

FAA MILITARY COMPETENCY PRACTICE EXAM (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. Who is ultimately responsible for the operation of an airplane?**
 - A. The flight engineer
 - B. The co-pilot
 - C. The Pilot in Command
 - D. The aircraft owner

- 2. Under what condition may a pilot allow an object to be dropped from a civil aircraft in flight?**
 - A. If it creates no hazard to persons and property
 - B. If approved by the FAA
 - C. If it is a safety item
 - D. If it is for training purposes

- 3. Why might a pilot need alternatives available during flight planning?**
 - A. Weather changes
 - B. Fuel availability
 - C. Regulatory compliance
 - D. Aircraft performance issues

- 4. What is required for the operation of a large civil aircraft under lease?**
 - A. A copy of the lease must be mailed to the FAA
 - B. The lessee must have a specific insurance policy
 - C. A certificate of registration must be provided
 - D. The aircraft must undergo a special inspection

- 5. What is the minimum altitude at which an operable coded transponder with Mode C is required in the contiguous U.S.?**
 - A. 5,000 feet MSL
 - B. 10,000 feet MSL
 - C. 2,500 feet AGL
 - D. 3,500 feet MSL

- 6. What does a white and black sign indicate at an airport?**
- A. Runway direction
 - B. Location information
 - C. Mandatory instructions
 - D. Taxiway direction
- 7. What must a pilot do when passing each designated reporting point under IFR in controlled airspace?**
- A. Report altitude only
 - B. Report using ground-based navigation aids
 - C. Report by radio as soon as possible
 - D. Report only when requested by ATC
- 8. What minimum conditions are required for an airport without an approved instrument approach to be an alternate airport on an IFR flight plan?**
- A. Good weather for VFR operations
 - B. Ceiling and visibility that allows for descent, approach, and landing under basic VFR
 - C. No limitations; any VFR conditions suffice
 - D. At least 3 SM visibility
- 9. What must aircraft maintenance records include regarding life-limited parts?**
- A. Only the manufacturing date
 - B. The current status of life-limited parts
 - C. Only repairs done
 - D. Only replacement history
- 10. What must be documented in aircraft records after a successful annual inspection?**
- A. Flight hours since the last inspection
 - B. A notation of the inspection results
 - C. Approval from the FAA
 - D. Approval from the aircraft owner

Answers

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

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Explanations

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1. Who is ultimately responsible for the operation of an airplane?

- A. The flight engineer
- B. The co-pilot
- C. The Pilot in Command**
- D. The aircraft owner

The Pilot in Command (PIC) is ultimately responsible for the operation of an airplane. This responsibility encompasses a wide range of duties, including the safety of the flight, adherence to regulations, and operational decisions made during the flight. The PIC must ensure that the aircraft is operated within the legal and procedural standards set forth by aviation authorities. The PIC is trained and certified to handle various situations that may arise during flight, including emergencies. This level of responsibility also includes supervising the crew, communicating with air traffic control, and ensuring that the aircraft's systems are functioning correctly. In adopting this role, the Pilot in Command serves not only as the leader of the flight crew but also as the final authority on decisions made during the flight, reflecting the critical importance of their role in aviation safety. Other roles, such as the flight engineer or co-pilot, while important, are not ultimately responsible for the aircraft's operation. The aircraft owner may have certain responsibilities regarding maintenance and operational compliance, but they do not directly manage the flight itself. Thus, the specific authority and responsibility attributed to the Pilot in Command is essential in aviation operations.

2. Under what condition may a pilot allow an object to be dropped from a civil aircraft in flight?

- A. If it creates no hazard to persons and property**
- B. If approved by the FAA
- C. If it is a safety item
- D. If it is for training purposes

The correct answer centers on the concept of ensuring safety during flight operations. A pilot may allow an object to be dropped from a civil aircraft in flight only if it creates no hazard to persons and property. This condition aligns with the principles of aviation safety and responsibility. The Federal Aviation Administration (FAA) emphasizes that safety is paramount in all aspects of aviation operations. Dropping an object must not pose a risk to anyone on the ground or to other aircraft in the vicinity. This reflects the regulations designed to protect public safety and the integrity of air traffic management. While other conditions, such as FAA approval or specific training purposes, may seem relevant in certain contexts, they do not serve as blanket regulations for the dropping of objects during flight. The overarching principle is that safety must not be compromised, which is encapsulated in the notion that no hazard to persons and property should be created when an object is dropped.

