

Federal Aviation Regulations Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

SAMPLE

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

SAMPLE

- 1. What is the maximum takeoff weight for seaplanes classified as "light sport aircraft" under FAR regulations?**
 - A. 1,320 pounds**
 - B. 1,430 pounds**
 - C. 1,500 pounds**
 - D. 1,600 pounds**

- 2. What should be included in preflight actions for VFR flights?**
 - A. Personal needs of passengers**
 - B. Regulatory allowances for alternative airports**
 - C. Passenger comfort considerations**
 - D. Assessment of flight times**

- 3. Which FAR part discusses Learners (student pilots)?**
 - A. Part 61**
 - B. Part 91**
 - C. Part 141**
 - D. Part 121**

- 4. During what time should lighted position lights be displayed on an aircraft?**
 - A. During takeoff and landing**
 - B. From dawn to dusk**
 - C. Sunset to sunrise**
 - D. Only at night when visible**

- 5. Which part of the FAR addresses fuel requirements for VFR and IFR?**
 - A. Part 91**
 - B. Part 121**
 - C. Part 135**
 - D. Part 145**

- 6. To qualify for BasicMed, from whom must you have received a comprehensive examination?**
- A. A military physician**
 - B. A state-licensed physician**
 - C. An FAA-designated physician**
 - D. A family doctor**
- 7. What is the minimum requirement for aircraft braking performance under FARs?**
- A. The aircraft must be able to stop in a distance equal to its takeoff distance over a 50-foot obstacle**
 - B. The aircraft must stop within 1,000 feet of the touchdown point**
 - C. The brakes must be capable of stopping within 200 feet in dry conditions**
 - D. The aircraft must demonstrate braking effectiveness on a wet runway**
- 8. What is an Airworthiness Certificate?**
- A. A certificate issued by the FAA indicating that an aircraft meets safety and operational standards**
 - B. A document stating that an aircraft is registered with the FAA**
 - C. A report detailing the aircraft's maintenance history**
 - D. A license required for pilots to operate aircraft**
- 9. Which part of the FAR addresses the regulations for flight operations for air carriers?**
- A. Part 91**
 - B. Part 121**
 - C. Part 135**
 - D. Part 43**
- 10. How often must pilots complete a flight review under FAR regulations?**
- A. Every 12 months**
 - B. Every 18 months**
 - C. Every 24 months**
 - D. Every 36 months**

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the maximum takeoff weight for seaplanes classified as "light sport aircraft" under FAR regulations?

- A. 1,320 pounds
- B. 1,430 pounds**
- C. 1,500 pounds
- D. 1,600 pounds

The maximum takeoff weight for seaplanes classified as "light sport aircraft" under FAR regulations is 1,430 pounds. This weight limit is established to ensure that light sport aircraft, which are designed for recreational flying, remain within manageable parameters for safety and performance. The classification is aimed at simplifying the regulations surrounding the operation of these smaller aircraft, thus making flying more accessible to a broader range of pilots. By maintaining this maximum weight limit, the FAA ensures that light sport aircraft can be flown safely without requiring more complex certification and training processes that heavier aircraft would necessitate. Additionally, adhering to this weight restriction contributes to the overall operational safety, as lighter aircraft typically have more favorable performance characteristics, such as shorter takeoff distances and greater maneuverability. In this context, understanding the definition and regulations regarding light sport aircraft is crucial for pilots operating within this category, as it impacts not only aircraft selection but also compliance with safety regulations set by the FAA.

2. What should be included in preflight actions for VFR flights?

- A. Personal needs of passengers
- B. Regulatory allowances for alternative airports**
- C. Passenger comfort considerations
- D. Assessment of flight times

In preflight actions for Visual Flight Rules (VFR) flights, regulatory allowances for alternative airports are crucial. This aspect ensures that the pilot keeps safety as the top priority and understands the options available in case the intended destination becomes unfeasible for landing. Alternative airports are important for contingency planning, as they provide fallback landing sites should the primary destination become inaccessible due to weather, traffic, or other factors. Regulatory guidelines require pilots to consider these alternatives to ensure they can safely execute their flight plans even under changing circumstances. While personal needs of passengers, passenger comfort considerations, and assessment of flight times are relevant in a broader sense for overall flight planning and passenger experience, they do not hold the same regulatory weight or immediate safety implications as identifying and understanding the use of alternative airports. Prioritizing safety through proper preflight planning, including alternative landing options, is fundamental to responsible flight operations.

