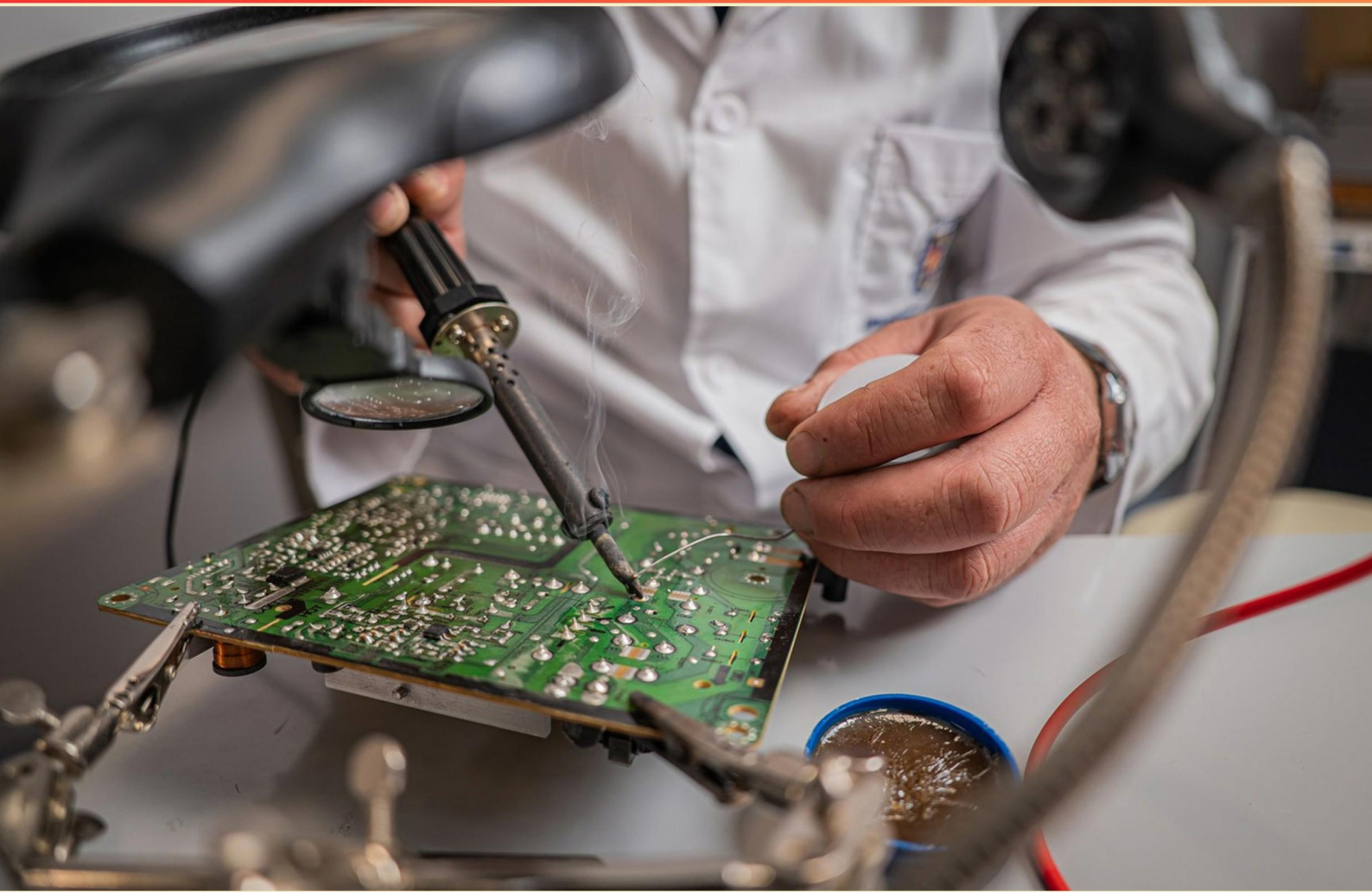


FAA AMT (AVIATION MAINTENANCE TECHNICIAN) AIRFRAME PRACTICE EXAM (SAMPLE) STUDY GUIDE



Prepare with structure. Pass with confidence



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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. Where are aircraft pressure fueling systems instructional procedures normally placarded?**
 - A. Fuel control panel access door
 - B. Pilot's operation handbook
 - C. Near the aircraft's main entrance
 - D. On the refueling truck
- 2. Where would you find the recommended statement for recording the approval or disapproval for return to service of an aircraft after a 100-hour or annual inspection?**
 - A. In the aircraft's logbook
 - B. FAR Part 43
 - C. The aircraft's operating manual
 - D. The manufacturer's maintenance manual
- 3. On some cabin pressurization systems, pressurization on the ground is restricted by the**
 - A. Cockpit control system
 - B. Main landing gear operated switch
 - C. Environmental control system
 - D. Pilot's manual adjustment
- 4. To prevent a very rapid extension of an oleo shock strut after initial compression resulting from landing impact,?**
 - A. Stronger springs are installed.
 - B. The strut is fully inflated with air.
 - C. Various types of valves or orifices are used which restrict the reverse fluid flow.
 - D. Weight is added to the aircraft.
- 5. What are electric circuits protected from overheating by?**
 - A. Fuses
 - B. Circuit breakers
 - C. Resistors
 - D. Capacitors