3. Why might a pilot need alternatives available during flight planning?

- A. Weather changes**
- B. Fuel availability
- C. Regulatory compliance
- D. Aircraft performance issues

During flight planning, it is essential for a pilot to have alternatives readily available due to the unpredictability of weather conditions. Weather can change rapidly, affecting visibility, wind conditions, and overall flight safety. For instance, a pilot might plan a flight route that initially appears clear, but as the flight progresses, storms or adverse weather could develop along that route. Having an alternate route or destination can enable the pilot to divert safely and continue the flight without jeopardizing safety. While fuel availability, regulatory compliance, and aircraft performance issues are indeed important considerations during flight planning, the primary reason for preparing alternatives typically relates to adapting to changing environmental conditions that could impact the planned route. Knowing alternative options in advance allows pilots to respond promptly to unforeseen weather events, ensuring the safety and efficiency of the flight.

4. What is required for the operation of a large civil aircraft under lease?

- A. A copy of the lease must be mailed to the FAA**
- B. The lessee must have a specific insurance policy
- C. A certificate of registration must be provided
- D. The aircraft must undergo a special inspection

For the operation of a large civil aircraft under lease, it is required to have a copy of the lease mailed to the FAA. This requirement ensures that the FAA is aware of the operational status and legal ownership of the aircraft, which is crucial for regulatory oversight and safety compliance. The lease documentation indicates the terms under which the aircraft will be operated, including responsibilities that may affect maintenance, operation, and compliance with airworthiness standards. Having the lease on record allows the FAA to verify that the aircraft is being operated in accordance with the appropriate regulations and that proper oversight can be maintained. This documentation is vital in cases where the aircraft undergoes inspections, maintenance, or operational evaluations, ensuring that all parties adhere to the regulatory framework governing aircraft operation in the aviation industry.

5. What is the minimum altitude at which an operable coded transponder with Mode C is required in the contiguous U.S.?

- A. 5,000 feet MSL
- B. 10,000 feet MSL**
- C. 2,500 feet AGL
- D. 3,500 feet MSL

The requirement for an operable coded transponder with Mode C in the contiguous U.S. is set to provide enhanced situational awareness and safety, particularly in busy airspace. The minimum altitude at which this equipment becomes necessary is 10,000 feet MSL (Mean Sea Level). At or above this altitude, a transponder with Mode C helps air traffic control track aircraft and maintain safe separation in a variety of air traffic scenarios. This regulation is critical for operations in and around busy terminal airspace, where the likelihood of encountering other aircraft increases significantly. Additionally, Mode C transponders provide altitude information, which is essential for ATC to ensure vertical separation between aircraft. Below 10,000 feet MSL, there are specific exceptions and circumstances, but in general, for safety and efficiency in higher traffic environments, the requirement is set at this altitude for the transponder to be operational.

6. What does a white and black sign indicate at an airport?

- A. Runway direction
- B. Location information**
- C. Mandatory instructions
- D. Taxiway direction

A sign that is white and black at an airport typically provides location information. This means these signs are used to help pilots identify their current position on the airport layout. They are essential for navigational purposes, ensuring that pilots know where they are on the airport and can make informed decisions regarding their taxiing routes. Location signs are usually structured with a black background and white lettering, making them distinct from other types of signs at the airport, such as those providing mandatory instructions or directional guidance. While other colors represent different functions (for example, red signs indicate mandatory instructions), the specific design of white and black signs is dedicated to indicating a location, which enhances situational awareness for pilots on the ground.

