# Federal Aviation Regulations (FAR) 135 Oral 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. What instrument requirements apply for IFR/extended over-water operations when not using authorized exceptions?**

**A. Marker beacon receiver and ILS are required; RNAV is optional.**

**B. VOR receiver alone is sufficient.**

**C. ADF is required; ILS is optional.**

**D. GPS is required in all extended over-water operations.**

**2. Which system does Whitewind Company use to compute weight and balance?**

**A. Auto Nav**

**B. Weight Balance Pro**

**C. Ultra Nav**

**D. SkyCalc**

**3. During single-point fueling with passengers onboard, what safety equipment must be readily available?**

**A. Life jackets**

**B. Fire extinguisher**

**C. First aid kit**

**D. Oxygen bottle**

**4. During night operations, the aircraft must be at least how many feet above the highest obstacle within 5 miles horizontally?**

**A. One thousand feet above the surface**

**B. One thousand feet above the highest obstacle within 5 miles**

**C. Five hundred feet above the surface**

**D. Two thousand feet above the highest obstacle within 5 miles**

**5. Which conditions would qualify a thunderstorm as severe under typical Part 135 guidance?**

**A. Winds forecast above 50 knots and/or hail greater than 3/4 inch.**

**B. Lightning activity alone.**

**C. Isolated rain showers.**

**D. Any thunderstorm is severe.**

**6. The aircraft must be on which designation and be airworthy?**

**A. The aircraft must be on D085 and airworthy.**

**B. The aircraft must be on D080 and airworthy.**

**C. The aircraft must be on D090 and airworthy.**

**D. The aircraft must be on D095 and airworthy.**

**7. Definition of extended over-water operations.**

**A. Operating more than 100 nautical miles off shore.**

**B. Operating more than 50 nautical miles off shore.**

**C. Operating more than 5 nautical miles off shore.**

**D. Operating exactly 50 nautical miles off shore.**

**8. Which Ops Spec governs Autopilot Minimum Use?**

**A. Ops Spec C071**

**B. Ops Spec C073**

**C. Ops Spec C051**

**D. Ops Spec C055**

**9. In mountainous terrain, the minimum altitude is how many feet above the highest obstacle within 5 miles horizontally?**

**A. 3000 feet above the highest obstacle within 5 miles**

**B. 1000 feet above the highest obstacle within 5 miles**

**C. 2000 feet above the highest obstacle within 5 miles**

**D. 2500 feet above the highest obstacle within 5 miles**

**10. In an environment of -2°C with freezing precipitation, what de-icing/anti-icing procedure is required before departure for IFR with passengers?**

**A. Deice with Type I and anti-ice with II, III, or IV.**

**B. Deice with Type II and anti-ice with I.**

**C. Deice with Type I and anti-ice with I.**

**D. No deicing required.**

# Answers

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

# Explanations

## 1. What instrument requirements apply for IFR/extended over-water operations when not using authorized exceptions?

**A. Marker beacon receiver and ILS are required; RNAV is optional.**

**B. VOR receiver alone is sufficient.**

**C. ADF is required; ILS is optional.**

**D. GPS is required in all extended over-water operations.**

**Minimum instrument navigation equipment for IFR or extended over-water operations, when you aren't using any authorized exceptions, is a VOR receiver. This provides the baseline means to determine position and maintain course on IFR routes published for oceanic or extended segments, using conventional VOR navigation. Marker beacon receivers and ILS are tied to specific airport approaches and landing procedures, not to en route navigation over water, so they aren't required for this scenario. An ADF is not part of the standard oceanic IFR baseline, since NDB/navigation via ADF is outdated for modern IFR over-water ops. GPS capacity isn't universally required for all extended over-water operations; it may be used if the operator's approvals authorize RNAV/GPS procedures, but it's not the mandatory minimum.**

## 2. Which system does Whitewind Company use to compute weight and balance?

**A. Auto Nav**

**B. Weight Balance Pro**

**C. Ultra Nav**

**D. SkyCalc**

**Weight and balance calculations determine where the aircraft's center of gravity lies and ensure the load stays within safe limits for the planned weight. A system designed for this task takes input data such as basic empty weight and moment, crew and passenger weight, baggage, fuel, and expected fuel burn, then computes total weight and total moment. It then derives the center of gravity by dividing the total moment by the total weight and checks that the CG falls inside the aircraft's forward and aft limits for the expected weight category (zero fuel weight, ramp, takeoff). It can also generate a load sheet and flag any loading that would push the aircraft out of limits. In this scenario, the system Whitewind Company uses to compute weight and balance is Ultra Nav, because it's described as the tool handling weight and balance calculations. The other names imply navigation or generic calculation tools rather than a dedicated weight-and-balance solution, so they wouldn't be the logical choice for performing precise W&B computations.**

**3. During single-point fueling with passengers onboard, what safety equipment must be readily available?**

**A. Life jackets**

**B. Fire extinguisher**

**C. First aid kit**

**D. Oxygen bottle**

**During fueling with passengers on board, there is an immediate fire risk if fuel ignites. Having a fire extinguisher readily available at the fueling location allows a crew member to respond right away and suppress any ignition or small fuel spill before it escalates. The extinguisher should be appropriate for aviation fuel fires and easily accessible to the person supervising or performing the fueling. Life jackets, first aid kits, and oxygen bottles are important safety items in other situations, but they do not directly address the immediate fire hazard presented during fueling with people aboard. Therefore, the fire extinguisher is the safety equipment that must be readily available in this scenario.**

**4. During night operations, the aircraft must be at least how many feet above the highest obstacle within 5 miles horizontally?**

