

FEDERAL AVIATION REGULATIONS (FAR) 135 ORAL PRACTICE TEST (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. The Weight and Balance specification within Ops specifies what?**
 - A. Aircraft maintenance scheduling
 - B. Passenger seating arrangements
 - C. The weight and balance information for flight operations
 - D. Cargo handling procedures

- 2. What limitation does FAR 135.375 through 135.399 impose on turbo jet landings?**
 - A. There is no restriction on turbojet landing.
 - B. You can depart with any landing distance as long as alternate is dry.
 - C. Turbo jets must land within 70% of the runway to depart.
 - D. You cannot depart unless landing can be accomplished within 60% of the effective runway at the destination AND the alternate.

- 3. Under company procedures, when may passengers remain onboard during single-point fueling?**
 - A. You must always remove all passengers
 - B. Only if the main cabin door is closed
 - C. Never allowed
 - D. Provided at least one crewmember onboard to monitor

- 4. Which of the following is NOT listed as a potential T1 controller?**
 - A. President
 - B. Director of Operations
 - C. Chief Pilot
 - D. Flight Attendant

- 5. What are the typical altitude limits and radius for Class C airspace?**
 - A. Surface to 4,000 ft MSL with a 5- and 10-mile radius around a towered airport.
 - B. Surface to 8,000 ft MSL with a 20-mile radius.
 - C. From 1,000 to 6,000 ft MSL with a 2-mile radius.
 - D. From 10,000 to 18,000 ft MSL with a 30-mile radius.

- 6. Who may designate fueling supervision, and what is required when designated?**
- A. The PIC may designate; one crewmember onboard to supervise
 - B. Ground crew must supervise
 - C. The PIC must supervise personally
 - D. Passengers supervise
- 7. Which of the following is a valid Ops Spec title?**
- A. Aviation Weather Information
 - B. Summary of Special Authorizations and Limitations
 - C. Operational Control
 - D. Passenger and Baggage Weight Program
- 8. How must ammunition be stored when carried on board?**
- A. In carry-on in accessible pockets
 - B. In checked baggage that is inaccessible to passengers
 - C. In the aircraft cabin
 - D. In the cockpit
- 9. Where would you find more detailed instructions for the pretakeoff contamination check?**
- A. Operations Manual Sections 9 and 10
 - B. Aircraft maintenance manual
 - C. Pilot's personal notes
 - D. Flight plan
- 10. When must an Inflight Mechanical Interruption Form (IMI) be completed and sent to the DOM?**
- A. End of flight and within 48 hours of the event
 - B. During ground stop
 - C. End of flight and DOM within 48 hours of the event
 - D. Only for diversions to another airport

Answers

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

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Explanations

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1. The Weight and Balance specification within Ops specifies what?

- A. Aircraft maintenance scheduling
- B. Passenger seating arrangements
- C. The weight and balance information for flight operations**
- D. Cargo handling procedures

The main idea is that the Weight and Balance specification in Ops contains the data and limits used to load the aircraft safely for flight. It tells you how much weight you can carry, where that weight can be placed (the center of gravity and the moment arms for items like fuel, passengers, baggage, and cargo), and the maximum allowable weights (takeoff, landing, and operating envelopes). Crews use this information to calculate the total loaded weight and the aircraft's balance before flight, ensuring the airplane remains within the certified limits and will perform predictably and safely. This isn't about maintenance scheduling, passenger seating arrangements, or cargo handling procedures—those are covered by other parts of operations. The weight and balance data specifically guide how loading affects stability, controllability, and performance.

2. What limitation does FAR 135.375 through 135.399 impose on turbo jet landings?

- A. There is no restriction on turbojet landing.
- B. You can depart with any landing distance as long as alternate is dry.
- C. Turbo jets must land within 70% of the runway to depart.
- D. You cannot depart unless landing can be accomplished within 60% of the effective runway at the destination AND the alternate.**

Turbojet operations have a built in safety margin for landing performance. FAR 135.375–135.399 require that you cannot depart unless you can land within 60% of the available landing distance on both the destination and the alternate airports. In other words, the estimated landing distance must be no more than 60% of the effective runway length (the usable landing distance) for each airport. This ensures you have adequate margin for braking and contingencies, given the higher performance and stopping characteristics of turbojets. For example, if the destination runway provides 5,000 feet of usable landing distance, you must be able to land in 3,000 feet or less. The same 60% rule applies to the alternate as well. This rule is not about dry versus wet runways and it is not a blanket "no restriction" situation, nor is it about a 70% limit. The requirement is specifically that the landing distance must fit within 60% of the available runway at both the destination and the alternate.

3. Under company procedures, when may passengers remain onboard during single-point fueling?

- A. You must always remove all passengers
- B. Only if the main cabin door is closed
- C. Never allowed
- D. Provided at least one crewmember onboard to monitor**

During single-point fueling, there are hazards such as fuel spills, fumes, and static that require supervision by trained crew. If passengers are onboard, the operation is permitted only when at least one crewmember is onboard to monitor. This provides a person who can watch for any abnormal conditions, ensure cabin safety procedures are followed, and coordinate with the fueling team if anything needs attention. The other options are too absolute or miss the key control: you don't automatically remove all passengers, the status of the main cabin door isn't the deciding factor, and you don't categorically prohibit fueling with passengers onboard when a crewmember is present to monitor.

