

ERAU COMMERCIAL CHECKRIDE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Who is issued a SODA?

- A. Individuals with chronic illnesses
- B. Those with progressive problems
- C. Those who may have lost mobility in an accident
- D. Individuals with transient conditions

2. What is a common symptom of hypoxia?

- A. Nausea
- B. Headache
- C. Fatigue
- D. Constipation

3. What does the acronym GRABCARD represent in IFR flight requirements?

- A. Generator, Radar, Altimeter, Ball, Clock, Attitude indicator, Radio, Directional gyro
- B. Generator, Relative Airspeed, Altimeter, Bank indicator, Clock, Altitude gauge, Radio, Directional gyro
- C. Ground control, Radar, Altimeter, Brake, Clock, Attitude indicator, Radio, Directional gyro
- D. General Radar Airspeed Bandwidth Clock Attitude Radio Direction Gyro

4. What happens to V_x as altitude increases?

- A. V_x decreases
- B. V_x remains constant
- C. V_x increases
- D. V_x becomes irrelevant

5. What is the total usable fuel capacity in a Cessna 172?

- A. 56 gallons
- B. 53 gallons
- C. 50 gallons
- D. 58 gallons

6. What occurs at a stationary front?

- A. Rapid movements of warm air
- B. No significant movement, it lingers
- C. Strong thunderstorms
- D. Snowstorms

7. When must an immediate notification be made to the NTSB?

- A. For any scheduled maintenance activities
- B. For property damage over \$25,000 only
- C. For accidents, flight control malfunctions, or inflight fires
- D. For all aircraft incidents regardless of severity

8. In a spin recovery, what is the recommended procedure?

- A. Pull back on the control yoke
- B. Apply full power
- C. Use PARE then proceed with stall recovery
- D. Perform a barrel roll

9. What indicates that the aircraft's electrical generator is functioning?

- A. It maintains 24 volts
- B. It successfully provides emergency lighting
- C. It is indicated by a correctly functioning alternator
- D. It should create noise when operational

10. What defines a single-engine service ceiling?

- A. A climb rate of 200 fpm
- B. A climb rate of 50 fpm
- C. A climb rate of 100 fpm
- D. A climb rate of 500 fpm

Answers

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

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Explanations

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1. Who is issued a SODA?

- A. Individuals with chronic illnesses
- B. Those with progressive problems
- C. Those who may have lost mobility in an accident**
- D. Individuals with transient conditions

A Statement of Demonstrated Ability (SODA) is issued to individuals who may have experienced a loss of mobility due to an accident or trauma, indicating that despite their physical condition, they can demonstrate sufficient ability to safely operate an aircraft. This process involves evaluations where the individual demonstrates that they can perform the functions necessary for flying, thus allowing them to obtain a medical certification even when standard medical standards may not be met. Individuals with chronic illnesses or progressive problems may be subject to ongoing assessments and may not necessarily qualify for a SODA if their conditions hinder their ability to fly safely. Similarly, those with transient conditions typically would not require a SODA, as their conditions are temporary and may resolve without the need for further evaluation. A SODA is specifically aimed at those who can demonstrate their ability despite significant physical limitations.

2. What is a common symptom of hypoxia?

- A. Nausea
- B. Headache**
- C. Fatigue
- D. Constipation

Headache is a common symptom of hypoxia because when the body is deprived of adequate oxygen, it can trigger various physiological responses. The brain, being particularly sensitive to oxygen levels, may signal discomfort through pain when it is not receiving enough oxygen, leading to headaches. Hypoxia can affect neurological function and the regulation of blood flow, which may contribute to the sensation of pain that we categorize as a headache. Nausea, fatigue, and constipation can occur due to a variety of factors and are less specific to hypoxia. While they may accompany a hypoxic condition in some individuals, headache stands out as a more direct and immediate symptom associated with oxygen deprivation. Recognizing this symptom is crucial for pilots and others flying at high altitudes, as it can prompt timely intervention to restore adequate oxygen levels before more severe symptoms develop.

