

FAR/AIM PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Which statement best describes the duration of medical certificates?**
 - A. They expire on a fixed annual date for all pilots.
 - B. Their duration depends on the class of medical certificate and the pilot's age.
 - C. They never expire once issued.
 - D. They last for the lifetime of the pilot.

- 2. The requirement to possess certain certificates, instruments, and equipment is specified under which FAR sections?**
 - A. 91.203-205
 - B. 91.151-155
 - C. 91.211-213
 - D. 91.137-145

- 3. Helicopter operations are covered in which AIM chapter?**
 - A. AIM Chapter 7
 - B. AIM Chapter 9
 - C. AIM Chapter 10
 - D. AIM Appendix 3

- 4. Which of the following best describes a SIGMET?**
 - A. A weather advisory for icing conditions that is only for large aircraft
 - B. A weather forecast for all airspace
 - C. A NOTAM about weather
 - D. A weather advisory for significant weather that may affect flight safety for all aircraft

- 5. What additional element may be included in questions besides conceptual and scenario-based?**
 - A. Occasional Numeric Values
 - B. Frequent Numeric Values
 - C. Long Calculation Problems
 - D. Diagram Labeling

- 6. What is the primary purpose of the Aeronautical Information Manual (AIM)?**
- A. To provide non-regulatory guidance on aviation procedures, services, and best practices.
 - B. To establish binding regulatory requirements for flight operations.
 - C. To define weather reporting formats.
 - D. To list approved air routes and airspace.
- 7. METAR and TAF are weather products. Which statement is true?**
- A. METAR is observed weather; TAF is forecast weather.
 - B. METAR is a forecast for the next 24 hours.
 - C. TAF is an observed report for a specific airport.
 - D. METAR and TAF are both pilot license documents.
- 8. Who is primarily responsible for determining if an aircraft is airworthy before flight?**
- A. Pilot in Command
 - B. Owner
 - C. Mechanic
 - D. ATC
- 9. What is the difference between a METAR and a SPECI?**
- A. METAR is a forecast; SPECI is a routine observation
 - B. METAR is a routine weather observation; SPECI is a special weather observation
 - C. METAR is a special weather report; SPECI is a routine weather report
 - D. METAR is an observation; SPECI is an analysis
- 10. Small Unmanned Aircraft Systems are governed by which FAR Part?**
- A. Part 107
 - B. Part 97
 - C. Part 105
 - D. Part 110

Answers

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

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Explanations

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1. Which statement best describes the duration of medical certificates?

- A. They expire on a fixed annual date for all pilots.
- B. Their duration depends on the class of medical certificate and the pilot's age.**
- C. They never expire once issued.
- D. They last for the lifetime of the pilot.

Medical certificate duration isn't one fixed period for everyone. The FAA sets how long a medical certificate remains valid based on the class of certificate and the pilot's age. This reflects the different medical standards tied to the level of flying privileges. Typically, first-class medicals are valid for 12 months if the pilot is under 40, and 6 months if the pilot is 40 or older. Second-class medicals are valid for 12 months regardless of age. Third-class medicals are valid for 60 months (5 years) if under 40, and 24 months (2 years) if 40 or older. After those periods, the certificate can no longer support the corresponding flight privileges unless a new medical certificate is issued.

2. The requirement to possess certain certificates, instruments, and equipment is specified under which FAR sections?

- A. 91.203-205**
- B. 91.151-155
- C. 91.211-213
- D. 91.137-145

The concept being tested is where the FAA codifies what you must carry and have in working order for flight. Certificates and other documents you must have on board come from 91.203, which covers things like the airworthiness certificate, registration, and operating limitations. The instruments and equipment you must have operate from 91.205, which lists the minimum flight instruments and equipment required for different kinds of flight (VFR day, VFR night, IFR). Together, these two sections define the overall requirement to possess certificates, instruments, and equipment, which is why the range spanning 91.203 through 91.205 is the correct reference. Other ranges in the choices address different topics (fuel requirements, weather minima, inoperative equipment, or ATC/transponder rules) and don't cover the combined certificate-and-equipment requirement.

3. Helicopter operations are covered in which AIM chapter?

- A. AIM Chapter 7
- B. AIM Chapter 9
- C. AIM Chapter 10**
- D. AIM Appendix 3

Rotorcraft operations are presented in the AIM within a chapter dedicated to helicopter/rotorcraft topics. That material is in Chapter 10, which covers rotorcraft procedures, operating considerations, and related guidance. The AIM is organized by topic, so helicopter-specific information isn't mixed with other subjects but placed where rotorcraft operations are discussed. That's why Chapter 10 is the best source for helicopter operations. The other sections referenced in the choices cover different subjects or serve as appendices, not rotorcraft-specific guidance.

4. Which of the following best describes a SIGMET?

- A. A weather advisory for icing conditions that is only for large aircraft
- B. A weather forecast for all airspace
- C. A NOTAM about weather
- D. A weather advisory for significant weather that may affect flight safety for all aircraft**

SIGMETs are weather advisories issued for significant weather phenomena that may affect flight safety for all aircraft. They alert pilots to hazards such as severe icing, severe turbulence, dust or sand storms, and volcanic ash that could impact operations, regardless of aircraft size. They're not forecasts for all airspace and they're not NOTAMs; they provide timely meteorological information about conditions that could threaten safety, not notices about airport facilities or restricted areas. The described option matches this precisely: a weather advisory for significant weather that may affect flight safety for all aircraft. The other options mischaracterize SIGMETs by limiting the condition to icing and large aircraft, labeling them as forecasts for all airspace, or calling them NOTAMs about weather.