- 6. Which of the following is most likely to cause thermal runaway in a nickel-cadmium battery?**
- A. Low charging rate
 - B. High ambient temperature
 - C. Excessive current draw from the battery
 - D. Insufficient electrolyte
- 7. One advantage of electrical and electronic fuel quantity indicating systems is that the indicator**
- A. can be located any distance from the tank(s)
 - B. must be located within 10 feet of the tank
 - C. requires manual calibration daily
 - D. only works when directly above the tank
- 8. Which of the following regulates the vacuum of the air pump to hold the deicing boots deflated when the pneumatic deicing system is off?**
- A. Heat control relay.
 - B. Vane type pump.
 - C. Suction relief valve.
 - D. Distributor valve.
- 9. When does the demand valve operate in the diluter demand oxygen regulator?**
- A. Always when the system is turned on
 - B. When the user breathes
 - C. At a preset altitude
 - D. When the pilot adjusts it
- 10. In what area of an aircraft would you find a carbon monoxide detector?**
- A. Cockpit and/or cabin
 - B. Engine room
 - C. Cargo hold
 - D. Lavatories

Answers

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

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Explanations

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1. Where are aircraft pressure fueling systems instructional procedures normally placarded?

- A. Fuel control panel access door**
- B. Pilot's operation handbook
- C. Near the aircraft's main entrance
- D. On the refueling truck

Aircraft pressure fueling systems instructional procedures are normally placarded on the fuel control panel access door. This is because the fuel control panel is where the operator controls the fueling process and needs to have easy access to the instructional procedures in case of any issues or emergencies. Option B, the pilot's operation handbook, while containing important information about the aircraft, may not have specific instructions for pressure fueling systems. Option C, near the aircraft's main entrance, would not be practical as it would require the operator to leave the fuel control panel to access the instructional procedures. Option D, on the refueling truck, would also not be the most optimal choice as the instructional procedures should be easily accessible at the fueling location.

2. Where would you find the recommended statement for recording the approval or disapproval for return to service of an aircraft after a 100-hour or annual inspection?

- A. In the aircraft's logbook
- B. FAR Part 43**
- C. The aircraft's operating manual
- D. The manufacturer's maintenance manual

The recommended statement for recording the approval or disapproval for return to service of an aircraft after a 100-hour or annual inspection can be found in FAR Part 43. This is because FAR Part 43 contains the regulations relating to maintenance, preventative maintenance, and rebuilding of aircraft. The other options, such as the aircraft's logbook, operating manual, and manufacturer's maintenance manual, while important for record-keeping and maintenance procedures, do not specifically pertain to the approval or disapproval for return to service after an inspection.

3. On some cabin pressurization systems, pressurization on the ground is restricted by the

- A. Cockpit control system
- B. Main landing gear operated switch**
- C. Environmental control system
- D. Pilot's manual adjustment

In some cabin pressurization systems, pressurization on the ground is restricted by the main landing gear operated switch. This safety feature ensures that the pressurization system does not operate when the aircraft is on the ground, preventing unnecessary wear and tear on the components and reducing the risk of damage. By tying the pressurization system to the status of the landing gear, the system can automatically activate only when the aircraft is in flight, contributing to the overall safety and efficiency of the pressurization system. The other options are not directly responsible for restricting pressurization on the ground: A. Cockpit control system: This system allows pilots to control various aspects of the aircraft, but it is not specifically designed to restrict pressurization on the ground. C. Environmental control system: While this system is related to cabin pressurization, it is primarily responsible for regulating temperature and air distribution within the cabin, not for restricting pressurization on the ground. D. Pilot's manual adjustment: This option refers to manual adjustments made by the pilot, which are not directly related to restricting pressurization on the ground as a safety measure.

4. To prevent a very rapid extension of an oleo shock strut after initial compression resulting from landing impact,?

- A. Stronger springs are installed.
- B. The strut is fully inflated with air.
- C. Various types of valves or orifices are used which restrict the reverse fluid flow.**
- D. Weight is added to the aircraft.

When an aircraft lands, the strut experiences a strong impact which compresses the spring. In order to prevent the strut from extending too quickly after this initial compression, various types of valves or orifices are installed to restrict the flow of fluid in the opposite direction. As a result, the movements of the strut are controlled, providing a safer and smoother landing. The other options, such as installing stronger springs, fully inflating the strut with air, and adding weight to the aircraft, do not directly address the issue of rapid extension and cannot effectively prevent it.