3. What does the acronym GRABCARD represent in IFR flight requirements?

- A. Generator, Radar, Altimeter, Ball, Clock, Attitude indicator, Radio, Directional gyro
- B. Generator, Relative Airspeed, Altimeter, Bank indicator, Clock, Altitude gauge, Radio, Directional gyro
- C. Ground control, Radar, Altimeter, Brake, Clock, Attitude indicator, Radio, Directional gyro
- D. General Radar Airspeed Bandwidth Clock Attitude Radio Direction Gyro

The acronym GRABCARD is a mnemonic that helps pilots remember the essential equipment and instruments required for IFR flight. Each component plays a vital role in maintaining situational awareness and ensuring safe operations in the aircraft. The correct answer lists "Generator, Radar, Altimeter, Ball, Clock, Attitude indicator, Radio, Directional gyro." Each of these items is critical for IFR flying: - **Generator** ensures that electrical power is available for all necessary instruments and flight systems. - **Radar** assists in navigation and situational awareness, especially in busy airspace. - **Altimeter** provides altitude information, essential for maintaining required flight levels. - **Ball** refers to the inclinometer found in the turn coordinator, which helps pilots maintain coordinated flight, reducing the risk of a stall or loss of control. - **Clock** is necessary for time management and to adhere to IFR regulations regarding timing and holding patterns. - **Attitude indicator** shows the orientation of the aircraft relative to the horizon, crucial for control in instrument conditions. - **Radio** is vital for communication with air traffic control and other aircraft. - **Directional gyro** helps in maintaining a consistent heading, especially when navigating without visual references. Understanding the GRABCARD acronym prepares pilots

4. What happens to V_x as altitude increases?

- A. V_x decreases
- B. V_x remains constant
- C. V_x increases
- D. V_x becomes irrelevant

V_x , or the best angle of climb speed, is defined as the speed that provides the greatest altitude gain over the shortest horizontal distance. It is important to understand how V_x is affected by altitude. As altitude increases, the air density decreases. This means the aircraft generates less lift and thrust. To maintain optimal performance and ensure the best angle of climb, pilots often need to increase their speed. Consequently, V_x does indeed increase with altitude due to the need for a higher airspeed to compensate for the reduced lift and performance of the aircraft engines in less dense air. This relationship is crucial for flight planning and operations, particularly in mountainous or elevated areas, where understanding the dynamics of climb performance can greatly impact safety and efficiency.

5. What is the total usable fuel capacity in a Cessna 172?

- A. 56 gallons
- B. 53 gallons**
- C. 50 gallons
- D. 58 gallons

In a Cessna 172, the total usable fuel capacity is indeed 53 gallons. This figure represents the amount of fuel that can be utilized for flight after accounting for fuel that may be left in the tank due to usability limitations, such as fuel unavailability during certain maneuvers or levels of fuel in the tanks. It's essential for pilots to understand the usable fuel capacity as it directly affects flight planning and performance, including weight and balance calculations and determining the aircraft's range. The Cessna 172 typically has two fuel tanks, each holding 28 gallons, giving a total capacity of 56 gallons; however, the end number that pilots work with for flight planning is 53 gallons, which ensures a safety margin. This understanding is crucial for pilots to maximize safety and efficiency during operations.

6. What occurs at a stationary front?

- A. Rapid movements of warm air
- B. No significant movement, it lingers**
- C. Strong thunderstorms
- D. Snowstorms

At a stationary front, the defining characteristic is that there is little to no significant movement between the warm and cold air masses. Instead of advancing, the warm air mass is positioned over the cold air mass, creating a prolonged period of stable weather. This lack of movement can lead to extended periods of cloudiness and precipitation in the area where the fronts meet. While it is possible for other weather phenomena to occur in association with a stationary front, such as light rain or overcast skies, the key aspect is its stability and propensity to linger, thus affecting local weather for days at a time. Understanding the dynamics of stationary fronts is essential for pilots and meteorologists as they can influence flying conditions and weather forecasts substantially.

