FAA ACS COMPANION GUIDE FOR PILOTS PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. 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.

2. What does 14 CFR Part 97 provide?

A. Standard Instrument Procedures

B. Special Use Airspace

C. General Operating and Flight Rules

D. Flight and Duty Limitations

3. Which item is listed as part of the required personal equipment for pilots?

A. View-Limiting Device

B. In-Flight Entertainment System

C. Sunglasses

D. Compass

4. AFCS and its meaning pair

A. AFCS — Automatic Flight Control System

B. AFCS — Airframe Control System

C. AFCS — Automatic Flight Calibration System

D. AFCS — Automatic Freeway Control System

5. Which section of regulations addresses smoke/fire and engine compartment fire causes and remedies?

A. PA.IX.C.K3

B. PA.IX.C.R2

C. PA.IX.C.K1

D. PA.IX.C.K2

6. Which statement best describes WAAS in aviation?

A. To improve weather data collection

B. To enhance GPS accuracy and reliability for aviation

C. To increase airspace restrictions

D. To monitor runway incursions

7. In risk management, which factors are processed after hazard perception to determine risk?

A. Weather and time of day

B. Probability and severity

C. Aircraft color and tail number

D. Pilot age and experience

8. Which type of icing is identified by K1b?

A. Carburetor icing or induction icing.

B. Fuel line icing.

C. Exhaust icing.

D. Induction icing only.

9. Which statement correctly reflects the relationship between the ACS and the CFR?

A. The ACS is incorporated by 14 CFR Part 61

B. The ACS is incorporated by 14 CFR Part 43

C. The ACS is independent of CFR

D. The ACS is incorporated by 14 CFR Part 91

10. What is the purpose of the ACS Risk Management section?

A. To outline the standards for knowledge, risk management, and skills necessary for pilot certification.

B. To describe maintenance schedules for aircraft.

C. To provide weather briefing templates for flight planning.

D. To define airspace classifications.

Answers

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

Explanations

1. 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.

2. What does 14 CFR Part 97 provide?

A. Standard Instrument Procedures

B. Special Use Airspace

C. General Operating and Flight Rules

D. Flight and Duty Limitations

Standard Instrument Procedures are the published instrument approach procedures pilots rely on to land at airports when flying under instrument conditions. 14 CFR Part 97 prescribes the design and publication standards for these approaches, including ILS, localizer-only, VOR, and RNAV/GPS approaches, and the minimums that apply to each. This part defines how the instrument approach procedures are created and formatted, ensuring consistency across airports and procedures. It is not about Special Use Airspace (that's covered elsewhere), General Operating and Flight Rules, or Flight and Duty Limitations (defined by other parts).

3. Which item is listed as part of the required personal equipment for pilots?

A. View-Limiting Device

B. In-Flight Entertainment System

C. Sunglasses

D. Compass

During instrument training and testing, pilots must develop proficiency by relying on cockpit instruments rather than outside cues. A view-limiting device (often called a hood or foggles) is used to block the outside view, forcing the trainee to interpret instruments correctly and maintain proper cross-checks. This direct support for safe instrument flying is why it's listed as required personal equipment. Sunglasses, while helpful, are not required equipment; a compass is typically part of the aircraft's fixed, crewed equipment, not personal gear; and an in-flight entertainment system has no role in flight safety or training.

4. AFCS and its meaning pair

A. AFCS — Automatic Flight Control System

B. AFCS — Airframe Control System

C. AFCS — Automatic Flight Calibration System

D. AFCS — Automatic Freeway Control System

AFCS stands for Automatic Flight Control System. This is the part of the aircraft that can automatically manage the flight path by using sensors, a control computer, and actuators to move the flight controls. When you engage the autopilot, the AFCS takes your selected mode (such as maintain altitude, hold a course, or follow a navigation path) and automatically deflect the elevator, ailerons, and rudder as needed to keep the airplane on that path. The flight director and autopilot are common ways pilots interact with the AFCS, with the flight director providing guidance cues and the autopilot executing the commands. Other terms aren't standard aviation terminology for this concept. Airframe Control System isn't a recognized label for automatic flight path management, Automatic Flight Calibration System isn't used to describe flight control, and Automatic Freeway Control System isn't applicable to aviation.

