

FEDERAL AVIATION REGULATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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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. What is the primary purpose of the Federal Aviation Regulations (FAR)?**
 - A. To promote safety and regulate aviation in the United States
 - B. To facilitate international aviation agreements
 - C. To establish air traffic control procedures
 - D. To regulate aircraft manufacturing standards
- 2. What is required for a pilot to act as pilot-in-command of a high-performance airplane?**
 - A. They must complete a written exam
 - B. They must receive ground and flight training in that aircraft
 - C. They must accumulate 50 hours of flight time in any aircraft
 - D. They must possess an instrument rating
- 3. What constitutes a serious injury per FAR regulations?**
 - A. An injury that requires hospitalization for more than 24 hours
 - B. An injury that requires hospitalization for more than 48 hours
 - C. Any injury resulting in permanent impairment
 - D. An injury that prevents normal functions for more than 7 days
- 4. How can a pilot maintain currency for carrying passengers?**
 - A. By completing three takeoffs and landings in the preceding 90 days
 - B. By logging at least 10 hours of flight time in the past month
 - C. By completing a flight review with an instructor every six months
 - D. By obtaining a new type rating every year
- 5. When must the operator of an aircraft involved in an incident submit a report to the NTSB?**
 - A. Immediately after the incident
 - B. When requested by the NTSB
 - C. Within 24 hours of the incident
 - D. Within 10 days of the incident

6. What does a notam primarily inform pilots about?

- A. Airspace restrictions
- B. Weather conditions
- C. Runway closures and hazards
- D. Maintenance schedules

7. What does "Radar Services" refer to in aviation?

- A. Air traffic control services that use radar to monitor and provide guidance to aircraft
- B. Emergency services for aircraft during flight
- C. Flight planning services utilizing radar technology
- D. Weather monitoring services from ground-based radar

8. What must a pilot maintain in order to act as Pilot-in-Command (PIC) of an aircraft?

- A. Health insurance
- B. A valid medical certificate and pilot certificate
- C. A logbook with at least 100 flight hours
- D. Continuous flight history

9. What is the primary function of the FSDO for pilots?

- A. To provide flight lessons
- B. To issue airworthiness certificates
- C. To manage air traffic
- D. To oversee safety regulations

10. Which pilot license is primarily for individuals training to become a private pilot?

- A. Commercial Pilot License
- B. Private Pilot License
- C. Student Pilot License
- D. Certified Flight Instructor License

Answers

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

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Explanations

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1. What is the primary purpose of the Federal Aviation Regulations (FAR)?

- A. To promote safety and regulate aviation in the United States
- B. To facilitate international aviation agreements
- C. To establish air traffic control procedures
- D. To regulate aircraft manufacturing standards

The primary purpose of the Federal Aviation Regulations (FAR) is to promote safety and regulate aviation in the United States. This comprehensive set of regulations is designed to ensure the safe operation of aircraft, protect the welfare of the flying public, and maintain a system of airspace that allows various aviation activities to coexist safely and efficiently. By establishing safety standards for operations, maintenance, pilot training, and certification, the FAR aims to mitigate risks associated with aviation. While facilitating international aviation agreements, establishing air traffic control procedures, and regulating aircraft manufacturing standards are important aspects within the aviation sector, they serve as specific functions that fall under the broader goal of safety and regulation championed by the FAR. For instance, air traffic control procedures are critical for managing aircraft movements but are one of the many components that contribute to overall aviation safety. Similarly, international agreements and manufacturing standards are affected by and serve the overarching need for safe and regulated aviation operations.

2. What is required for a pilot to act as pilot-in-command of a high-performance airplane?

- A. They must complete a written exam
- B. They must receive ground and flight training in that aircraft
- C. They must accumulate 50 hours of flight time in any aircraft
- D. They must possess an instrument rating

To act as pilot-in-command of a high-performance airplane, a pilot must receive ground and flight training specific to that aircraft. This requirement ensures that the pilot has acquired the necessary skills and knowledge to safely operate the unique systems and performance characteristics of high-performance airplanes, which typically include advanced technologies, higher power-to-weight ratios, and often complex flight controls. The requirement for ground and flight training is established to ensure that pilots understand not only how to operate the aircraft but also how to handle its performance in different scenarios. High-performance airplanes can behave differently than standard aircraft, particularly in aspects such as takeoff, landing, and in-flight maneuvers. Therefore, this training is crucial for pilot safety and effective decision-making during flight. The other options either refer to requirements that are relevant for different scenarios or are less specific to the capability and safety considerations required for operating high-performance aircraft. For instance, completing a written exam, accumulating flight time in any aircraft, or possessing an instrument rating do not directly address the unique competencies needed for high-performance airplanes, which is why ground and flight training remains essential.

3. What constitutes a serious injury per FAR regulations?

- A. An injury that requires hospitalization for more than 24 hours
- B. An injury that requires hospitalization for more than 48 hours**
- C. Any injury resulting in permanent impairment
- D. An injury that prevents normal functions for more than 7 days

The definition of a serious injury according to the Federal Aviation Regulations (FAR) is based on specific criteria outlined in the regulations. An injury that requires hospitalization for more than 48 hours aligns with the regulatory definition, which typically includes considerations such as the duration of hospitalization and the severity of the injury itself. In this context, the 48-hour requirement is significant because it establishes a clear threshold for determining the severity of an injury. It highlights that the injury is not only serious in nature but also warrants extended medical care, which serves as an indicator of how critical the injury is in the aviation context. Other options describe various conditions that may indicate seriousness, such as permanent impairment or an incapacity that prevents normal functions, but they do not specifically align with the standard time frame set forth by the FAR, which underscores the focus on hospitalization duration as a key factor in assessing injury seriousness. Understanding this definition is crucial for aviation safety reporting and compliance with FAR, as it helps establish clear guidelines for what constitutes a serious injury in the context of aviation incidents.

