FAA General Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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 records must be retained and transferred with an aircraft when it is sold?

A. Records of previous owners and registration dates

B. Records of the current status of applicable ADs, and date and time when recurring ADs are next due

C. Records of all previous repairs and modifications

D. Logbooks only of flight hours since the last inspection

2. What is the name of the nonelectrolytic chemical treatment for aluminum alloys that enhances corrosion resistance and paint-bonding qualities?

A. Chromating

B. Anodizing

C. Alodizing

D. Phosphate coating

3. What are the three types of human error identified in aviation?

A. Omission, commission, and extraneous

B. Planning, execution, and communication

C. Intentional, unintentional, and situational

D. Reactive, proactive, and latent

4. How should corrosion be removed from magnesium parts?

A. With a steel brush

B. With a soft cloth

C. With a stiff, nonmetallic brush

D. With a spray cleaner

5. What is the goal of the "SHEL" model in human factors?

A. To prioritize safety over efficiency

B. To determine what the problem is

C. To identify where and why the problem exists

D. To educate staff on error management

6. Which inspection document outlines necessary items for annual or 100-hour inspections?

A. Manufacturer's handbook

B. Aviation Maintenance Standards

C. 14 CFR Part 43

D. Airworthiness Directives

7. What is one effective way to increase resistance to stress corrosion cracking?

A. Reducing surface area

B. Creating compressive stresses via shot peening

C. Increasing temperature during processing

D. Using a different material

8. What does FAA Form 337 primarily document?

A. Flight hours for aircraft

B. Alterations and repairs made to the aircraft

C. Maintenance schedules and compliance

D. Fuel consumption records

9. At what intervals should you check the thrust bearing nut for tightness?

A. 50 hours

B. 150 hours

C. 100 hours

D. 75 hours

10. What is the cause of corrosion due to galvanic action?

A. Contact between two similar metals

B. Contact between two unlike metals

C. High temperatures in the environment

D. Presence of moisture only

Answers

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

Explanations

1. Which records must be retained and transferred with an aircraft when it is sold?

A. Records of previous owners and registration dates

B. Records of the current status of applicable ADs, and date and time when recurring ADs are next due

C. Records of all previous repairs and modifications

D. Logbooks only of flight hours since the last inspection

The correct choice focuses on retaining and transferring the current status of applicable Airworthiness Directives (ADs) and the date and time when recurring ADs are next due. This information is crucial because it directly pertains to the safety and airworthiness of the aircraft. By understanding the status of ADs, potential buyers can assess whether the aircraft complies with necessary regulatory requirements and if any immediate actions or inspections are needed. Transferring these records is essential for maintaining continuity in the aircraft's history regarding compliance with safety regulations, ensuring the aircraft remains safe to operate and is compliant with FAA standards. This requirement emphasizes the importance of ongoing airworthiness management and regulatory compliance during ownership transitions. While other options mention historical data and maintenance records, they do not have the same level of immediate safety impact as the current AD status, which is integral for potential owners to make informed decisions about the aircraft's operational readiness.

2. What is the name of the nonelectrolytic chemical treatment for aluminum alloys that enhances corrosion resistance and paint-bonding qualities?

A. Chromating

B. Anodizing

C. Alodizing

D. Phosphate coating

The process you're referring to, which enhances corrosion resistance and paint-bonding qualities for aluminum alloys, is indeed known as Alodizing. This is a type of chemical conversion coating that provides a protective layer on aluminum, improving its surface characteristics. Alodizing is particularly beneficial because it creates a non-metallic layer that adheres well to the base metal, providing excellent adhesion for paint and ensuring long-lasting protection against corrosion. While there are other treatments like chromating and anodizing, Alodizing specifically offers a nonelectrolytic approach, distinguishing it from anodizing, which relies on an electrochemical process to create a thicker protective oxide layer. Chromating also provides corrosion resistance but is generally not used for enhancing paint adhesion to the same extent as Alodizing. Phosphate coating offers benefits primarily for ferrous metals rather than aluminum. Thus, Alodizing stands out as the preferred method for improving the surface properties of aluminum alloys in applications where enhanced corrosion resistance and paint adhesion are critical.

