FAA ACS Companion Guide for Pilots Practice Test (Sample)

Study Guide

BY EXAMZIFY

Everything you need from our exam experts!

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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

1. **What should accompany a paper application if there is a name discrepancy?**

   A. A notarized letter from an employer.

   B. An explanation and a copy of the applicant's photo identification.

   C. Only an explanation is required.

   D. No additional documentation is needed.

2. **Which Part addresses Certification: Air Carriers and Commercial Operators?**

   A. 14 CFR Part 119

   B. 14 CFR Part 93

   C. 14 CFR Part 97

   D. 14 CFR Part 71

3. **What is the focus of 14 CFR Part 65?**

   A. Certification: Airmen Other Than Flightcrew Members

   B. Certification: Pilots, Flight Instructors, and Ground Instructors

   C. Medical Standards and Certification

   D. Airworthiness Directives

4. **Which endorsement is required for logging flight time toward a rating?**

   A. Instructor endorsements.

   B. Appropriate Instructor Endorsements.

   C. Medical endorsements.

   D. Aircraft maintenance endorsements.

5. **What does VFR stand for?**

   A. Visual Flight Rules

   B. Visual Flight Regime

   C. Verbal Flight Regulations

   D. Variable Flight Range

6. **Which CFR part specifically governs airworthiness standards for Normal Category Airplanes?**

   A. 14 CFR Part 23

   B. 14 CFR Part 33

   C. 14 CFR Part 61

   D. 14 CFR Part 91

7. **Which option correctly describes the content of the Airman Knowledge Test Description section?**

   A. It provides an overview of the knowledge test for pilot certification

   B. It lists the aircraft categories included in the test

   C. It explains the medical certification process

   D. It describes airspace classifications in detail

8. **If a policy document states that something "may" be done, what does that imply?**

   A. It indicates permission to perform the prescribed act.

   B. It imposes a mandatory requirement.

   C. It prohibits the action.

   D. It guarantees an action will be approved.

9. **When can an applicant print a duplicate AKTR?**

   A. If the knowledge test was taken on or after January 13, 2020.

   B. If the knowledge test was taken before January 13, 2020.

   C. Only after the applicant passes the test.

   D. Only if the AKTR was issued by the proctor.

10. **What is the role of an evaluator in assessing risk management?**

   A. To grade the aircraft's color

   B. To examine the applicant's understanding and application of risk management principles during practical tests

   C. To test radio communications only

   D. To evaluate airline scheduling

Answers

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

Explanations

1. What should accompany a paper application if there is a name discrepancy?

A. A notarized letter from an employer.

B. An explanation and a copy of the applicant's photo identification.

C. Only an explanation is required.

D. No additional documentation is needed.

When there is a name discrepancy on a paper FAA application, you should accompany the submission with an explanation of the difference and a copy of the applicant's government-issued photo identification. The explanation clarifies why the names don't match (for example, use of a middle name, marriage name, or initials vs. full legal name), and the copy of photo ID proves the identity of the person filing the application. This combination helps the FAA verify who you are and reconcile any variation in how your name appears. A notarized employer letter is not the right supporting document for this issue, and an explanation alone or no additional documentation would not provide the necessary identity confirmation.

2. Which Part addresses Certification: Air Carriers and Commercial Operators?

A. 14 CFR Part 119

B. 14 CFR Part 93

C. 14 CFR Part 97

D. 14 CFR Part 71

Certification for air carriers and commercial operators is addressed by the part that sets out who must be certificated to operate commercially and how that certification is obtained and maintained. This section covers the process to earn an Air Carrier Certificate and the related operations specifications, along with the ongoing safety oversight requirements for those operators. It defines who is authorized to conduct commercial air transport and the conditions under which that authority is granted, which is why it's the best answer for this question. The other topics in the options pertain to different parts of the regulations: one deals with special air traffic rules and how certain operations must be conducted in specific airspace, another covers how standard instrument approach procedures are published and used for instrument flying, and another addresses the designation of airspace and associated ATC routes.

3. What is the focus of 14 CFR Part 65?

A. Certification: Airmen Other Than Flightcrew Members

B. Certification: Pilots, Flight Instructors, and Ground Instructors

C. Medical Standards and Certification

D. Airworthiness Directives

Part 65 concerns certification of airmen other than flight crewmembers. This part governs who qualifies for certificates and ratings for roles like mechanics, repairmen, and other non-flight-crew personnel, including eligibility, testing, and the privileges and limitations of those certificates. It's distinct from other parts: certification for pilots, flight instructors, and ground instructors is covered in Part 61; medical standards and certification are in Part 67; and Airworthiness Directives are in Part 39. So the focus of Part 65 is the certification of airmen other than flight crewmembers.

