement increases to ensure pilots can see and avoid other aircraft in busier sky. The minimum visibility is 5 miles. Along with that visibility, you must also maintain cloud clearance of 1,000 feet above, 1,000 feet below, and 1 mile horizontally from clouds. So, with the altitude described, 5 miles is the required visibility. The other options are below the published minimum for this altitude and airspace, which is why they aren't acceptable.

3. What is the normal radius of the procedural outer area of Class C airspace?

- A. 15 nautical miles
- B. 20 nautical miles**
- C. 25 nautical miles
- D. 30 nautical miles

Class C airspace has multiple nested layers, with an outer area that extends beyond the main ring around the airport. The outer shelf sits from about 5 to 10 NM and up to 4,000 ft AGL, but beyond that there's a procedural outer area that reaches further out. This outer area is still Class C, but it's managed by procedures rather than radar control, so pilots must establish two way radio communication with ATC before entering and must squawk the assigned code. The normal radius of this procedural outer area is 20 nautical miles from the primary airport.

4. When flying over Arrowwood National Wildlife Refuge, a pilot should maintain a minimum altitude of what?

- A. 1,000 feet AGL
- B. 3,000 feet AGL
- C. 2,000 feet AGL**
- D. 2,000 feet MSL

Some designated National Wildlife Refuges require a minimum altitude to protect wildlife and keep operations safe. The rule is to remain 2,000 feet above the surface, expressed as feet AGL. This means, over Arrowwood National Wildlife Refuge, you should stay at or above 2,000 feet AGL unless ATC directs otherwise or an emergency necessitates a different altitude. The key is AGL rather than MSL, since terrain elevations vary—2,000 feet MSL could be higher or lower than 2,000 feet AGL depending on the ground level.

5. For operations at altitudes more than 1,200 feet AGL and at or above 10,000 feet MSL, the minimum distance above clouds for VFR is?

- A. 1000 ft**
- B. 500 ft
- C. 2000 ft
- D. 0 ft

VFR weather minimums change with altitude to ensure pilots have enough space to see and avoid clouds. When you're operating higher than 1,200 feet AGL and at or above 10,000 feet MSL, the cloud clearance requirement is to stay 1,000 feet away from the clouds (plus the necessary visibility, which is typically 5 miles for that high-altitude band). So the minimum distance above the cloud deck is 1,000 feet. This distance keeps you clear of cloud layers and gives you a safety margin for weather changes. The other numbers wouldn't meet the standard cloud-clearance requirement in this altitude range.

6. What must be obtained to operate in controlled airspace when weather meets minimums?

- A. A permit from the airport manager
- B. A form of pilot license renewal**
- C. Appropriate clearance and two-way communications with ATC
- D. A special weather waiver.

Controlled airspace requires ATC coordination. Even when the weather is at or above VFR minimums, you must establish two-way radio communication with ATC and obtain an explicit clearance to enter and operate within that space. ATC protection and traffic separation come from that clearance and ongoing communication, so you're not allowed to fly there on your own authority alone. The other options don't fit because there's no general permit from an airport manager required to operate in controlled airspace, a pilot license renewal isn't something you obtain to conduct a flight in that airspace, and a special weather waiver isn't a normal prerequisite for entering once conditions meet the minimums. The key requirement is ATC clearance coupled with two-way communication.

7. Which airspace around busy airports requires two-way radio communications with ATC prior to entry?

- A. Class A
- B. Class B
- C. Class E
- D. Class C**

Two-way radio contact with ATC before entering certain controlled airspace is required to help ATC manage traffic and separate aircraft safely around busy areas. This question points to Class C airspace, which circles many busy airports. Before you enter, you must establish two-way radio communication with ATC on the proper frequency. ATC will usually assign you a discrete transponder code (and you'll typically need to have altitude reporting as well). You must stay in two-way contact while inside Class C. For context, Class B airspace also requires contact and a definite clearance to enter, and Class A is IFR only (you don't operate VFR there). Class E, on the other hand, does not require entering aircraft to establish two-way communications with ATC. The requirement to establish two-way communication before entry is a hallmark of Class C around busy airports.

8. Within 30 miles of a Class B primary airport from the surface up to 10,000 feet MSL, aircraft must be equipped with what transponder capability?

- A. An operable transponder with Mode S or 4096 code capability with Mode C altitude reporting**
- B. A basic transponder
- C. No transponder
- D. A transponder with Mode A only

The main idea is that ATC needs precise altitude information when you're in the busy Class B airspace. Within 30 miles of a Class B primary airport from the surface up to 10,000 feet MSL, you must have an operable radar beacon transponder that provides automatic altitude reporting. That means the transponder has to provide altitude data to ATC, not just identification. A transponder with Mode C altitude reporting satisfies this requirement, and a Mode S transponder also works because it includes altitude information. If your transponder is only a basic Mode A unit (no altitude reporting), it does not meet the rule. Similarly, a transponder that provides a 4096 code with Mode C altitude reporting is acceptable because it delivers the necessary altitude data. So the correct choice is the one that specifies an operable transponder with altitude reporting capability, either Mode S or 4096 code capability with Mode C.

9. Which weather minimums must be met for basic VFR in Class D airspace?

- A. 2,000 feet ceiling and 3 miles visibility
- B. 1,000 feet ceiling and 3 miles visibility**
- C. 3,000 feet ceiling and 5 miles visibility
- D. 1,500 feet ceiling and 2 miles visibility

In Class D airspace, basic VFR requires enough visibility and cloud clearance to navigate safely around a towered airport. The standard minimums are 3 miles of visibility and a ceiling of at least 1,000 feet above the surface, with the usual VFR cloud clearance of 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds. This combination ensures you can see and avoid other aircraft and the surrounding weather while staying within controlled airspace. The option with a 1,000-foot ceiling and 3 miles visibility matches these minima, making it the correct choice. The other options propose either higher ceilings or lower visibilities than the basic minima, or both, which go beyond what basic VFR in Class D requires or fall short of it.

10. Airspace at an airport with a part-time control tower is Class D airspace only when what condition is met?

A. when the associated control tower is in operation

B. during daylight hours only

C. only during weekends

D. when weather is VFR

Class D airspace exists around airports that have an operating control tower, and with a part-time tower this designation is active only while the tower is in operation. When the tower is open, you must establish two-way radio communication with the tower before entering and maintain contact while in the airspace. If the tower is closed, the airspace no longer carries Class D characteristics. The other factors listed—daylight hours, weekends, or weather—do not determine the airspace class. So the airspace is Class D only when the associated control tower is in operation.

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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://airspaceweathermins.examzify.com>

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

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