5. What additional element may be included in questions besides conceptual and scenario-based?

- A. Occasional Numeric Values**
- B. Frequent Numeric Values
- C. Long Calculation Problems
- D. Diagram Labeling

Numbers appear in some questions to test your ability to apply formulas and interpret data, in addition to understanding concepts or working through a scenario. This occasional inclusion of numeric values lets you practice calculating things like fuel needs, performance figures, or weight-and-balance, using the data provided rather than relying on memory alone. It's not present in every item, but when it is, you apply the same problem solving skills you're learning. The other options aren't as fitting: numeric values aren't ubiquitous across all questions; long calculation problems aren't a distinct question type here; and diagram labeling is a separate format that isn't the focus of this item.

6. What is the primary purpose of the Aeronautical Information Manual (AIM)?

- A. To provide non-regulatory guidance on aviation procedures, services, and best practices.**
- B. To establish binding regulatory requirements for flight operations.
- C. To define weather reporting formats.
- D. To list approved air routes and airspace.

The Aeronautical Information Manual is designed to provide non-regulatory guidance on how to operate safely, including procedures, services, and widely accepted practices. It serves as a single reference that explains how pilots should use information, interpret aeronautical services, and plan flights, without creating mandatory rules. Regulatory requirements come from other sources, like the FARs in 14 CFR, so the AIM helps you understand how to comply with those rules rather than dictating them. It covers topics such as weather information sources, flight planning basics, and how airspace and chart information are used, but it does not impose binding requirements, define weather reporting formats, or list approved routes and airspace.

7. METAR and TAF are weather products. Which statement is true?

A. METAR is observed weather; TAF is forecast weather.

B. METAR is a forecast for the next 24 hours.

C. TAF is an observed report for a specific airport.

D. METAR and TAF are both pilot license documents.

METARs provide current weather observations for an airport, while TAFs give forecasts for the same location. METARs are issued to show what the weather is like right now at the airport, including wind, visibility, sky conditions, present weather, temperature, dew point, and altimeter setting. TAFs, the Terminal Aerodrome Forecasts, project the weather for the next 24 to 30 hours, with regular updates and amendments as needed. The core idea is that METAR tells you current conditions; TAF tells you what to expect. That's why the statement that METAR is observed weather and TAF is forecast weather is the true one. The other descriptions mischaracterize these products, and they are not pilot license documents.

8. Who is primarily responsible for determining if an aircraft is airworthy before flight?

A. Pilot in Command

B. Owner

C. Mechanic

D. ATC

The Pilot in Command is the one who must determine if the aircraft is airworthy before flight. The PIC has the final responsibility to ensure the aircraft is in a condition for safe operation for the specific flight. This means performing or reviewing a preflight inspection, confirming that required maintenance has been completed, and verifying there are no known defects or conditions that would make the airplane unsafe to fly. Maintenance personnel—like a mechanic—can certify that work was done correctly and sign off required inspections, but they do not give the go-ahead for this particular flight. The owner is responsible for arranging and funding maintenance, yet the decisive judgment about flight safety rests with the PIC. Air traffic control cannot determine airworthiness; their role is to manage traffic, not assess aircraft condition.

9. What is the difference between a METAR and a SPECI?

A. METAR is a forecast; SPECI is a routine observation

B. METAR is a routine weather observation; SPECI is a special weather observation

C. METAR is a special weather report; SPECI is a routine weather report

D. METAR is an observation; SPECI is an analysis

METAR vs SPECI deals with routine versus special aviation weather reports. METAR is a routine weather observation issued at regular intervals, typically hourly, to give a current snapshot of conditions at a location. SPECI is a special weather observation issued between routine reports whenever there is a significant change in weather that could affect flight operations. So you'd rely on METAR for normal, scheduled updates, and SPECI for urgent updates when conditions like wind, visibility, ceilings, or hazardous weather change rapidly. The SPECI message covers the same kinds of data but is triggered by notable fluctuations and remains in effect until the next METAR or another SPECI is issued.

10. Small Unmanned Aircraft Systems are governed by which FAR Part?

A. Part 107

B. Part 97

C. Part 105

D. Part 110

Part 107 is the rule set that specifically applies to civil small unmanned aircraft systems. It defines what counts as a small UAS (takeoff weight under 55 pounds) and lays out the conditions for operating it, including requiring the remote pilot to hold an FAA-issued certificate with an sUAS rating, keeping the aircraft within visual line of sight, flying during daylight (or civil twilight with proper lighting), and staying generally below 400 feet above the ground. Operations near controlled airspace require authorization, and many restrictions can be waived with FAA approval. Other parts cover different aviation topics, such as instrument procedures for manned aircraft or areas not specifically about sUAS operations, so they don't govern how small drones are flown. That's why Part 107 is the correct reference for small unmanned aircraft systems.

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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://faraim.examzify.com>

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

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