5. Which section of regulations addresses smoke/fire and engine compartment fire causes and remedies?

A. PA.IX.C.K3

B. PA.IX.C.R2

C. PA.IX.C.K1

D. PA.IX.C.K2

This question tests where the guidance for in-flight smoke or fire and engine compartment fire causes and remedies lives within the regulations. In the Powerplant area, the portion that deals with in-flight smoke or fire and engine compartment fires is the section that lays out the typical causes and the recommended remedies or actions to take. It ties together understanding what can cause smoke or a fire in the engine area with the proper steps to identify, manage, and suppress the problem, including the use of appropriate checklists and emergency procedures. The other sections cover different powerplant topics and do not specifically address both the causes and the remedies for smoke or engine compartment fires. So the section that focuses on those scenarios is the correct one.

6. Which statement best describes WAAS in aviation?

A. To improve weather data collection

B. To enhance GPS accuracy and reliability for aviation

C. To increase airspace restrictions

D. To monitor runway incursions

WAAS is a satellite-based augmentation system that enhances GPS navigation for aviation by delivering corrections to reduce position errors and by broadcasting integrity information so pilots know when the GPS data can be trusted. A network of ground reference stations, a master control center, and geostationary satellites work together to provide more accurate, reliable, and available GPS signals, which supports precision approaches and improved en route navigation. This capability best describes WAAS: it enhances GPS accuracy and reliability for aviation. It isn't about collecting weather data, increasing airspace restrictions, or monitoring runway incursions.

7. In risk management, which factors are processed after hazard perception to determine risk?

A. Weather and time of day

B. Probability and severity

C. Aircraft color and tail number

D. Pilot age and experience

After hazards are perceived, risk is determined by evaluating how likely the hazard is to occur and how severe the consequences would be if it does. This pairing—probability and severity—lets you gauge the level of risk and decide on appropriate mitigations. Weather and time of day can influence how likely or how severe a hazard might be, but they're environmental factors that shape the assessment rather than the two core factors used to determine risk. Aircraft color and tail number don't influence the risk calculation, and while pilot age and experience affect overall risk, they aren't the two factors you use to quantify risk in this step.

8. Which type of icing is identified by K1b?

A. Carburetor icing or induction icing.

B. Fuel line icing.

C. Exhaust icing.

D. Induction icing only.

Carburetor icing, also called induction icing, is the icing type identified by K1b. This form occurs when moist air in the induction system cools and ice forms in the carburetor throat or venturi, restricting airflow and causing engine roughness or loss of power. K1b specifically points to this induction/carburetor icing as a recognized category. The other options describe different icing scenarios not grouped under K1b: icing in the fuel line involves the fuel system, exhaust icing isn't the standard induction-icing category, and "induction icing only" is too narrow because carburetor icing and induction icing are considered together.

9. Which statement correctly reflects the relationship between the ACS and the CFR?

A. The ACS is incorporated by 14 CFR Part 61

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D. The ACS is incorporated by 14 CFR Part 91

The key idea is how certification standards are woven into regulation. The Airman Certification Standards describe the knowledge and practical skills that pilots must demonstrate, and they are included in the CFR by reference through a specific part that governs certification. That part is 14 CFR Part 61, which covers the requirements for becoming and remaining a certificated pilot and instructor. Because the ACS is incorporated by reference into Part 61, it becomes the official standard used to assess applicants during knowledge tests and flight/skills checks. The other parts mentioned don't serve this role: Part 43 deals with maintenance and airworthiness procedures, and Part 91 contains general operating and flight rules rather than certification standards. Since the ACS is integrated into Part 61, it is not independent of the CFR. This is why the correct understanding is that the ACS is incorporated by 14 CFR Part 61.

10. What is the purpose of the ACS Risk Management section?

A. To outline the standards for knowledge, risk management, and skills necessary for pilot certification.

B. To describe maintenance schedules for aircraft.

C. To provide weather briefing templates for flight planning.

D. To define airspace classifications.

Risk management in flight is about spotting hazards, judging how serious the risk is, and putting safeguards in place to keep the operation safe. The Risk Management section of the ACS sets the standards for what you must know, how you apply risk management, and the skills you demonstrate to show you can manage risk during certification. It emphasizes a structured approach to decision making—identifying hazards during planning and in flight, assessing the likelihood and consequences, and choosing mitigations that reduce risk to an acceptable level. You'll see this tied to practical frameworks like PAVE or CARE, which help organize hazard identification and risk control in real-world scenarios. This area isn't about maintenance schedules, weather briefing templates, or classifying airspace—that content belongs to other topics. Focusing on risk management helps ensure you can consistently apply risk-based thinking in procedures, planning, and execution, which is exactly what the ACS aims to evaluate.

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!