

CPAER AIRLAW PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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

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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. What is the width of VHF airways with VORs at both ends?**
 - A. 6 nm
 - B. 8 nm
 - C. 4 nm
 - D. 10 nm
- 2. What is the maximum number of hours a pilot can log per month while on call?**
 - A. 50 hours
 - B. 75 hours
 - C. 100 hours
 - D. 125 hours
- 3. What should be done if an aircraft is found to be unairworthy?**
 - A. Continue to fly it until scheduled maintenance
 - B. Immediately notify the FAA
 - C. Ground the aircraft until repairs are made
 - D. Log the issue in the maintenance records
- 4. In case of a multi-engine failure, what must the aircraft maintain on the route to be flown?**
 - A. Minimum Safe Altitude
 - B. Altitude Above Ground Level
 - C. MOCA of the route
 - D. Emergency Landing Area
- 5. For LF/MF airways with an NDB on each end, what is the opening angle on each side of the centerline?**
 - A. 3°
 - B. 4°
 - C. 5°
 - D. 6°

6. How are cruising altitudes determined in Southern domestic airspace?

- A. Based on True track
- B. Based on Magnetic track
- C. Based on a combination of navigation and weather conditions
- D. Based on the flight path of preceding aircraft

7. When is it required to file a flight plan or itinerary?

- A. For all flights
- B. Only during night operations
- C. When flight goes beyond 25 nautical miles of the departure Aerodrome
- D. When flying over populated areas

8. What distinguishes an air route from an airway?

- A. Air route is uncontrolled, airway is controlled
- B. Air route is controlled, airway is uncontrolled
- C. Both are controlled airspaces
- D. Both are uncontrolled airspaces

9. What is the basic width of a VHF airway based on 2 VORs?

- A. 2 nautical miles
- B. 4 nautical miles
- C. 6 nautical miles
- D. 8 nautical miles

10. When may a Second in Command (SIC) log time as Pilot in Command (PIC)?

- A. When flying solo
- B. Under simulated instrument conditions
- C. In accordance with an approved ATPL training course
- D. When the PIC is incapacitated

Answers

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

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Explanations

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1. What is the width of VHF airways with VORs at both ends?

- A. 6 nm
- B. 8 nm**
- C. 4 nm
- D. 10 nm

The width of VHF airways with VORs at both ends is established to ensure safe lateral separation between aircraft operating within the airway. When VORs are used as navigation aids at both ends of the airway, the width is standardized to 8 nautical miles. This width allows for enough lateral clearance for aircraft to navigate safely, accounting for any potential navigational errors and ensuring that aircraft remain within the defined airspace while following the airway. The width is determined by regulatory guidelines that support safety and efficiency in air traffic management.

2. What is the maximum number of hours a pilot can log per month while on call?

- A. 50 hours
- B. 75 hours
- C. 100 hours**
- D. 125 hours

The maximum number of hours a pilot can log per month while on call is based on aviation regulations that set limits on flight time to ensure safety and avoid pilot fatigue. In this context, 100 hours is the maximum allowable limit for pilots on call. This regulation is in place to balance operational demands with the need for adequate rest and recovery periods for pilots. Choosing 100 hours recognizes the potential for pilots to be available for duty more frequently due to the nature of on-call work, while still adhering to safety standards that are crucial in aviation. The limits vary depending on the operational environment and other regulations but generally do not exceed this threshold to uphold safety protocols.

3. What should be done if an aircraft is found to be unairworthy?

- A. Continue to fly it until scheduled maintenance
- B. Immediately notify the FAA
- C. Ground the aircraft until repairs are made**
- D. Log the issue in the maintenance records

When an aircraft is found to be unairworthy, the appropriate action is to ground the aircraft until repairs are made. This is critical for ensuring the safety of the aircraft, its passengers, and crew. An unairworthy condition indicates that the aircraft does not comply with the required standards for safe operation, which could be due to mechanical issues, structural failures, or non-compliance with maintenance regulations. Grounding the aircraft effectively prevents any further risk associated with flying it until the identified issues are properly addressed and corrected. This action aligns with aviation regulations and best practices, emphasizing the responsibility of operators and pilots to prioritize safety above all else. By grounding the aircraft, any potential hazards can be investigated and repaired before the aircraft is returned to service, ensuring that it is fully compliant with airworthiness standards. While notifying the FAA, documenting the issue, and scheduling repairs are important steps in the process, the first and foremost action must be to ground the aircraft. This ensures that immediate risks are mitigated and compliance with safety protocols is maintained, ultimately safeguarding lives.

