

FAA WEATHER OBSERVATION PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
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. When is volcanic ash reported?**
 - A. At night only
 - B. When visibility is less than 7 miles
 - C. Whenever it occurs
 - D. Only during severe weather events
- 2. What is the correct report for visibility reduced to 1/4 mile due to smoke?**
 - A. BR
 - B. FU
 - C. SMK
 - D. VSBY
- 3. Why should more time be allowed for taking observations at night?**
 - A. Your eyes need to adjust to darkness
 - B. It is more complicated at night
 - C. Nighttime conditions are more variable
 - D. Instruments may require calibration
- 4. When several layers are reported as broken, how is the ceiling determined?**
 - A. The highest broken layer
 - B. The lowest broken layer
 - C. The average height of broken layers
 - D. The obscured layer
- 5. In what order are sky cover contractions entered in column 10 of MF1M-10C?**
 - A. Random order
 - B. Descending order of height
 - C. Ascending order of height
 - D. No specific order

- 6. What remark is appended to the report to indicate that the observation was not transmitted long-line?**
- A. SPECI
 - B. LAST
 - C. FIBI
 - D. NOSPECI
- 7. What is the typical frequency for comparing two aneroid instruments used to determine altimeter settings?**
- A. Every hour
 - B. Each time the altimeter setting is determined
 - C. Once a week
 - D. Once a month
- 8. Prevailing visibility is reported in:**
- A. Nautical miles and fractions.
 - B. Kilometers and fractions.
 - C. Statute miles and fractions.
 - D. Hundreds of feet.
- 9. How is significant weather different in a SURFACE report compared to a METAR?**
- A. There are no differences
 - B. SURFACE reports include forecasts, METAR does not
 - C. SURFACE reports do not report visible weather
 - D. SURFACE reports highlight immediate hazards
- 10. What is the decoding for MIFG?**
- A. shallow fog
 - B. thick fog
 - C. medium fog
 - D. dense fog

Answers

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

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Explanations

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1. When is volcanic ash reported?

- A. At night only
- B. When visibility is less than 7 miles
- C. Whenever it occurs**
- D. Only during severe weather events

Volcanic ash is reported whenever it occurs because it is a significant hazard to aviation and can affect flight safety regardless of the time of day or visibility conditions. The presence of volcanic ash can cause serious issues for aircraft, including engine failure, so timely reporting is essential to ensure that pilots can avoid areas where ash is present. This reporting is not limited to specific visibility thresholds or severe weather events; rather, it is crucial to monitor and report ash as soon as it is detected to maintain flight safety and inform air traffic operations.

2. What is the correct report for visibility reduced to 1/4 mile due to smoke?

- A. BR**
- B. FU
- C. SMK
- D. VSBY

In aviation meteorology, visibility reported as reduced due to smoke is coded with specific meteorological abbreviations. When visibility drops to 1/4 mile because of smoke, the correct report is represented by the abbreviation for mist, which is "BR." This indicates light precipitation, such as mist or haze, which can include smoke. Using "BR" efficiently communicates that visibility is affected by low atmospheric conditions, even if the specific cause is smoke or haze. The other abbreviations would not accurately reflect the situation of reduced visibility due to smoke. For example, "FU" specifically refers to smoke, but it is used to describe smoke that is present rather than indicating reduced visibility. The abbreviation "SMK" could suggest smoke as well but is not a standard meteorological term used in visibility reporting. "VSBY" is not a recognized aviation code for reporting visibility issues pertaining to specific causes. Therefore, when visibility is reduced to 1/4 mile due to smoke conditions, utilizing "BR" is the proper and standard way to report this phenomenon in meteorological observations.

3. Why should more time be allowed for taking observations at night?

- A. Your eyes need to adjust to darkness**
- B. It is more complicated at night
- C. Nighttime conditions are more variable
- D. Instruments may require calibration

When taking weather observations at night, allowing more time for the process is crucial primarily because your eyes need to adjust to darkness. This adjustment period is essential for accurately assessing visual conditions. The human eye takes time to adapt to lower light levels, which affects the ability to see and interpret various weather phenomena, such as cloud cover, precipitation, and atmospheric visibility. Observing at night often entails relying more on visual assessments due to the absence of ambient light, making it difficult to discern details immediately. Thus, a period for adjustment aids in gathering more accurate and reliable observations. Although there are elements of complexity involved when observing at night, such as the variability of nighttime atmospheric conditions, the need to allow your eyes to adapt to darkness remains the most critical reason for taking additional time with observations after the sun sets.

4. When several layers are reported as broken, how is the ceiling determined?

- A. The highest broken layer
- B. The lowest broken layer**
- C. The average height of broken layers
- D. The obscured layer

In aviation weather reporting, when multiple layers of clouds are categorized as broken, the ceiling is determined by identifying the lowest layer among those classified as broken. The reason for this is that the ceiling in aviation terminology specifically refers to the height of the lowest layer of clouds that covers more than half of the sky. This information is crucial for pilots and air traffic controllers as it affects visibility and flight operations. A higher broken cloud layer does not impact the operational ceiling if there is a lower broken layer present, because the critical factor for flight safety is the lowest point of cloud coverage. Furthermore, understanding this standard helps in interpreting aviation weather reports accurately, ensuring that pilots have the necessary information to make informed decisions regarding take-offs, landings, and altitudinal adjustments during flight operations. The other options do not reflect the accepted standard for determining the ceiling in aviation weather observations.

