

AME CANADIAN AVIATION REGULATIONS (CAR) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://amecar.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

SAMPLE

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

SAMPLE

- 1. Which chapter addresses the training for aircraft maintenance engineers?**
 - A. Chapter 571
 - B. Chapter 566
 - C. Chapter 563
 - D. Chapter 509

- 2. Who is authorized to release an aircraft back to service after a test flight?**
 - A. The Chief Inspector
 - B. The Maintenance Engineer
 - C. The PIC who conducted the flight
 - D. The AME on duty

- 3. Under what conditions can a foreign certificate of airworthiness be acceptable?**
 - A. When it meets the requirements of the standard regulations
 - B. When it is verified by the pilot
 - C. When it involves a temporary flight
 - D. When it is issued for military aircraft only

- 4. What does CARS Part V cover in relation to aviation regulations?**
 - A. Airworthiness
 - B. Commercial Air Services
 - C. Accountable Executive
 - D. SMS Requirements

- 5. What is the main focus of an airworthiness directive?**
 - A. Improving flight speed
 - B. Ensuring conformity with type design and safe operation
 - C. Enhancing passenger comfort
 - D. Controlling fuel consumption

- 6. Which section of the CARS addresses Aircraft Identification?**
 - A. CARS Part II
 - B. CARS Part IV
 - C. CARS Part VI
 - D. CARS Part VII

7. What is a primary requirement for issuing a Certificate of Airworthiness?

- A. All equipment must be operational
- B. Aircraft must be type certified
- C. Pass a flight test
- D. Be inspected annually

8. What is the maximum size of letters for aircraft registration marks?

- A. 4.0 inches
- B. 5.9 inches
- C. 10.0 inches
- D. 12.0 inches

9. According to CAR 202, what is required for aircraft?

- A. Regular maintenance checks
- B. Marking and registration
- C. Insurance documentation
- D. Licensing for international travel

10. What is the main purpose of the International Convention established by ICAO in 1944?

- A. To regulate international air traffic
- B. To create guidelines for aircraft manufacturing
- C. To establish standards for airworthiness
- D. To serve as an international agreement between countries

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which chapter addresses the training for aircraft maintenance engineers?

- A. Chapter 571
- B. Chapter 566**
- C. Chapter 563
- D. Chapter 509

The correct choice is Chapter 566, which specifically outlines the requirements for training and qualification of aircraft maintenance engineers. This chapter sets the standards for training programs that individuals must complete in order to become licensed maintenance engineers in Canada. It includes details about the content of the training, the qualifications required for instructors, and the assessment processes for student competency. Chapters 571, 563, and 509, while related to other regulations and guidelines within Canadian aviation, do not focus specifically on the training framework for maintenance engineers. Chapter 571 deals with the requirements for aircraft maintenance, while Chapter 563 addresses the licensing of personnel, and Chapter 509 focuses on the certification of aircraft and their components. Therefore, only Chapter 566 directly pertains to the training necessary for aircraft maintenance engineers.

2. Who is authorized to release an aircraft back to service after a test flight?

- A. The Chief Inspector
- B. The Maintenance Engineer
- C. The PIC who conducted the flight**
- D. The AME on duty

The correct answer is that the PIC (Pilot-in-Command) who conducted the flight is authorized to release an aircraft back to service after a test flight. This authorization is particularly important because it ensures that the pilot has firsthand knowledge of the aircraft's performance during the test flight and can assess whether it is safe and airworthy for further operations. The PIC is responsible for the safety of the flight and must ensure that all deficiencies or issues encountered during the test flight are addressed. Therefore, their assessment is crucial in determining if the aircraft can be considered airworthy again. Other roles within the maintenance and operational framework, such as the Chief Inspector, Maintenance Engineer, or the AME (Aircraft Maintenance Engineer) on duty, do play significant roles in the maintenance and safety of the aircraft, but they are not the ones conducting the flight evaluation. The task of releasing the aircraft back to service is explicitly the responsibility of the PIC who has the direct experience and knowledge of the aircraft's performance post-repair or maintenance.

