

FAA GROUND SCHOOL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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. What is the appropriate action for an aircraft to take when another aircraft is on a collision course?**
 - A. Both should land immediately
 - B. One should take evasive action
 - C. Both should adjust their flight paths
 - D. Neither needs to change course
- 2. What is the primary function of a transponder in controlled airspace?**
 - A. To report altitude only
 - B. To communicate with flight services
 - C. To provide aircraft identification and altitude to ATC
 - D. To track and manage fuel efficiency
- 3. During VFR flights in Class D airspace, which equipment must the airplane have for night operations?**
 - A. Navigation lights only
 - B. Visual flight instruments
 - C. Only a transponder
 - D. IFR equipment
- 4. In order to navigate directly from Majors Airport to Quitman VOR-DME, what course should the VOR receiver be set?**
 - A. 101°
 - B. 110°
 - C. 120°
 - D. 130°
- 5. At what altitude must a VFR aircraft maintain odd-thousand plus 500 while flying on a magnetic course of 0° through 179°?**
 - A. Above 5000 ft
 - B. At 5500 ft
 - C. At 4500 ft
 - D. At 3000 ft

- 6. Where does wind shear occur?**
- A. At high altitudes only
 - B. Near the surface only
 - C. At all altitudes, in all directions
 - D. Only in thunderstorms
- 7. Who has the primary responsibility for maintaining an aircraft in worthy condition?**
- A. The pilot in command
 - B. The aircraft manufacturer
 - C. The owner or operator
 - D. The ground crew
- 8. Flight through a restricted area should not be accomplished unless the pilot has what?**
- A. Received ATC clearance
 - B. Received prior authorization from the controlling agency
 - C. Been airborne for over one hour
 - D. A special permit
- 9. What is the first action after starting an aircraft engine?**
- A. Check the oil level
 - B. Adjust proper RPM and check for desired indications on the engine gauges
 - C. Test all flight controls
 - D. Report to air traffic control
- 10. What notation should indicate completion of an annual condition inspection?**
- A. Verbal confirmation
 - B. Unappropriate notation
 - C. Standard operating procedure
 - D. Proper entry in aircraft maintenance records

Answers

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

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Explanations

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1. What is the appropriate action for an aircraft to take when another aircraft is on a collision course?

- A. Both should land immediately
- B. One should take evasive action
- C. Both should adjust their flight paths**
- D. Neither needs to change course

In a situation where two aircraft are on a collision course, the appropriate action is for both aircraft to adjust their flight paths to avoid the potential collision. This is guided by the principle of "see and avoid," which is fundamental in aviation operations. Pilots actively monitor the airspace around them and must be prepared to change their flight paths in order to maintain safe separation from other aircraft. Adjusting flight paths allows both pilots to have a clearer understanding of each other's maneuvers and enhances overall safety. By altering their routes, the aircraft can effectively create distance between themselves, reducing the risk of a mid-air collision. The responsibility of maintaining safe separation is shared and depends on situational awareness and a willingness to cooperate with other aircraft in the vicinity. The other choices present actions that do not sufficiently address the need for immediate and cooperative avoidance of the potential collision. For example, having both land immediately may not be feasible or safe at that moment, while suggesting that only one aircraft take evasive action could lead to confusion and does not guarantee safety. Lastly, stating that neither needs to change course overlooks the critical importance of proactive measures to prevent accidents in the sky.

2. What is the primary function of a transponder in controlled airspace?

- A. To report altitude only
- B. To communicate with flight services
- C. To provide aircraft identification and altitude to ATC**
- D. To track and manage fuel efficiency

The primary function of a transponder in controlled airspace is to provide aircraft identification and altitude information to Air Traffic Control (ATC). This device enhances situational awareness for controllers, as it allows them to visualize the aircraft's position on radar, along with its assigned altitude and unique identification code. When an aircraft is equipped with a transponder, it actively responds to interrogations from ATC radar by transmitting a signal that includes its identity and altitude. This response is critical in ensuring that ATC can manage air traffic safely and effectively, especially in busy or complex environments where multiple aircraft operate in proximity to one another. While reporting altitude is a function of the transponder, limiting its role to just altitude neglects its essential capability of providing identification information. Additionally, transponders are not designed to communicate with flight services or to assist with fuel efficiency tracking, which makes these options irrelevant in the context of the primary function of a transponder in controlled airspace.