5. In what order are sky cover contractions entered in column 10 of MF1M-10C?

- A. Random order
- B. Descending order of height
- C. Ascending order of height**
- D. No specific order

Sky cover contractions in column 10 of MF1M-10C are entered in ascending order of height. This means that when reporting cloud cover, the lowest cloud layer will be recorded first, followed by higher layers in order. This systematic approach ensures clarity and consistency in weather observations, allowing for better understanding and communication of atmospheric conditions. When sky cover is documented in ascending order, it helps meteorologists and aviation personnel assess potential weather impacts effectively. For example, knowing the height of cloud layers from lowest to highest can influence flight operations, visibility assessments, and weather forecasting. Choosing an ascending order provides a structured method for data entry and helps prevent confusion that might arise from random or variable ordering of cloud layers.

6. What remark is appended to the report to indicate that the observation was not transmitted long-line?

- A. SPECI
- B. LAST
- C. FIBI**
- D. NOSPECI

The remark that is appended to a weather report to indicate that the observation was not transmitted long-line is "FIBI." This stands for "Flight Information Broadcast - Interrupted" and serves as an important signal to pilots and other users of the weather data that the transmission may not have been fully delivered or that there was some sort of disruption that could affect the reception of the information. This remark alerts users to the potential limitations of the data they are receiving, ensuring they consider it when making decisions based on that observation. The other options either relate to different aspects of weather reporting or do not serve to indicate any interruption in long-line transmission. For instance, "SPECI" denotes a special weather report that provides significant updates, while "LAST" and "NOSPECI" refer to specific conditions of routine or special reporting, but do not convey issues with long-line transmission.

7. What is the typical frequency for comparing two aneroid instruments used to determine altimeter settings?

- A. Every hour
- B. Each time the altimeter setting is determined**
- C. Once a week
- D. Once a month

The typical frequency for comparing two aneroid instruments is each time the altimeter setting is determined. This practice is crucial for ensuring accuracy in altitude measurements, which can significantly impact flight safety. The altimeter setting is vital for pilots because it provides them with the necessary information to maintain the correct altitude during flight, helping to prevent incidents such as controlled flight into terrain. By comparing the readings of two aneroid instruments at each altimeter setting determination, any discrepancies can be identified and addressed immediately. This not only helps in maintaining the precision of the instruments but also ensures that they remain reliable over time. Regular comparisons serve as a form of calibration, reinforcing the integrity of the data received by pilots and air traffic control. In contrast, longer intervals like weekly or monthly checks would not be sufficient for the dynamic and highly variable conditions encountered in aviation. Regular adjustments and validations of altimeter settings are essential for safety and performance in the aviation environment.

8. Prevailing visibility is reported in:

- A. Nautical miles and fractions.
- B. Kilometers and fractions.
- C. Statute miles and fractions.**
- D. Hundreds of feet.

Prevailing visibility is reported in statute miles and fractions because this measurement is standard in aviation and meteorology in the United States. Statute miles are commonly understood by pilots and other aviation personnel as they calibrate their navigational and operational decisions. The use of fractions allows for more precise communication of visibility conditions, which is critical for flight operations. For instance, visibility might be reported as 1.5 statute miles, conveying that visibility extends one and a half miles. This format ensures that pilots have a clear understanding of visibility conditions, which can directly impact their flight safety and decision-making processes. In contrast, nautical miles are primarily used for maritime and aeronautical navigation over water, and kilometers are used more commonly outside of the United States or within specific applications not primarily dictated by aviation operations in the U.S. Lastly, reporting visibility in hundreds of feet is not standard; while ceilings and elevations are often measured in this way, prevailing visibility specifically adheres to statute miles.

9. How is significant weather different in a SURFACE report compared to a METAR?

- A. There are no differences
- B. SURFACE reports include forecasts, METAR does not
- C. SURFACE reports do not report visible weather
- D. SURFACE reports highlight immediate hazards**

The key difference that makes the selection correct lies in the emphasis on immediate hazards in SURFACE reports. These reports are designed to highlight significant weather phenomena that may affect operations, such as thunderstorms, icing conditions, or low visibility that are occurring at that moment. This focus provides pilots and operators with critical and timely information regarding current weather conditions that may pose a risk to safety. In contrast, METARs provide a broader and more standardized overview of weather conditions at an airport or weather station, typically focusing on observed weather data at regular intervals. While METARs include some significant weather, they may not be as targeted in their reporting of immediate hazards as SURFACE reports. The other options present a misunderstanding of the actual content and format of both reports. For example, stating there are no differences overlooks the specific purpose behind each report's creation. Similarly, the inclusion of forecasts in SURFACE reports does not accurately represent their function, as they primarily report current conditions. Finally, while METARs do include visible weather, SURFACE reports don't exclude this detail; their focus is just directed more towards highlighting immediate weather hazards.

10. What is the decoding for MIFG?

- A. shallow fog**
- B. thick fog
- C. medium fog
- D. dense fog

The term MIFG stands for "shallow fog." In meteorological reporting, visibility is a crucial factor, and fog plays a significant role in reducing it. Shallow fog is characterized by a layer of fog that extends from the ground up to a height of approximately 20 feet. This distinction is important for pilots and meteorologists as it indicates limited visibility primarily at lower altitudes, which may affect flight operations but does not imply the severe visibility reductions associated with thicker fog formations. Each of the other options refers to different types of fog and their associated visibility impacts. For instance, thick fog and dense fog typically describe more severe conditions that can drastically reduce visibility near the ground, often below 1/4 mile. Understanding these varying definitions helps in interpreting weather reports and making informed decisions in aviation and other activities affected by visibility.

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://faaweatherobservation.examzify.com>

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

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