5. What are electric circuits protected from overheating by?

- A. Fuses**
- B. Circuit breakers
- C. Resistors
- D. Capacitors

Electric circuits are protected from overheating by fuses. Fuses are designed to interrupt the flow of electrical current when it exceeds a safe level, thus preventing overheating and potential damage to the circuit components. Circuit breakers serve a similar purpose as fuses but are more commonly used in larger electrical systems. Resistors and capacitors are passive components that regulate or store electrical energy in a circuit and do not provide protection against overheating like fuses do.

6. Which of the following is most likely to cause thermal runaway in a nickel-cadmium battery?

- A. Low charging rate
- B. High ambient temperature
- C. Excessive current draw from the battery**
- D. Insufficient electrolyte

Excessive current draw from the battery is the most likely factor to cause thermal runaway in a nickel-cadmium battery. When a battery is subjected to a higher current draw than its design allows, it can lead to internal heat generation beyond the battery's ability to dissipate it, resulting in thermal runaway. This can cause the battery to heat up quickly, potentially leading to leakage, off-gassing, or in extreme cases, an explosion. Option A, low charging rate, would not typically cause thermal runaway. Slow charging rates may lead to overcharging or sulfation in a nickel-cadmium battery, but not thermal runaway. Option B, high ambient temperature, can impact battery performance and lifespan, but it is less likely to cause thermal runaway compared to excessive current draw. Option D, insufficient electrolyte, may affect the battery's capacity and overall performance, but it is not directly related to causing thermal runaway in a nickel-cadmium battery.

7. One advantage of electrical and electronic fuel quantity indicating systems is that the indicator

- A. can be located any distance from the tank(s)**
- B. must be located within 10 feet of the tank
- C. requires manual calibration daily
- D. only works when directly above the tank

Electrical and electronic fuel quantity indicating systems offer flexibility in terms of indicator placement because they do not rely on direct mechanical connections for fuel level measurement. This advantage allows the indicator to be located any distance from the fuel tank(s) without compromising the accuracy of the readings. This distance flexibility can be beneficial in aircraft design and maintenance, allowing for more versatile installation options. On the other hand, the other options are incorrect because electronic fuel quantity systems do not require manual calibration daily, do not have a specific 10 feet proximity limitation, and can work efficiently regardless of the exact location relative to the tank.

8. Which of the following regulates the vacuum of the air pump to hold the deicing boots deflated when the pneumatic deicing system is off?

- A. Heat control relay.
- B. Vane type pump.
- C. Suction relief valve.**
- D. Distributor valve.

In a pneumatic deicing system, the suction relief valve regulates the vacuum of the air pump to hold the deicing boots deflated when the system is turned off. This valve ensures that there is no excessive vacuum buildup that could damage the deicing boots or other components of the system. Option A, the heat control relay, is responsible for regulating the heat output in systems like engine anti-ice systems but does not regulate the vacuum for deflating the deicing boots. Option B, the vane type pump, is responsible for generating the vacuum required for the operation of pneumatic systems but does not regulate it to hold the deicing boots deflated when the system is off. Option D, the distributor valve, directs the flow of air or fluid within a system but does not specifically regulate the vacuum for holding the deicing boots deflated when the pneumatic deicing system is off. Therefore, the correct answer is option C, the suction relief valve, as it specifically controls the vacuum to keep the deicing boots deflated when the system is not in use.

9. When does the demand valve operate in the diluter demand oxygen regulator?

- A. Always when the system is turned on
- B. When the user breathes**
- C. At a preset altitude
- D. When the pilot adjusts it

The demand valve in a diluter demand oxygen regulator operates in response to the user's breaths. This ensures that oxygen is only released when the user inhales, conserving the supply and preventing over-oxygenation. Option A is incorrect because the demand valve does not continuously supply oxygen when the system is turned on, it responds to the user's breaths. Option C is incorrect because the demand valve does not operate based on altitude, but rather on the user's inhalation. Option D is incorrect because the pilot does not control the demand valve, it is controlled by the user's breaths.

10. In what area of an aircraft would you find a carbon monoxide detector?

- A. Cockpit and/or cabin**
- B. Engine room
- C. Cargo hold
- D. Lavatories

Carbon monoxide detectors can be found in the cockpit and/or cabin of an aircraft due to the fact that they are essential for monitoring the air quality within these areas where passengers and crew are present. Option B is incorrect because engine rooms are typically a sealed compartment and are not accessible to passengers or crew. Option C is also incorrect because the cargo hold is typically sealed off from the rest of the aircraft and is not a location where passengers or crew would be. Option D is incorrect because lavatories are small enclosed areas and would not require a carbon monoxide detector.

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://amtairframe.examzify.com>

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

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