3. What are the three types of human error identified in aviation?

A. Omission, commission, and extraneous

B. Planning, execution, and communication

C. Intentional, unintentional, and situational

D. Reactive, proactive, and latent

The identification of human errors in aviation is crucial for improving safety and operational effectiveness. The three types of human error—omission, commission, and extraneous—provide a framework for understanding how mistakes can occur in complex environments like aviation. Omission errors occur when an action that should have been taken is not performed, such as forgetting to complete a pre-flight check or neglecting to communicate critical information during a flight. These errors typically stem from lapses in attention or memory. Commission errors involve taking an incorrect action or making an erroneous decision, such as incorrectly configuring cockpit controls or misinterpreting instruments. These errors often arise from a misunderstanding of procedures or a failure to follow established protocols. Extraneous errors are those actions or factors that are unnecessary or irrelevant to the task at hand, which can distract from the primary objectives. This could include being influenced by misleading information or outside interruptions that lead to mistakes. Together, these categories help aviation professionals analyze incidents and develop strategies to mitigate risks associated with human performance, ultimately enhancing safety and operational reliability. Understanding these error types is fundamental for addressing the cognitive and situational factors that contribute to human error in aviation environments.

4. How should corrosion be removed from magnesium parts?

A. With a steel brush

B. With a soft cloth

C. With a stiff, nonmetallic brush

D. With a spray cleaner

Corrosion removal from magnesium parts requires careful consideration of the material's properties. Magnesium is a lightweight metal that can be quite reactive, especially in the presence of moisture and certain cleaning agents. Using a stiff, nonmetallic brush is the appropriate choice because it can effectively remove surface corrosion without damaging the underlying metal. Stiff bristles can help dislodge corrosion that may have adhered tightly while ensuring that no metal particles from a brush would embed themselves into the magnesium, which could lead to further corrosion issues. In contrast, using a steel brush may introduce metal particles and could scratch the surface, compromising the integrity of the magnesium. A soft cloth would likely be insufficient for removing more stubborn corrosion and could push contaminants around rather than lifting them off. While a spray cleaner could be useful for cleaning surfaces, it may not be effective alone in removing the corrosion that physically adheres to the magnesium, and certain chemicals could react adversely with magnesium if they are not specifically formulated for its use. Thus, the stiff, nonmetallic brush stands out as the safest and most effective method for this task.

5. What is the goal of the "SHEL" model in human factors?

A. To prioritize safety over efficiency

B. To determine what the problem is

C. To identify where and why the problem exists

D. To educate staff on error management

The "SHEL" model, which stands for Software, Hardware, Environmental factors, and Liveware, focuses on understanding the interactions between these components in human factors and how they contribute to safety and performance in aviation and other industries. The primary goal of the SHEL model is to identify where and why problems exist within these interactions. By analyzing the various elements involved—human (liveware), technology (hardware and software), and environment—stakeholders can pinpoint specific issues that may lead to errors or inefficiencies. This approach is crucial for improving systems, optimizing performance, and enhancing safety. Identifying the root causes of problems allows organizations to implement effective solutions, foster a safer workplace, and minimize the risk of accidents. This framework encourages a holistic view of human factors, emphasizing the importance of considering all components and their interactions in the analysis process.

6. Which inspection document outlines necessary items for annual or 100-hour inspections?

A. Manufacturer's handbook

B. Aviation Maintenance Standards

C. 14 CFR Part 43

D. Airworthiness Directives

The correct choice in this case is the document that specifies the regulatory framework for aircraft maintenance, including the requirements for annual and 100-hour inspections. 14 CFR Part 43 outlines the responsibilities of aircraft owners and maintenance personnel, detailing the necessary items that must be inspected to ensure the continued airworthiness of an aircraft. This regulation sets forth the standards for performing maintenance, preventive maintenance, and alterations on civil aircraft. By following the guidelines provided in 14 CFR Part 43, maintenance personnel ensure compliance with federal regulations, promoting safety and reliability in aviation operations. This part of the Code of Federal Regulations is essential for any routine or periodic inspections, providing a clear standardization for what those inspections should encompass. Each aircraft and its operated component must meet these outlined items to maintain airworthiness and safety in aviation.