4. Which endorsement is required for logging flight time toward a rating?

A. Instructor endorsements.

B. Appropriate Instructor Endorsements.

C. Medical endorsements.

D. Aircraft maintenance endorsements.

To count flight time toward earning a rating, you must have an endorsement from a certified instructor that is appropriate to the rating you're pursuing. This endorsement confirms you've completed the required training for that rating and that the instructor has verified you're ready to log that time toward the rating. It's tied to the specific training and the category/class of aircraft, and it must be in the instructor's credential for it to be valid. Generic instructor endorsements don't automatically authorize logging toward a rating, and endorsements for medical or aircraft maintenance have unrelated purposes. The right endorsements are the ones that certify the exact training you completed meets the rating's requirements, allowing that time to be counted.

5. What does VFR stand for?

A. Visual Flight Rules

B. Visual Flight Regime

C. Verbal Flight Regulations

D. Variable Flight Range

Visual Flight Rules refer to the set of regulations that govern flight conducted with outside visual references when the weather provides enough visibility to see and avoid obstacles and other aircraft. This means flying primarily by looking outside the cockpit, staying clear of clouds, and meeting specific visibility and cloud-clearance requirements. The term is used to contrast with IFR, where flight relies on instruments and ATC instructions rather than outside visual cues. The other options don't match the established aviation terminology—Regime, Regulations, or Range aren't the words represented by the acronym.

6. Which CFR part specifically governs airworthiness standards for Normal Category Airplanes?

A. 14 CFR Part 23

B. 14 CFR Part 33

C. 14 CFR Part 61

D. 14 CFR Part 91

Normal Category Airplanes are governed by 14 CFR Part 23. This part is titled Airworthiness Standards: Normal Category Airplanes and sets the certification basis and the design and performance requirements that small, non-transport airplanes must meet to be certified for normal operation. It covers essentials such as structural integrity, flight characteristics, systems and equipment, and the certification process for conformity.   Other parts cover different areas: Part 33 deals with airworthiness standards for aircraft engines, Part 61 handles pilot certification and privileges, and Part 91 covers general operating and flight rules. So the part that directly establishes the airworthiness standards for Normal Category Airplanes is Part 23.

7. Which option correctly describes the content of the Airman Knowledge Test Description section?

A. It provides an overview of the knowledge test for pilot certification

B. It lists the aircraft categories included in the test

C. It explains the medical certification process

D. It describes airspace classifications in detail

The section is about the purpose and structure of the knowledge test used for pilot certification. It explains what the test is designed to assess, how the test is administered, how many questions to expect, the time allotted, and how results are reported or scored. This helps you prepare by understanding the test format and expectations, so your study focuses on the right breadth and depth of material and how you'll be evaluated. The other topics—listing the aircraft categories included in the test, detailing the medical certification process, or describing airspace classifications in detail—belong to other areas of FAA materials and don't describe the test itself or its format.

8. If a policy document states that something "may" be done, what does that imply?

A. It indicates permission to perform the prescribed act.

B. It imposes a mandatory requirement.

C. It prohibits the action.

D. It guarantees an action will be approved.

The main idea is that "may" signals permission. In policy language, when something may be done, it means you are allowed to perform that action under the stated conditions, but you aren't required to do it. It also doesn't promise that the action will be approved or automatically happen, and it isn't a prohibition. So this implies you have the option to proceed, not an obligation or a guarantee.

9. When can an applicant print a duplicate AKTR?

A. If the knowledge test was taken on or after January 13, 2020.

B. If the knowledge test was taken before January 13, 2020.

C. Only after the applicant passes the test.

D. Only if the AKTR was issued by the proctor.

The ability to print a duplicate AKTR depends on when the knowledge test was taken. Since January 13, 2020, the FAA updated the system so applicants can print a duplicate AKTR if the test was taken on or after that date. This date-based rule means duplicates aren't available for tests taken before that milestone, and it's not tied to whether you passed or who issued the AKTR. The key idea is the date of the test event: if it happened on or after January 13, 2020, a duplicate AKTR print is allowed.

10. What is the role of an evaluator in assessing risk management?

A. To grade the aircraft's color

B. To examine the applicant's understanding and application of risk management principles during practical tests

C. To test radio communications only

D. To evaluate airline scheduling

Risk management is evaluated by how a pilot identifies hazards, judges the level of risk, and implements effective mitigations during a practical test. The evaluator observes this process to confirm the applicant can apply a structured risk-management approach in real-time, considering factors in the cockpit, the environment, weather, and operational constraints. They want to see that the pilot uses an accepted framework to break down hazards, assess consequences and probability, explore alternatives, and justify decisions to keep risk at or below an acceptable level. The focus is on demonstrating the ability to anticipate and respond to risk, not on superficial tasks like aesthetics, testing only one skill like radio communications, or unrelated operations such as scheduling.

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://faaacscompanionguide4pilots.examzify.com

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