3. During VFR flights in Class D airspace, which equipment must the airplane have for night operations?

- A. Navigation lights only
- B. Visual flight instruments
- C. Only a transponder

D. IFR equipment

For night operations in Class D airspace during VFR (Visual Flight Rules) flights, the airplane is required to have specific equipment to ensure safety and compliance with regulations. The correct choice indicates that IFR (Instrument Flight Rules) equipment is necessary. While flying at night, it is critical to have equipment that allows for better navigation and awareness of other aircraft, especially in busy airspace like Class D.

Additionally, having IFR equipment enhances a pilot's ability to deal with unexpected situations, such as sudden weather changes that might reduce visibility. Important components of IFR equipment include instruments for monitoring altitude, heading, and attitude, as well as communication systems to ensure that the pilot can stay in contact with air traffic control. In contrast, the other options, such as navigation lights only, visual flight instruments, or simply a transponder, do not encompass the full range of equipment necessary for safe night flying in Class D airspace. Navigation lights are essential for visibility but insufficient alone for safe operations after dark. Similarly, visual flight instruments do not provide the same level of safety and redundancy that IFR equipment does, particularly at night. A transponder is helpful for communication and traffic awareness, but it does not replace the need for comprehensive navigation and situational awareness tools that IFR

4. In order to navigate directly from Majors Airport to Quitman VOR-DME, what course should the VOR receiver be set?

- A. 101°**
- B. 110°
- C. 120°
- D. 130°

To navigate directly from Majors Airport to Quitman VOR-DME, the VOR receiver must be set to a specific magnetic course that corresponds to the desired track. This magnetic course is known as the "course to" the VOR. When determining the correct course to set on the VOR receiver, navigators rely on the magnetic headings which can be calculated using sectional charts or VOR approach plates. In this case, a course of 101° is established as the correct bearing from the departure point (Majors Airport) to the VOR (Quitman). Using the correct course ensures that the aircraft is flying in the exact direction needed to reach the VOR, allowing for effective navigation and ensuring the pilot remains on the intended flight path. Setting the receiver to the right course also helps in maintaining situational awareness and aids in the safe operation of the aircraft. In this scenario, the other choices indicate different magnetic headings, which may not correspond with the direct track to the Quitman VOR-DME. Choosing the correct heading is crucial for efficient navigation and reaching the correct destination.

5. At what altitude must a VFR aircraft maintain odd-thousand plus 500 while flying on a magnetic course of 0° through 179°?

A. Above 5000 ft

B. At 5500 ft

C. At 4500 ft

D. At 3000 ft

The requirement for a VFR (Visual Flight Rules) aircraft to maintain odd-thousand plus 500 feet applies to altitudes when flying on magnetic courses between 0° and 179°. This regulation is part of rules that dictate cruising altitude based on the aircraft's magnetic heading. When flying on a course in this range, the appropriate altitude to maintain is 1,500 feet above an odd-thousand foot level in order to ensure safe vertical separation from other aircraft traveling at different altitudes. The odd-thousand altitude associated with this is 5,000 feet, so the correct cruising altitude would be 5,000 feet plus 500 feet, resulting in an altitude of 5,500 feet. This ensures that an aircraft flying within this course range maintains proper vertical separation from any aircraft that might be maintaining even thousand altitudes, enhancing safety in the sky.

6. Where does wind shear occur?

A. At high altitudes only

B. Near the surface only

C. At all altitudes, in all directions

D. Only in thunderstorms

Wind shear refers to a sudden change in wind speed or direction over a short distance in the atmosphere. It can occur at any altitude and in various atmospheric conditions. While wind shear is often associated with weather phenomena such as thunderstorms, it is not exclusive to them. At high altitudes, wind shear can occur due to jet streams and other atmospheric layers, while near the surface, it is commonly caused by factors such as terrain, buildings, and temperature changes. Because it can exist in layers of the atmosphere at varying altitudes and directions, wind shear is recognized as a widespread phenomenon that pilots must be aware of throughout their flight operations. Understanding this helps in assessing risks associated with takeoff and landing as well as turbulence at cruising altitudes.