7. What is one effective way to increase resistance to stress corrosion cracking?

A. Reducing surface area

B. Creating compressive stresses via shot peening

C. Increasing temperature during processing

D. Using a different material

Creating compressive stresses through shot peening is an effective method to increase resistance to stress corrosion cracking. Shot peening involves bombarding the surface of a material with small spherical media (shot) which induces compressive residual stresses in the surface layer. These compressive stresses counteract the tensile stresses that can lead to the initiation and propagation of stress corrosion cracks. Tensile stresses, whether from applied loads or due to corrosion processes, can lead to crack formation if the material is vulnerable to stress corrosion cracking. By introducing compressive stresses, it enhances the material's resistance to such cracking, effectively reducing the likelihood of failure under corrosive environmental conditions. Other methods of enhancing resistance to stress corrosion cracking could involve altering material properties through different alloys or coatings, but shot peening specifically focuses on manipulating the mechanical state of the surface to enhance performance against such failure modes.

8. What does FAA Form 337 primarily document?

A. Flight hours for aircraft

B. Alterations and repairs made to the aircraft

C. Maintenance schedules and compliance

D. Fuel consumption records

FAA Form 337 is used to document alterations and repairs made to an aircraft. This form is critical for maintaining the integrity of the aircraft's records, as it serves as an official record for any modifications or repairs that may affect the aircraft's airworthiness. The form provides details about the nature of the alteration or repair, who performed the work, and compliance with applicable regulations. Proper documentation is essential for ensuring that all changes are tracked and that any necessary inspections or certifications are adhered to, maintaining safety and regulatory standards. Other options, while relevant in their own contexts, do not reflect the primary purpose of Form 337; for instance, flight hours, maintenance schedules, and fuel consumption are documented through different forms or logs in aviation maintenance and operations.

9. At what intervals should you check the thrust bearing nut for tightness?

A. 50 hours

B. 150 hours

C. 100 hours

D. 75 hours

The correct interval for checking the thrust bearing nut for tightness is 150 hours. This maintenance practice is based on the manufacturer's recommendations and general aviation maintenance guidelines. Regular checks are essential for maintaining engine performance and reliability, as a loose thrust bearing nut can lead to significant mechanical failures and unsafe operating conditions. Checking the thrust bearing nut at this interval helps ensure that the nut remains secure, preventing potential movement or wear that could adversely affect the engine's operation. Additionally, adhering to this maintenance schedule fosters a proactive approach to aircraft maintenance, ultimately enhancing safety and performance.

10. What is the cause of corrosion due to galvanic action?

A. Contact between two similar metals

B. Contact between two unlike metals

C. High temperatures in the environment

D. Presence of moisture only

Galvanic corrosion occurs when two different metals come into contact in the presence of an electrolyte, such as water. This electrochemical process happens because the dissimilar metals create a potential difference, leading to the more anodic metal corroding at a greater rate than it would if it were isolated. The metal that is more noble (cathodic) serves as a protective layer for the less noble (anodic) metal, which accelerates its corrosion. When two unlike metals are in contact, the electrochemical properties differ, and this creates a galvanic cell. The less noble metal will corrode preferentially, while the more noble metal will remain relatively unharmed. Factors like the presence of moisture enhance this process as they act as an electrolyte, promoting the flow of ions necessary for the galvanic action. In contrast, contact between two similar metals does not create a significant galvanic cell, and therefore, does not lead to this type of corrosion. High temperatures can affect the rate of corrosion and the effectiveness of barriers, but they are not a direct cause of galvanic action. While moisture is a contributing factor to corrosion generally, it is not the sole cause of galvanic corrosion, which specifically arises from the interaction of different metals

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://faageneral.examzify.com

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