3. Under what conditions can a foreign certificate of airworthiness be acceptable?

- A. When it meets the requirements of the standard regulations
- B. When it is verified by the pilot
- C. When it involves a temporary flight
- D. When it is issued for military aircraft only

A foreign certificate of airworthiness can be acceptable when it meets the requirements of the standard regulations set forth by the relevant authorities. These regulations ensure that the aircraft adheres to safety and airworthiness standards that are comparable to those of the domestic regulatory framework. When a foreign certificate meets these requirements, it signifies that the aircraft has undergone the necessary evaluations and inspections to ensure compliance with safety standards, making it suitable for operation within the country's airspace. This acceptance is based on mutual recognition agreements between countries or by the compliance with International Civil Aviation Organization (ICAO) standards, which many jurisdictions, including Canada, follow to ensure global aviation safety. The other options do not provide a valid basis for acceptance. Verifying by the pilot lacks formal regulatory backing and does not ensure the full airworthiness standards are met. Temporary flights might seem reasonable, but they are generally subject to specific regulations that do not extend wild acceptance of certificates. Likewise, military aircraft have their own standards and certifications, and acceptance of a foreign certificate for military use typically involves additional regulatory scrutiny and is not automatically accepted based solely on being military.

4. What does CARS Part V cover in relation to aviation regulations?

- A. Airworthiness
- B. Commercial Air Services
- C. Accountable Executive
- D. SMS Requirements

CARS Part V specifically addresses airworthiness standards for aircraft and the maintenance requirements necessary to ensure safety and compliance. This part outlines the fundamental regulations governing the design, production, maintenance, and operation of aircraft to guarantee they meet safety standards and are in a condition for safe operation. Understanding airworthiness is crucial for those involved in aviation maintenance, as it encompasses the regulations that ensure that aircraft are fit to fly and that maintenance personnel are following the appropriate standards and procedures. This part is essential for maintaining the integrity and safety of the aviation system. In contrast, while other parts of the Canadian Aviation Regulations address different topics such as commercial air services, the role of an accountable executive, and safety management system (SMS) requirements, CARS Part V is specifically focused on the airworthiness aspect, making it the most relevant choice when considering regulations pertaining to the overall safety and operational capability of aircraft.

5. What is the main focus of an airworthiness directive?

- A. Improving flight speed
- B. Ensuring conformity with type design and safe operation**
- C. Enhancing passenger comfort
- D. Controlling fuel consumption

The main focus of an airworthiness directive (AD) is to ensure conformity with type design and safe operation of aircraft. These directives are issued by aviation regulatory authorities, such as Transport Canada, to address safety deficiencies that may affect a specific make and model of aircraft. When an AD is issued, it often requires operators to perform maintenance, inspections, or modifications to ensure that the aircraft remains in compliance with its original design specifications and is safe for flight operations. Ensuring conformity with type design is critical for maintaining the integrity of the aircraft's structure and systems as intended by its manufacturer. The safety of passengers, crew, and those on the ground relies heavily on the effectiveness of such directives, as they are typically issued in response to observed safety issues, accidents, or potential hazards identified during inspections, service history, or ongoing research into aviation safety. In contrast, the other options focus on aspects that, while relevant to performance and comfort, do not align with the primary purpose of an airworthiness directive.

6. Which section of the CARS addresses Aircraft Identification?

- A. CARS Part II**
- B. CARS Part IV
- C. CARS Part VI
- D. CARS Part VII

The section of the Canadian Aviation Regulations that addresses Aircraft Identification is found in CARS Part II. This part outlines general provisions related to aircraft registration and identification, ensuring that all aircraft operating in Canada are properly marked and identified in accordance with regulatory requirements. This includes stipulations about registration marks, the visibility of these marks on the aircraft, and the documentation required for maintaining identification standards. The other parts listed, while significant in their own right, focus on different aspects of aviation regulations. For example, CARS Part IV typically deals with personnel licensing and training, while Part VI addresses operating and flight rules, and Part VII encompasses the regulations for commercial air services. Each part has its own specific focus, which highlights the comprehensive nature of the regulations as they pertain to aviation safety and standards.