3. Which FAR part discusses Learners (student pilots)?

- A. Part 61**
- B. Part 91**
- C. Part 141**
- D. Part 121**

Part 61 of the Federal Aviation Regulations (FAR) specifically addresses the requirements for pilot certification, including regulations that pertain to learner or student pilots. This part provides guidance on the eligibility, training requirements, and the responsibilities of student pilots. For instance, it outlines how a student pilot must receive training from a certified flight instructor and obtain the necessary endorsements to solo, as well as the limitations placed on a student pilot's certificate. The other parts mentioned have different focuses: Part 91 covers general operating and flight rules common to all pilots, Part 141 specifically deals with pilot schools and structured training programs, and Part 121 governs scheduled air carriers and their operations. Therefore, the context and specifics regarding student pilots are exclusively and clearly delineated in Part 61.

4. During what time should lighted position lights be displayed on an aircraft?

- A. During takeoff and landing**
- B. From dawn to dusk**
- C. Sunset to sunrise**
- D. Only at night when visible**

Lighted position lights must be displayed from sunset to sunrise, as this is the standard requirement outlined in the Federal Aviation Regulations (FARs) for aircraft operation. These lights are essential for ensuring visibility of the aircraft during hours of darkness, helping to prevent collisions by making the aircraft more visible to others in the vicinity, especially at night. While it may be beneficial to use these lights during takeoff and landing, as well as during the day in certain conditions, the regulatory requirement specifically mandates their use from sunset to sunrise. This requirement ensures that all aircraft are consistently illuminated during the periods of reduced visibility, enhancing safety and situational awareness for both the pilot and other aircraft in that airspace. Position lights do not need to be on from dawn to dusk, which can lead to unnecessary energy consumption without contributing significantly to safety during daylight conditions. Thus, the correct answer reflects the regulation's intent to ensure that these lights are employed when they are most needed for safety.

5. Which part of the FAR addresses fuel requirements for VFR and IFR?

- A. Part 91**
- B. Part 121**
- C. Part 135**
- D. Part 145**

The correct answer is that Part 91 of the Federal Aviation Regulations (FAR) addresses fuel requirements for both Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). Part 91 lays out the general operating and flight rules that apply to civil aviation in the United States. It includes regulations pertaining to a wide range of topics, including aircraft operations, aerodynamic performance, and crew responsibilities. Specifically, it establishes the minimum fuel requirements that pilots must adhere to for safe flight operations, which differ between VFR and IFR conditions. For VFR, pilots must carry enough fuel to reach their destination with a reserve, while IFR operations have additional requirements, usually concerning alternate airports and fuel reserves to ensure safety. The other parts mentioned do not address fuel requirements in the same way. Part 121 pertains to scheduled air carriers and covers different regulations more applicable to commercial operations, focusing on operational flight rules for large aircraft. Part 135 deals with commuter and on-demand operations, detailing regulations for smaller commercial aircraft, but it is not the primary source for general fuel requirements. Part 145 is related to repair stations and does not have a focus on operational flight rules or fuel requirements. Therefore, Part 91 is the right reference for understanding fuel requirements for

6. To qualify for BasicMed, from whom must you have received a comprehensive examination?

- A. A military physician**
- B. A state-licensed physician**
- C. An FAA-designated physician**
- D. A family doctor**

To qualify for BasicMed, the comprehensive medical examination must be conducted by a state-licensed physician. This requirement ensures that the physician is authorized to practice medicine in the state where the examination takes place and is recognized for their qualifications and adherence to medical standards. BasicMed was established to allow pilots to fly certain aircraft without the need for a traditional medical certification from the FAA, simplifying the process while still ensuring pilot fitness through oversight by a qualified physician. By stipulating a state-licensed physician, the regulations aim to maintain a level of safety and accountability, as these practitioners are subject to state medical licensing boards and their standards. Options that suggest a military physician or an FAA-designated physician are not acceptable because they do not align with the policies established for BasicMed. A family doctor may indeed be a state-licensed physician, but the specific reference to "state-licensed" emphasizes the requirement rather than limiting it to an individual's personal family doctor.