7. When must an immediate notification be made to the NTSB?

- A. For any scheduled maintenance activities
- B. For property damage over \$25,000 only
- C. For accidents, flight control malfunctions, or inflight fires**
- D. For all aircraft incidents regardless of severity

An immediate notification must be made to the NTSB for specific serious events, particularly accidents, flight control malfunctions, or inflight fires. This requirement is in place because such situations represent significant safety concerns and can have broader implications for aviation safety. When an accident occurs, it is crucial to alert the NTSB promptly to ensure that they can initiate an investigation to determine the cause and prevent similar incidents from happening in the future. Flight control malfunctions or inflight fires pose immediate risks to the safety of the aircraft and its occupants, which is why they also require immediate reporting. In contrast, not all aircraft incidents necessarily need immediate notification. For example, scheduled maintenance activities or minor incidents without severe consequences do not require immediate reports to the NTSB. Significant thresholds, such as damages over a certain dollar amount, may also not trigger immediate notification if the event does not align with the outlined serious circumstances. The focus is on ensuring that serious safety-related incidents are investigated efficiently, which is why the specific situations mentioned in the correct answer warrant immediate attention.

8. In a spin recovery, what is the recommended procedure?

- A. Pull back on the control yoke
- B. Apply full power
- C. Use PARE then proceed with stall recovery**
- D. Perform a barrel roll

The recommended procedure for spin recovery is PARE, which stands for Power to idle, Ailerons neutral, Rudder to full opposite, and Elevator forward. This technique is critical because it effectively addresses the aerodynamic conditions causing the spin. By bringing the power to idle, you reduce the aircraft's energy and allow it to recover from the spin. Ailerons are held neutral to avoid aggravating the spin, as using them could further entrench the aircraft in the spin. Applying full opposite rudder counteracts the rotation, while pushing the elevator forward helps to break the stall condition that contributed to the spin in the first place. Once the spin stops and the aircraft begins to recover, you can then gradually center the rudder and return to a normal flying position, followed by a stall recovery if necessary. The other options do not align with effective spin recovery techniques. Pulling back on the control yoke can exacerbate the situation by further stalling the aircraft. Applying full power increases the rotational speed of the spin, making recovery more difficult. A barrel roll is an advanced maneuver and does not effectively address the immediate need to recover from loss of control in a spin situation. Thus, understanding and practicing the PARE method is essential for safe spin

9. What indicates that the aircraft's electrical generator is functioning?

- A. It maintains 24 volts
- B. It successfully provides emergency lighting
- C. It is indicated by a correctly functioning alternator**
- D. It should create noise when operational

The correct answer is that the functionality of the aircraft's electrical generator is indicated by a correctly functioning alternator. The alternator is a critical component of the aircraft's electrical system, as it converts mechanical energy into electrical energy, which is then used to power various systems in the aircraft and recharge the batteries. A properly functioning alternator signifies that it is generating sufficient electrical power, which directly means the electrical generator is operating as intended. The other options, while they may reflect some aspects of electrical operation, do not directly indicate the generator's functionality. For instance, simply maintaining 24 volts does not guarantee that the generator is functioning properly; it may also occur if the system is being powered solely by the battery without the generator's assistance. Emergency lighting capability is more related to the backup systems in case of a power failure rather than a direct indicator of the generator's status. Lastly, creating noise when operational is not a reliable indicator of functionality, as a silent generator may still be operational, and noise does not necessarily correlate with performance or reliability.

10. What defines a single-engine service ceiling?

- A. A climb rate of 200 fpm
- B. A climb rate of 50 fpm
- C. A climb rate of 100 fpm
- D. A climb rate of 500 fpm

A single-engine service ceiling is defined as the altitude at which an aircraft can maintain a minimum rate of climb, typically set at 50 feet per minute (fpm) for practical purposes during certification. This altitude is crucial as it determines the maximum height at which the aircraft can safely operate with one engine inoperative, ensuring that the aircraft can overcome any obstacles and maintain a safe altitude. In this context, the choice indicating a climb rate of 100 fpm is significant because it is generally understood that this rate is employed when considering performance in a single-engine operation and allows for a buffer above the bare minimum. When the rate of climb exceeds 50 fpm, it indicates that the aircraft can maintain some level of altitude performance, contributing to a more manageable and safer operating environment in flight. The other options present rates of climb either below or well above this context. A climb rate of 200 fpm or 500 fpm exceeds typical definitions and expectations for defining a single-engine service ceiling, while the rate of 50 fpm is indeed the minimum benchmark but is not typically used in operational contexts for actual performance evaluations. Hence, 100 fpm effectively balances a reasonable climb rate that pilots can expect in a single-engine scenario.

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://eraucommercialcheckride.examzify.com>

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

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