

Certified Flight Instructor (CFI) Checkride Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

- 1. What is the objective of a short field takeoff?**
 - A. To maximize altitude gain**
 - B. To minimize takeoff roll**
 - C. To practice emergency procedures**
 - D. To familiarize with different runways**
- 2. Compensation as a defense mechanism involves:**
 - A. Ignoring weaknesses altogether**
 - B. Shifting focus from failure by emphasizing strengths**
 - C. Refusing to acknowledge fears**
 - D. Sharing one's insecurities with others**
- 3. What primary flight control affects yaw?**
 - A. Ailerons**
 - B. Elevator**
 - C. Rudder**
 - D. Flaps**
- 4. What should the pilot do with the ailerons during a spin recovery?**
 - A. Deflect them fully to the right**
 - B. Keep them neutral**
 - C. Deflect them fully to the left**
 - D. Use them for maximum bank**
- 5. Which of the following is the first step in the risk management process?**
 - A. Risk Assessment**
 - B. Analyze risk control measures**
 - C. Risk Identification**
 - D. Implement Risk Controls**
- 6. What is a characteristic of a Controlled Firing Area (CFA)?**
 - A. It is charted for pilot reference**
 - B. It requires clearance to enter**
 - C. It is not charted and is typically avoided by pilots**
 - D. It is a permanently restricted flight zone**

- 7. At what altitude is supplemental oxygen required for crew members after 30 minutes?**
- A. Above 14000 ft**
 - B. Above 15000 ft**
 - C. Above 12500 ft**
 - D. Below 10000 ft**
- 8. What is the recommended waiting period for scuba divers who dive below 8000 ft and do not require controlled ascent?**
- A. 12 hours**
 - B. 24 hours**
 - C. 6 hours**
 - D. 30 hours**
- 9. What is the significance of avoiding the "Not observed" category in SRM?**
- A. It is essential to ensure all skills are adequately observed and assessed**
 - B. It indicates that the pilot is not capable of flying**
 - C. It is not necessary to monitor cockpit activity**
 - D. It has no relevance to pilot training**
- 10. Explosive decompression can cause which of the following conditions?**
- A. Cabin pressure equalization**
 - B. Lung damage**
 - C. Increased oxygen levels**
 - D. Decreased passenger stress**

Answers

SAMPLE

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

SAMPLE

Explanations

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1. What is the objective of a short field takeoff?

- A. To maximize altitude gain
- B. To minimize takeoff roll**
- C. To practice emergency procedures
- D. To familiarize with different runways

The objective of a short field takeoff is to minimize the takeoff roll. This technique is particularly critical when operating from short runways or areas with obstacles at the end of the runway. By shortening the takeoff roll, pilots can achieve flight earlier and efficiently clear any potential obstructions. This procedure often involves specific techniques, such as using flaps, applying maximum power, and managing the aircraft's configuration to ensure that it reaches the necessary speed for liftoff in the least distance possible. Minimizing takeoff roll is vital for safety in constrained environments where runway length is limited, allowing for a more controlled ascent as the aircraft transitions from ground to airborne.

2. Compensation as a defense mechanism involves:

- A. Ignoring weaknesses altogether
- B. Shifting focus from failure by emphasizing strengths**
- C. Refusing to acknowledge fears
- D. Sharing one's insecurities with others

Compensation as a defense mechanism is characterized by an individual focusing on their strengths to offset perceived weaknesses or failures. This psychological strategy allows a person to divert attention from areas in which they feel inadequate by highlighting qualities or skills where they excel. For example, a student who struggles academically might emphasize their athletic abilities or artistic skills as a means of dealing with their academic challenges. By emphasizing strengths, the individual can maintain self-esteem and a sense of worth, even in the face of shortcomings. This coping strategy can be beneficial in enhancing motivation and encouraging personal growth, as it allows individuals to build up their positive attributes while simultaneously working on areas that may need improvement.

3. What primary flight control affects yaw?

- A. Ailerons
- B. Elevator
- C. Rudder**
- D. Flaps

The primary flight control that affects yaw is the rudder. Yaw refers to the rotation of the aircraft about its vertical axis, which causes the nose of the aircraft to move left or right. The rudder is designed specifically to control this movement by creating aerodynamic forces that push the tail of the aircraft in the opposite direction of the desired yaw motion. When the pilot presses on one of the rudder pedals, it deflects the rudder to one side, directing airflow in a way that helps to counteract undesired yaw caused by other factors, such as engine power changes or adverse yaw during a turn. This control is essential for maintaining coordinated flight, ensuring the aircraft maintains balance and stability during maneuvers. In contrast, ailerons control roll, which is the rotation about the longitudinal axis of the aircraft, and elevators control pitch, which affects the aircraft's attitude in relation to the horizon. Flaps contribute to lift and drag but do not play a direct role in yaw control. Understanding the distinct roles of these primary flight controls is critical for effective aircraft handling during flight.

4. What should the pilot do with the ailerons during a spin recovery?

- A. Deflect them fully to the right
- B. Keep them neutral**
- C. Deflect them fully to the left
- D. Use them for maximum bank

During spin recovery, the correct action for the pilot is to keep the ailerons neutral. This is because deflecting the ailerons in either direction can exacerbate the spin. When ailerons are used during a spin, they can increase the autorotation of the aircraft, which makes the situation worse and prolongs the spin. Keeping the ailerons neutral allows the pilot to effectively manage the recovery process. The priority in spin recovery is to regain control of the aircraft, which generally involves applying opposite rudder to stop the spin, then returning the controls to a neutral position and recovering from the resulting descent. This approach minimizes adverse effects on the aircraft's aerodynamics and helps restore normal flight characteristics. It enables the pilot to effectively apply the necessary recovery inputs in a controlled manner.