4. In case of a multi-engine failure, what must the aircraft maintain on the route to be flown?

- A. Minimum Safe Altitude
- B. Altitude Above Ground Level
- C. MOCA of the route**
- D. Emergency Landing Area

The correct answer is that the aircraft must maintain the Minimum Obstacle Clearance Altitude (MOCA) of the route. MOCA is crucial in ensuring that an aircraft has adequate clearance from obstacles in the area when operating under instrument flight rules (IFR). It considers the highest terrain and obstacles along the route, thus providing a safety margin in case of an engine failure. When flying with multiple engines, any failure can compromise the aircraft's ability to maintain altitude or control, making it essential for pilots to adhere to the published MOCA. This altitude guarantees that the aircraft is at a safe height, avoiding any potential obstructions. While maintaining a Minimum Safe Altitude or Altitude Above Ground Level is also important for safety, the MOCA specifically accounts for both the route's required navigation performance and obstacle clearance, making it the most relevant consideration in the event of a critical failure like a multi-engine failure. The Emergency Landing Area, while a good practice for emergency considerations, does not provide the consistent required altitude information necessary along the entire route.

5. For LF/MF airways with an NDB on each end, what is the opening angle on each side of the centerline?

- A. 3°
- B. 4°
- C. 5°**
- D. 6°

In aviation, the opening angle for LF/MF (Low Frequency/Medium Frequency) airways equipped with a Non-Directional Beacon (NDB) at each end is a specified angle that defines the lateral limits of the airway. For LF/MF airways, the standard opening angle from the centerline is indeed 5 degrees on each side. This angle is established to create a protected airspace corridor for aircraft navigating along the airway, allowing for a certain degree of lateral deviation from the centerline while still maintaining a safe separation from other air traffic and obstacles. The 5-degree angle thus ensures that pilots can effectively receive and interpret the NDB signals while also accounting for variations in flight path. The importance of this angle lies in its role in navigation and air traffic management, providing clear guidelines for safe spacing between aircraft operating in the same airspace sector. The standardization of this opening angle helps maintain a predictable and safe flying environment.

6. How are cruising altitudes determined in Southern domestic airspace?

- A. Based on True track
- B. Based on Magnetic track**
- C. Based on a combination of navigation and weather conditions
- D. Based on the flight path of preceding aircraft

Cruising altitudes in Southern domestic airspace are determined based on magnetic track. This method aligns with the principles set out in aviation regulations that ensure safe vertical separation among aircraft flying along the same or intersecting flight paths. Using magnetic track as the basis for altitude determination accounts for the Earth's magnetic variations and allows for standardized altitude assignments tailored to a specific geographic area. The altitudes assigned also correspond with the hemisphere relevant to the aircraft's magnetic track, ensuring that pilots maintain proper altitude relative to their navigation. Determining altitudes using the true track or a combination of navigation and weather conditions can introduce variability that is less standardized, potentially leading to misunderstandings in altitude assignments. In addition, while the flight path of preceding aircraft is important for maintaining safety and separation, it is not a direct determinant for establishing cruising altitudes as it may change frequently and isn't an established parameter for altitude setting.