7. Who has the primary responsibility for maintaining an aircraft in worthy condition?

- A. The pilot in command
- B. The aircraft manufacturer
- C. The owner or operator**
- D. The ground crew

The primary responsibility for maintaining an aircraft in worthy condition falls to the owner or operator. This responsibility includes ensuring that the aircraft is compliant with all maintenance requirements, adhering to scheduled inspections, and consistently monitoring the aircraft's condition to maintain airworthiness. The owner/operator must ensure that all necessary maintenance is performed by qualified personnel and that accurate records are kept to document the aircraft's maintenance history. While the pilot in command does play a critical role in conducting pre-flight inspections and confirming the operational status of the aircraft, their responsibility is primarily related to the specific flight and not the overall upkeep of the aircraft. The aircraft manufacturer is responsible for providing the aircraft in a condition that is airworthy and supplying the necessary documentation and guidelines for maintenance, but they are not directly responsible for ongoing maintenance. The ground crew supports various maintenance activities and assists with the day-to-day operations of the aircraft, but they operate under the direction of the owner/operator and do not hold primary responsibility for the aircraft's overall maintenance.

8. Flight through a restricted area should not be accomplished unless the pilot has what?

- A. Received ATC clearance
- B. Received prior authorization from the controlling agency**
- C. Been airborne for over one hour
- D. A special permit

Pilots must receive prior authorization from the controlling agency for flight through a restricted area because these areas are established for specific reasons, often involving military operations or other activities that could pose a hazard to aircraft. The controlling agency, typically a military authority or other government entity, manages the restricted airspace and can provide information regarding current activities. Simply having ATC clearance is not sufficient, as ATC may not have the authority to allow entry into restricted airspace without the proper authorization. There are no time requirements for being airborne before entering a restricted area, nor is a special permit typically granted. Therefore, obtaining prior authorization is crucial to ensure both safety and compliance with regulations relating to restricted areas.

9. What is the first action after starting an aircraft engine?

- A. Check the oil level
- B. Adjust proper RPM and check for desired indications on the engine gauges**
- C. Test all flight controls
- D. Report to air traffic control

The first action after starting an aircraft engine is to adjust the proper RPM and check for desired indications on the engine gauges. This step is crucial because it ensures that the engine is running smoothly and efficiently. After starting the engine, a pilot needs to monitor the engine's performance, which includes checking the oil pressure, temperature, RPM, and other indicators to confirm that the engine is operating within its normal parameters. This process helps to identify any immediate issues that may need attention before proceeding with further steps in the pre-flight checklist. Ensuring that the engine is performing correctly is vital for safety and operational integrity before moving on to other checks or completing flight preparations. Checking the oil level, testing flight controls, and reporting to air traffic control are also important elements of flight preparation and safety. However, they follow after confirming that the engine is operational and in good condition, thus making the adjustment of RPM and checking engine gauges the first priority after engine start.

10. What notation should indicate completion of an annual condition inspection?

- A. Verbal confirmation
- B. Unappropriate notation
- C. Standard operating procedure
- D. Proper entry in aircraft maintenance records**

The completion of an annual condition inspection must be documented with a proper entry in the aircraft maintenance records. This is crucial because accurate record-keeping is a legal requirement and ensures that the aircraft's maintenance history is clear and traceable. The entry should include specific details such as the date of the inspection, the findings, and the signature of the qualified individual who conducted the inspection. Failure to provide this proper documentation could lead to significant issues, including non-compliance with regulatory requirements and potential safety hazards. Accurate maintenance records establish accountability and provide critical information regarding the airworthiness of the aircraft for future inspections, potential buyers, and regulatory bodies. This ensures that everyone involved in the aircraft's operation is aware of its maintenance status, and it protects the owner/operator from liabilities and fines related to improper documentation.

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://faa-groundschoo.examzify.com>

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

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