7. What is a primary requirement for issuing a Certificate of Airworthiness?

- A. All equipment must be operational
- B. Aircraft must be type certified**
- C. Pass a flight test
- D. Be inspected annually

The issuance of a Certificate of Airworthiness is fundamentally contingent upon the aircraft being type certified. This means that the aircraft must meet the specific design and safety standards established for that particular type of aircraft. Type certification ensures that the aircraft design has been thoroughly evaluated and is deemed safe for operation according to the applicable regulations. While it is important for equipment to be operational and the aircraft to be maintained, these aspects alone do not provide the comprehensive assurance needed for the issuance of the Certificate of Airworthiness. Similarly, passing a flight test is often a step in the overall certification process, but the primary requirement is indeed the type certification, which signifies initial compliance with safety standards. Annual inspections contribute to maintaining airworthiness but are not a prerequisite for the initial issuance of the certificate. Thus, type certification is the core requirement for ensuring that an aircraft is compliant with regulatory safety standards before receiving its Certificate of Airworthiness.

8. What is the maximum size of letters for aircraft registration marks?

- A. 4.0 inches
- B. 5.9 inches**
- C. 10.0 inches
- D. 12.0 inches

The correct answer, which states that the maximum size of letters for aircraft registration marks is 5.9 inches, aligns with the Canadian Aviation Regulations, specifically in terms of the visibility and identification of the aircraft. This size ensures that the registration marks are adequately legible from a distance, which is crucial for safety and regulatory compliance in aviation. The regulation specifies that letters must be large enough to be easily recognized, but they must also conform to a size limit that maintains compatibility with the overall design and structure of the aircraft. Stipulating a maximum size of 5.9 inches balances these considerations effectively, enhancing visibility while ensuring uniformity across all registered aircraft. This standardized size aids not just in identification but also in adherence to international standards and practices in aviation. Larger sizes, like 10.0 inches or 12.0 inches, could pose practical challenges regarding the aircraft's overall appearance, structural integrity, and potential obstructions.

9. According to CAR 202, what is required for aircraft?

- A. Regular maintenance checks
- B. Marking and registration**
- C. Insurance documentation
- D. Licensing for international travel

Marking and registration are essential requirements for aircraft as outlined in CAR 202. This regulation stipulates that every aircraft must be properly marked with a unique registration mark that identifies it to ensure accountability and traceability within aviation operations. Registration helps authorities maintain accurate records of ownership, the operational status of the aircraft, and its airworthiness. While regular maintenance checks are important for safety and operational readiness, and insurance documentation is critical for liability purposes, those are not explicitly required under CAR 202 regarding the fundamental aspects of aircraft identification. Licensing for international travel is indeed vital for cross-border operations but does not pertain directly to the aircraft itself under this regulation. Thus, marking and registration stand out as the primary requirement specifically mandated by CAR 202 for all aircraft.

10. What is the main purpose of the International Convention established by ICAO in 1944?

- A. To regulate international air traffic
- B. To create guidelines for aircraft manufacturing
- C. To establish standards for airworthiness
- D. To serve as an international agreement between countries**

The primary purpose of the International Convention established by ICAO in 1944 is to serve as an international agreement between countries. This convention, known as the Chicago Convention, laid the foundation for the development of international aviation law and the establishment of the International Civil Aviation Organization (ICAO). It was designed to facilitate international cooperation in the regulation of air travel and to promote the safety and efficiency of international air transport. By setting out principles of cooperation among states, the Chicago Convention addresses various aspects of civil aviation, including air navigation, flight safety, and the development of efficient aviation infrastructure. This international framework allows for countries to work together harmoniously to ensure that air transport remains safe, secure, and environmentally sustainable, ultimately benefiting the global aviation community. While the other choices relate to important aspects of aviation, such as regulating air traffic and setting airworthiness standards, they fall under the broader scope of cooperation and regulation that the convention facilitates among the participating countries. The essence of the convention is its role as a binding agreement that promotes collaboration rather than focusing exclusively on specific regulatory functions or manufacturing guidelines.

SAMPLE

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://amecar.examzify.com>

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

SAMPLE