5. Which of the following is the first step in the risk management process?

- A. Risk Assessment**
- B. Analyze risk control measures**
- C. Risk Identification**
- D. Implement Risk Controls**

The first step in the risk management process is risk identification. This step involves recognizing potential hazards or risks that could negatively impact safety, operations, or resources. By identifying risks, you set the foundation for further analysis and control measures. It is essential to have a clear understanding of what risks exist before you can assess them or decide on mitigation strategies. The subsequent steps, such as risk assessment, analyzing risk control measures, and implementing risk controls, all rely on proper initial identification of risks. Identifying the risks accurately helps ensure that any risk mitigation efforts that follow are appropriately targeted and effective.

6. What is a characteristic of a Controlled Firing Area (CFA)?

- A. It is charted for pilot reference**
- B. It requires clearance to enter**
- C. It is not charted and is typically avoided by pilots**
- D. It is a permanently restricted flight zone**

A characteristic of a Controlled Firing Area (CFA) is that it is not charted and is typically avoided by pilots. CFAs are areas where activities that could be hazardous to aircraft (like military exercises or live fire training) are conducted. However, they are designed to be active only when necessary, and when they are in use, the activities are controlled by ground personnel who are responsible for ensuring that the airspace is clear of aircraft before operations commence. Since CFAs are not published on aeronautical charts, pilots do not have advance notice of their location. Pilots are typically not aware of these areas unless directly informed by air traffic control or local NOTAMs, which is why they are often avoided during flight planning. This structure allows for the flexibility of operations while also ensuring that safety is maintained when such activities are taking place. It's essential for pilots to remain vigilant and informed about any potential hazards in their flight path, and the nature of CFAs reflects that approach to safety in aviation.

7. At what altitude is supplemental oxygen required for crew members after 30 minutes?

- A. Above 14000 ft**
- B. Above 15000 ft**
- C. Above 12500 ft**
- D. Below 10000 ft**

Supplemental oxygen is required for crew members above an altitude of 12,500 feet after 30 minutes of exposure. This requirement is established to mitigate the risk of hypoxia, as the partial pressure of oxygen decreases with altitude, leading to a reduced availability of oxygen for breathing. At altitudes of 12,500 feet and higher, individuals may experience physiological effects due to lower oxygen levels in the atmosphere. The regulation aims to ensure that crew members maintain adequate oxygen levels to function safely and effectively. It's important to note that while supplemental oxygen is not required below 10,000 feet, and only becomes mandatory for prolonged exposure starting from 12,500 feet, these thresholds are crucial for aviation safety. After 15,000 feet, supplemental oxygen is required for all occupants, regardless of the duration of the flight, which highlights the increased risks associated with higher altitudes.

8. What is the recommended waiting period for scuba divers who dive below 8000 ft and do not require controlled ascent?

- A. 12 hours**
- B. 24 hours**
- C. 6 hours**
- D. 30 hours**

The recommended waiting period for scuba divers who dive below 8,000 feet and do not require controlled ascent is 12 hours. This recommendation is based on the need for the body to eliminate nitrogen absorbed during the dive and to avoid decompression sickness, also known as "the bends". When scuba divers ascend from a dive, nitrogen that has been absorbed into their bloodstream needs time to be released safely. The 12-hour waiting period after such dives is considered a conservative approach to ensure that divers have adequately off-gassed. This time frame takes into account various factors such as the depth and duration of the dive, as well as individual physiological differences among divers. It is important that divers adhere to this waiting period to ensure their safety and well-being prior to flying or engaging in other activities that might stress the body.

9. What is the significance of avoiding the "Not observed" category in SRM?

A. It is essential to ensure all skills are adequately observed and assessed

B. It indicates that the pilot is not capable of flying

C. It is not necessary to monitor cockpit activity

D. It has no relevance to pilot training

In the context of Single Pilot Resource Management (SRM), the "Not observed" category is significant because it highlights the importance of ensuring that all skills are adequately observed and assessed. SRM emphasizes the effective management of resources, including time, equipment, and, importantly, one's own skills and limitations. When skills fall into the "Not observed" category, it suggests that the instructor has not had the opportunity to evaluate specific competencies of the pilot, which can lead to gaps in training. This oversight can hinder a pilot's development and readiness for safe flight operations. Regular observation and assessment are crucial as they provide valuable feedback, help identify areas needing improvement, and contribute to the overall safety and efficiency of flight operations. Understanding the full scope of a pilot's capabilities is essential for effective training and ensuring proficiency.

10. Explosive decompression can cause which of the following conditions?

A. Cabin pressure equalization

B. Lung damage

C. Increased oxygen levels

D. Decreased passenger stress

Explosive decompression primarily leads to a rapid drop in cabin pressure, which can cause serious physiological effects on the body, particularly the lungs. When there is a sudden change in pressure, such as explosive decompression, air trapped in the lungs can expand rapidly, potentially causing lung damage. This condition is known as barotrauma and can result in injuries like pneumothorax (collapsed lung) or other severe respiratory issues. In this scenario, the other options do not accurately reflect the consequences of explosive decompression. Cabin pressure equalization typically takes time and does not occur instantaneously with explosive decompression, nor does it cause lung damage or improve oxygen levels. Additionally, explosive decompression generally increases panic and stress among passengers rather than decreasing it, as they would likely experience fear and anxiety due to the sudden loss of pressure. Thus, the link between explosive decompression and lung damage is a significant and serious outcome that highlights the danger of such an event in aviation.