**A. One thousand feet above the surface**

**B. One thousand feet above the highest obstacle within 5 miles**

**C. Five hundred feet above the surface**

**D. Two thousand feet above the highest obstacle within 5 miles**

**When flying at night, you must maintain a safety margin above terrain and obstacles in your vicinity. The rule requires you to be at least 1000 feet above the highest obstacle within five miles of your flight path. This gives you a reliable vertical buffer in low-visibility conditions and reduced visual cues after dark. To apply it, determine the tallest obstacle within a five-mile radius of your route, then ensure your altitude is at least that obstacle's height plus 1000 feet. For example, if the tallest obstacle in that area is 4,500 feet high, you must be at or above 5,500 feet. This focuses on obstacles, not just the surface, which is why being only 1000 feet above the ground (the surface) could still put you too close to tall obstacles. The 500-foot option is even less protection, and the 2000-foot buffer is more than required in this standard situation.**

**5. Which conditions would qualify a thunderstorm as severe under typical Part 135 guidance?**

**A. Winds forecast above 50 knots and/or hail greater than 3/4 inch.**

**B. Lightning activity alone.**

**C. Isolated rain showers.**

**D. Any thunderstorm is severe.**

**Severe thunderstorms are defined by their impact at the surface, not just by lightning or being a thunderstorm at all. Under typical Part 135 guidance, a thunderstorm is considered severe if it has surface wind gusts of 50 knots or more, or hail at least 3/4 inch in diameter (tornadoes also qualify as severe). Since the option describes those wind and hail thresholds, it matches the official definition and is the best choice. Lightning activity alone doesn't make a storm severe, isolated rain showers aren't severe, and not every thunderstorm reaches those criteria.**

## 6. The aircraft must be on which designation and be airworthy?

**A. The aircraft must be on D085 and airworthy.**

**B. The aircraft must be on D080 and airworthy.**

**C. The aircraft must be on D090 and airworthy.**

**D. The aircraft must be on D095 and airworthy.**

**For Part 135 operations, an aircraft may be dispatched only if it is airworthy and properly designated on the dispatch release for that flight. The designation identifies the exact aircraft authorized to operate, so the flight is tied to the correct airplane in the operator's records. Ensuring the aircraft is on D085 confirms the correct aircraft is being dispatched, and confirming it is airworthy means it meets all required maintenance and inspection standards. Together, these conditions ensure the flight is both authorized and safe to operate. The other designations would refer to different aircraft or different dispatch records and would not authorize this flight.**

## 7. Definition of extended over-water operations.

**A. Operating more than 100 nautical miles off shore.**

**B. Operating more than 50 nautical miles off shore.**

**C. Operating more than 5 nautical miles off shore.**

**D. Operating exactly 50 nautical miles off shore.**

**Extended over-water operations are flights conducted more than 50 nautical miles from the nearest shore. That distance is the threshold that triggers additional safety requirements, such as survival equipment (like life rafts) and more stringent ditching planning and training. So the definition hinges on being farther than 50 NM from shore, not on being exactly 50 NM or any other distance. Distances less than or equal to 50 NM are not considered extended over-water.**

## 8. Which Ops Spec governs Autopilot Minimum Use?

**A. Ops Spec C071**

**B. Ops Spec C073**

**C. Ops Spec C051**

**D. Ops Spec C055**

**Autopilot minimum use is a specific operating requirement found in the FAA Part 135 Ops Specs, and the one that directly addresses this rule is the spec titled Autopilot Minimum Use. This spec is the authoritative source that tells you when and where autopilot must be engaged to help maintain a stable flight path and reduce pilot workload during instrument conditions. The other Ops Specs listed cover different topics and do not focus on autopilot usage requirements, so they aren't the governing rule for autopilot minimum use. In practice, C073 will define whether autopilot must be used during certain flight segments or procedures, and any exceptions where manual flight is permitted.**

**9. In mountainous terrain, the minimum altitude is how many feet above the highest obstacle within 5 miles horizontally?**

**A. 3000 feet above the highest obstacle within 5 miles**

**B. 1000 feet above the highest obstacle within 5 miles**

**C. 2000 feet above the highest obstacle within 5 miles**

**D. 2500 feet above the highest obstacle within 5 miles**

**In mountainous terrain, the minimum altitude is set high to ensure safe clearance over terrain and obstacles. The rule is to stay at least 2,000 feet above the highest obstacle within 5 miles horizontally. So you take the height of the tallest obstacle in that 5-mile radius and add 2,000 feet to determine the minimum safe altitude in that area. For example, if the tallest obstacle is 6,500 feet MSL, the minimum altitude would be 8,500 feet MSL. This standard helps account for performance margins and ensures you have room to maneuver around terrain.**

**10. In an environment of -2°C with freezing precipitation, what de-icing/anti-icing procedure is required before departure for IFR with passengers?**

**A. Deice with Type I and anti-ice with II, III, or IV.**

**B. Deice with Type II and anti-ice with I.**

**C. Deice with Type I and anti-ice with I.**

**D. No deicing required.**

**In icing conditions like -2°C with freezing precipitation, you must first remove any ice or contamination on the aircraft and then apply a protective anti-icing coating before takeoff with passengers. The proper sequence is to use Type I as a de-icer to shed existing ice, then apply an anti-icing fluid from Type II, III, or IV to prevent new icing during taxi, takeoff, and the early climb. Type I does the cleaning work but offers no lasting protection, while the thicker Type II/III/IV fluids provide a temporary protective layer, the duration of which is governed by holdover times and the current conditions. Therefore de-icing with Type I followed by anti-icing with Type II, III, or IV is required. Deicing alone, or using an anti-ice fluid as a de-icer, would not meet the requirement, and skipping de-icing is not acceptable in these conditions.**

# 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://far135oral.examzify.com**

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