7. What is the minimum requirement for aircraft braking performance under FARs?

- A. The aircraft must be able to stop in a distance equal to its takeoff distance over a 50-foot obstacle**
- B. The aircraft must stop within 1,000 feet of the touchdown point**
- C. The brakes must be capable of stopping within 200 feet in dry conditions**
- D. The aircraft must demonstrate braking effectiveness on a wet runway**

The minimum requirement for aircraft braking performance under Federal Aviation Regulations (FARs) is that the aircraft must be able to stop in a distance equal to its takeoff distance over a 50-foot obstacle. This standard ensures that an aircraft has adequate braking capability to bring it to a halt safely, even in challenging conditions, such as the presence of an obstacle that may be on the runway. This requirement is crucial for safety during the landing phase, as it ensures that the aircraft can stop in a controlled manner without exceeding the available runway length. The rationale behind this performance metric is that it provides a safety buffer, allowing for adequate stopping distance to accommodate various factors such as unexpected situations during landing, runway conditions, and potential equipment malfunctions. It takes into account the dynamics of aircraft deceleration, ensuring that pilots can rely on their aircraft's braking system to perform effectively in a range of conditions. While the other choices present important considerations for specific scenarios, they do not encompass the comprehensive regulatory standard that includes stopping distances relative to takeoff. For example, stopping within a fixed distance like 1,000 feet or 200 feet may not account for the specific performance needs relative to obstacles, and demonstrating braking effectiveness on a wet runway, while important, is

8. What is an Airworthiness Certificate?

- A. A certificate issued by the FAA indicating that an aircraft meets safety and operational standards**
- B. A document stating that an aircraft is registered with the FAA**
- C. A report detailing the aircraft's maintenance history**
- D. A license required for pilots to operate aircraft**

An Airworthiness Certificate is indeed a certificate issued by the FAA that signifies an aircraft's compliance with safety and operational standards required for it to be considered airworthy. This certificate provides assurance that the aircraft has been inspected and deemed safe for flight, adhering to the required regulations and standards established by the Federal Aviation Administration. The importance of the Airworthiness Certificate lies in its role in ensuring the safety of flight operations. Without this certificate, an aircraft cannot legally operate in the National Airspace System. It indicates that the aircraft is properly maintained and has met all necessary conditions for safe operation, taking into consideration factors like design, maintenance, and operational performance. While other choices pertain to relevant aspects of aviation, they do not define an Airworthiness Certificate accurately. Registration indicates that an aircraft is listed in the FAA's records, maintaining a record of ownership and legal status rather than safety compliance. Maintenance history is important for tracking the upkeep of the aircraft but does not serve as a certification of airworthiness. Lastly, a pilot's license pertains to the qualifications necessary to operate an aircraft but is unrelated to the aircraft's operational safety certification.

9. Which part of the FAR addresses the regulations for flight operations for air carriers?

- A. Part 91**
- B. Part 121**
- C. Part 135**
- D. Part 43**

The correct answer is Part 121, which specifically outlines the regulations governing domestic, flag, and supplemental air carriers. This part includes comprehensive guidelines covering various operational aspects such as standards for the safety and efficiency of airline operations, maintenance requirements, crew training, and operational procedures. Part 121 is crucial because it applies to large air carriers that conduct scheduled air transportation, ensuring a robust level of safety and consistency within the commercial airline industry. It addresses not just the operational practices but also certifications and requirements necessary for carriers to operate commercially in the National Airspace System. In contrast, Part 91 pertains to general aviation, providing regulations for flight operations that are not conducted for hire, and is typically more lenient compared to Parts 121 and 135. Part 135 regulates commuter and on-demand operations, which apply to smaller air carriers but not scheduled services of larger airlines like those covered under Part 121. Part 43 covers maintenance, preventive maintenance, rebuilding, and alteration of aircraft, but does not specifically address flight operations for air carriers. This clarification highlights the importance of Part 121 in setting the clear operational standards necessary for air carriers.

10. How often must pilots complete a flight review under FAR regulations?

- A. Every 12 months**
- B. Every 18 months**
- C. Every 24 months**
- D. Every 36 months**

Pilots are required to complete a flight review every 24 months, according to the Federal Aviation Regulations (FARs). This regulation is in place to ensure that pilots maintain their flying skills and knowledge of current operating procedures and regulations. The flight review typically involves at least 1 hour of flight training and 1 hour of ground training, covering topics such as navigation, airspace, and emergency procedures. Completing the review every 24 months helps ensure that pilots are proficient and up-to-date, enhancing safety in aviation. This requirement also reinforces the importance of ongoing education and skill retention in the high-responsibility field of aviation.

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://federalaviationregulations.examzify.com>

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

SAMPLE