7. When is it required to file a flight plan or itinerary?

- A. For all flights
- B. Only during night operations
- C. When flight goes beyond 25 nautical miles of the departure Aerodrome**
- D. When flying over populated areas

Filing a flight plan or itinerary is essential for ensuring safety and coordination in aviation operations. The requirement to file is especially critical for flights that are conducted beyond 25 nautical miles from the departure aerodrome. This distance is significant as it indicates that the aircraft is entering areas where it may require additional air traffic control support and coordination due to increased air traffic complexity. By filing a flight plan, pilots communicate their intended route, altitude, and estimated times of arrival, which enhances situational awareness for air traffic controllers and increases the safety of the flight. The other options present conditions that may not universally require a flight plan. While some operations, such as night flying or operations over populated areas, may necessitate additional caution or measures, they do not specifically trigger the mandatory requirement to file a flight plan. The 25 nautical mile threshold serves as a clear legal and operational guideline for when a flight plan is obligatory, ensuring that all flights venture into more controlled airspace have proper documentation and monitoring.

8. What distinguishes an air route from an airway?

- A. Air route is uncontrolled, airway is controlled
- B. Air route is controlled, airway is uncontrolled
- C. Both are controlled airspaces
- D. Both are uncontrolled airspaces

The distinction between an air route and an airway primarily revolves around control and management of the airspace. An air route is generally understood to be less regulated and can allow for more flexibility in navigation, often utilized by pilots who may not be within controlled air traffic systems. In contrast, an airway is a designated route in the airspace that is subject to more stringent control measures, often managed by air traffic control to ensure safe and organized air traffic flow. In controlled airspace, airways provide structured navigation and are often used by commercial and other flight operations that require separation from other traffic. These routes are essential for maintaining safety and efficiency in busy air traffic environments. Uncontrolled air routes offer pilots the ability to navigate more freely, independent of air traffic control, typically used in less congested or remote areas. Given this understanding, the answer aligns with the definitions of air route and airway regarding their control and operational practices in aviation.

9. What is the basic width of a VHF airway based on 2 VORs?

- A. 2 nautical miles
- B. 4 nautical miles
- C. 6 nautical miles
- D. 8 nautical miles

The basic width of a VHF airway, which is designed for navigation between two VOR (VHF Omnidirectional Range) stations, is defined as 4 nautical miles. This width provides adequate lateral clearance for aircraft navigating the airway, ensuring safe operation despite small deviations from the intended course. The VHF airway structure implements a central line, which is designated as the airway itself, with the 4 nautical mile width extending 2 nautical miles on either side of this centerline. This standard helps ensure that aircraft will remain within the confines of the designated airway during flight. Understanding this dimension is crucial for pilots and air traffic controllers to maintain safe separation between aircraft, manage airspace efficiently, and avoid potential navigational conflicts. Knowledge of airway dimensions and specifications is essential in flight planning and navigation, supporting safe operations within controlled airspace.

10. When may a Second in Command (SIC) log time as Pilot in Command (PIC)?

- A. When flying solo
- B. Under simulated instrument conditions
- C. In accordance with an approved ATPL training course
- D. When the PIC is incapacitated

The option indicating that a Second in Command (SIC) may log time as Pilot in Command (PIC) in accordance with an approved ATPL training course is correct because it reflects conditions under which SICs gain the necessary experience and training while being appropriately supervised. In an approved ATPL training course, the training curriculum often includes scenarios where the SIC can perform PIC duties in a controlled environment, which is essential for building flight experience required for advancement in their qualifications. Logging PIC time is generally contingent upon specific regulations and definitions provided by aviation authorities. In this context, when SICs are engaged in structured training programs that outline their responsibilities, certifications, and the scenarios in which they can log PIC time, it provides a valid framework for such logging. The other options may not fulfill the regulatory requirements or specific definitions necessary for logging PIC time. Flying solo indeed permits logging PIC time, but this typically refers to the primary pilot rather than the SIC's situation. Simulated instrument conditions pertain to training environments but do not inherently qualify the SIC to log PIC time unless under specific regulations or training programs. The scenario of the PIC being incapacitated does allow for the SIC to take over the command of the aircraft, but regulations dictate specific procedures that must be followed in such

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://cpaairlaw.examzify.com>

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

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