7. What must a pilot do when passing each designated reporting point under IFR in controlled airspace?

- A. Report altitude only
- B. Report using ground-based navigation aids
- C. Report by radio as soon as possible**
- D. Report only when requested by ATC

When a pilot is operating under IFR (Instrument Flight Rules) in controlled airspace, they are required to maintain communication with air traffic control (ATC) to ensure safe separation and efficient handling of air traffic. Upon passing each designated reporting point, it is essential for the pilot to report their position by radio as soon as possible. This communication helps ATC to monitor the aircraft's flight path, provide updated clearances, and offer necessary traffic advisories. By reporting promptly, the pilot aids in the overall situational awareness of both ATC and other aircraft in the vicinity. This procedure enhances safety by ensuring that the pilot's position is accurate and up-to-date in ATC's radar systems, even if the pilot is not in immediate visual contact with other aircraft or landmarks. The other possible answers do not align with the standard operational procedures required for IFR flight in controlled airspace. For instance, simply reporting altitude or relying solely on ground-based navigation aids does not provide the necessary context of the aircraft's position and intentions. Likewise, reporting only when requested by ATC could lead to a breakdown of situational awareness, which is critical for safety in controlled airspace. Thus, timely and accurate reporting by radio is essential.

8. What minimum conditions are required for an airport without an approved instrument approach to be an alternate airport on an IFR flight plan?

- A. Good weather for VFR operations
- B. Ceiling and visibility that allows for descent, approach, and landing under basic VFR**
- C. No limitations; any VFR conditions suffice
- D. At least 3 SM visibility

For an airport to qualify as an alternate airport on an IFR flight plan, specific minimum conditions must be met, especially when there is no approved instrument approach available. The correct answer highlights the requirement for ceiling and visibility that permits descent, approach, and landing under basic VFR (Visual Flight Rules). The justification for this requirement stems from the need for pilots to be able to safely conduct approaches and land in conditions that meet VFR standards, even if the airport lacks formal instrument approaches. This ensures that in the event of diverting to the alternate, pilots can operate under predictable and manageable weather conditions, allowing for safe landing. To be more specific, basic VFR conditions typically mean a minimum ceiling of 1,000 feet above ground level and visibility of at least 3 miles. This setup provides sufficient margin for pilots to navigate and execute landing maneuvers without relying on instrument guidance, which is crucial when dealing with airports that do not have approved instrument approaches. This answer aligns perfectly with the regulatory requirements regarding alternate airports while emphasizing safety and proper operational standards.

9. What must aircraft maintenance records include regarding life-limited parts?

- A. Only the manufacturing date
- B. The current status of life-limited parts**
- C. Only repairs done
- D. Only replacement history

The current status of life-limited parts is crucial for ensuring the safety and airworthiness of the aircraft. Life-limited parts are components that have a finite lifespan, defined by the manufacturer, and their performance can degrade over time due to factors such as fatigue, wear, and environmental conditions. Maintenance records must reflect this status to ensure that these parts are replaced or serviced in accordance with established guidelines, thereby preventing potential failures during operation. By documenting the current status, including the total time in service, cycles, and any repairs or replacements related to life-limited parts, maintenance personnel can make informed decisions about the need for replacement or further inspection. This approach emphasizes proactive safety management and helps maintain compliance with regulatory requirements, ensuring that aircraft remain compliant with their approved maintenance schedules and operational limitations.

10. What must be documented in aircraft records after a successful annual inspection?

- A. Flight hours since the last inspection
- B. A notation of the inspection results**
- C. Approval from the FAA
- D. Approval from the aircraft owner

After a successful annual inspection, it is essential to document a notation of the inspection results in the aircraft records. This documentation serves several critical purposes. Firstly, it provides a detailed record of the condition of the aircraft at the time of inspection, bringing clarity to whether the aircraft was found to be airworthy or if any discrepancies were noted. The notation confirms that the inspection was completed in compliance with applicable regulations and standards, and it helps maintain the integrity of maintenance records required by the FAA. Additionally, this record-keeping is vital for future inspections and maintenance, as it allows for tracking the history of repairs, services, and inspections, contributing to the overall safety and reliability of the aircraft. Without such documentation, there may be challenges in proving the aircraft's airworthiness in future operations or during any potential audits by regulatory authorities. Effective documentation, therefore, plays a crucial role in aviation safety and regulatory compliance, reinforcing the importance of maintaining accurate aircraft records post-inspection.

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:

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

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