4. Which of the following is NOT listed as a potential T1 controller?

- A. President
- B. Director of Operations
- C. Chief Pilot
- D. Flight Attendant**

A T1 controller is the person who has direct operational control over a Part 135 flight—the one who can authorize and direct flight operations and ensure the operation stays in compliance with the regulations. That authority typically rests in the leadership or official flight-operations chain, such as the President (owner/operator) who has ultimate responsibility, the Director of Operations who oversees the operation's day-to-day control, and the Chief Pilot who ensures pilots and flights meet the required standards and procedures. A Flight Attendant, while essential to the crew, does not hold authority to release or direct flights or make regulatory compliance decisions, so they are not a T1 controller.

5. What are the typical altitude limits and radius for Class C airspace?

- A. Surface to 4,000 ft MSL with a 5- and 10-mile radius around a towered airport.**
- B. Surface to 8,000 ft MSL with a 20-mile radius.
- C. From 1,000 to 6,000 ft MSL with a 2-mile radius.
- D. From 10,000 to 18,000 ft MSL with a 30-mile radius.

Class C airspace is designed as two layers around a towered airport: a core and a surrounding shelf. The core is a 5 NM radius that extends from the surface up to 4,000 ft above the airport's elevation. The outer shelf reaches out to a 10 NM radius and extends from roughly the floor up to the same top of 4,000 ft above the airport elevation. In practice, when the airport sits near sea level, this tops out around 4,000 ft MSL, so you commonly see it described as from the surface to about 4,000 ft with 5- and 10-mile radii. This structure means entry requires two-way radio communication with ATC and a discrete transponder code (Mode C generally, when available). The other options describe different airspace configurations: one is far taller and larger (more like Class B), another uses a very small radius not characteristic of Class C, and the last describes high-altitude airspace that isn't Class C.

6. Who may designate fueling supervision, and what is required when designated?

- A. The PIC may designate; one crewmember onboard to supervise**
- B. Ground crew must supervise
- C. The PIC must supervise personally
- D. Passengers supervise

In fueling operations, the pilot in command has the authority to delegate supervision to an onboard crewmember. When such a designation is made, that crewmember is tasked with watching the fueling process, ensuring procedures are followed, verifying the correct fuel type and quantity, and maintaining safe practices (including proper grounding and avoiding ignition sources) and coordinating with the fueling personnel. The PIC still holds ultimate responsibility for safety and regulatory compliance, but can rely on an onboard crewmember to supervise the fueling activity. Ground crew and passengers are not appropriate to fulfill this supervisory role, and the supervisor must be on the aircraft to oversee the operation.

7. Which of the following is a valid Ops Spec title?

- A. Aviation Weather Information
- B. Summary of Special Authorizations and Limitations**
- C. Operational Control
- D. Passenger and Baggage Weight Program

Ops Specs titles are the official headings that identify the specific authorization types granted to a Part 135 operator and the limitations that go with them. Among the standard titles, a phrase like "Summary of Special Authorizations and Limitations" is used to capture any unique approvals the operator has received and the exact restrictions that apply. This combination of special permissions plus their constraints is what makes that title a valid and recognizable Ops Spec heading. The other options describe topics that matter in operations but aren't stand-alone Ops Spec titles. Aviation Weather Information is a subject area you'd address in procedures or required information, not an official Ops Spec heading. Operational Control is a regulatory concept about who has control of the flight operations, not a specific Ops Spec title. Passenger and Baggage Weight Program refers to weight and balance requirements, but the standard Ops Spec headings use different phrasing for weight/balance topics, so this exact wording isn't used as an Ops Spec title.

8. How must ammunition be stored when carried on board?

- A. In carry-on in accessible pockets
- B. In checked baggage that is inaccessible to passengers**
- C. In the aircraft cabin
- D. In the cockpit

Ammunition must be kept out of the passenger area and secured in a way that it cannot be accessed by anyone during flight. The proper method is to place it in a strongly made, locked container and then store that container in checked baggage so it's inaccessible to passengers and crew in the cabin. This reduces the risk of accidental discharge, theft, or tampering, and keeps the ammunition out of the cabin where it could pose safety and security concerns. Carrying ammunition in accessible pockets or leaving it in the cabin or cockpit would defeat those safety and security measures, so those options aren't allowed.

9. Where would you find more detailed instructions for the pretakeoff contamination check?

- A. Operations Manual Sections 9 and 10**
- B. Aircraft maintenance manual
- C. Pilot's personal notes
- D. Flight plan

The pretakeoff contamination check is a flight operations procedure, and the most detailed, official instructions for it come from the operator's own procedures. The Operations Manual is where the company documents step-by-step preflight checks, including how to perform a contamination check, acceptable criteria, and what actions to take if contamination is found. Sections 9 and 10 are the parts of that manual that cover these specific preflight procedures. The Aircraft Maintenance Manual focuses on how systems are serviced and maintained, not the step-by-step preflight checks you perform before flight. Pilot's personal notes aren't an approved source and can be out of date, while a flight plan is about route, fuel, weights, and weather planning rather than contamination inspection procedures.

10. When must an Inflight Mechanical Interruption Form (IMI) be completed and sent to the DOM?

- A. End of flight and within 48 hours of the event
- B. During ground stop
- C. End of flight and DOM within 48 hours of the event**
- D. Only for diversions to another airport

The IMI is used to report a mechanical issue that occurred while the aircraft was in flight. The key point is that you complete the form at the end of the flight and send it to the Director of Operations within 48 hours of the event. This timing keeps management informed promptly, allows for timely safety review and maintenance follow-up, and ensures regulatory reporting requirements are met. It isn't something you do only during a ground stop, and it isn't limited to diversions; the report goes to the DOM within the 48-hour window.

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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://far135oral.examzify.com>

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

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