4. How can a pilot maintain currency for carrying passengers?

- A. By completing three takeoffs and landings in the preceding 90 days**
- B. By logging at least 10 hours of flight time in the past month
- C. By completing a flight review with an instructor every six months
- D. By obtaining a new type rating every year

Maintaining currency for carrying passengers is specifically addressed in the Federal Aviation Regulations. To legally act as pilot-in-command of an aircraft carrying passengers, a pilot must have completed three takeoffs and three landings within the preceding 90 days. This requirement ensures that the pilot is familiar with the aircraft's operational characteristics and is able to perform the critical tasks of takeoff and landing safely. This is particularly important because these tasks involve precise control and judgment and occur in phase of flight that can be crucial to the overall safety of the flight. By regularly performing these maneuvers, pilots can maintain their proficiency and ensure that they are ready to handle any challenges that may arise during passenger operations. Other options, such as logging 10 hours of flight time in the preceding month or completing a flight review every six months, may contribute to a pilot's overall skills and safety but do not directly satisfy the current regulatory requirement for carrying passengers. Additionally, obtaining a new type rating is not a regular requirement for maintaining passenger currency, as type ratings are specific to particular aircraft that require specialized training. Thus, the completion of the required takeoffs and landings within the specified timeframe is the key factor for maintaining the necessary currency for passenger-carrying operations.

5. When must the operator of an aircraft involved in an incident submit a report to the NTSB?

- A. Immediately after the incident
- B. When requested by the NTSB**
- C. Within 24 hours of the incident
- D. Within 10 days of the incident

The requirement for an aircraft operator involved in an incident to submit a report to the National Transportation Safety Board (NTSB) emphasizes the importance of thorough investigation and data collection for safety. In most cases, an operator must submit a report only when specifically requested by the NTSB, reflecting a responsive approach to safety management rather than an immediate obligation after every incident. This practice allows the NTSB to prioritize resources and focus on significant events that may require deeper investigation or pose a greater risk to aviation safety. While the operator has a responsibility to report certain incidents, the submission timeline is dictated by the NTSB's needs rather than a fixed period following the event. Other timing options, such as immediate reporting or specific time frames like 24 or 10 days, would not align with the procedural approach taken by the NTSB, which aims to optimize the investigatory process based on the context and severity of the incidents reported.

6. What does a notam primarily inform pilots about?

- A. Airspace restrictions
- B. Weather conditions
- C. Runway closures and hazards**
- D. Maintenance schedules

The primary purpose of a NOTAM (Notice to Airmen) is to inform pilots about essential information regarding airport and airspace conditions that can affect their flight. This includes notification of runway closures, hazards that may pose a risk to aircraft operations, and other critical operational information that might change frequently and require immediate attention. While weather conditions and airspace restrictions can be communicated through NOTAMs, particularly when they are relevant to current operations or flight planning, the most direct and specific focus of a NOTAM is indeed on runway closures and any associated hazards that aircraft might encounter, hence making this the correct choice. Maintenance schedules might be relevant to certain operational announcements, but they are not the primary focus of NOTAMs in general aviation.

7. What does "Radar Services" refer to in aviation?

- A. Air traffic control services that use radar to monitor and provide guidance to aircraft**
- B. Emergency services for aircraft during flight
- C. Flight planning services utilizing radar technology
- D. Weather monitoring services from ground-based radar

Radar services in aviation primarily refer to air traffic control services that utilize radar technology to monitor and guide aircraft during their flights. This system allows air traffic controllers to track the position, speed, and altitude of aircraft within their jurisdiction, facilitating safe separation and efficient traffic management. Through radar, controllers can provide critical directions to pilots for approaches, departures, and en route navigation, thereby enhancing situational awareness and safety for all involved. The other options, while related to aviation, do not encapsulate the full scope of what radar services entail. Emergency services concern specific responses during crises, flight planning encompasses broader tasks unrelated to real-time monitoring, and weather monitoring focuses on atmospheric conditions rather than aircraft navigation and control. Thus, the definition of radar services as air traffic control services is the most comprehensive and accurate representation in this context.

8. What must a pilot maintain in order to act as Pilot-in-Command (PIC) of an aircraft?

- A. Health insurance
- B. A valid medical certificate and pilot certificate**
- C. A logbook with at least 100 flight hours
- D. Continuous flight history

To act as Pilot-in-Command (PIC) of an aircraft, a pilot must possess both a valid medical certificate and a pilot certificate. The medical certificate assures that the pilot has met the necessary health standards required for flying, which is essential for ensuring safety in aviation operations. The pilot certificate demonstrates that the pilot has received the appropriate training and is qualified to operate the specific aircraft category and class. Maintaining a valid medical certificate means undergoing regular health assessments to ensure the pilot is fit to fly, while the pilot certificate reflects the pilot's training, proficiency, and authorization to operate as PIC. This combination of requirements is established by the Federal Aviation Administration (FAA) to enhance safety and competency standards in aviation. Other options listed do not serve as primary prerequisites for acting as PIC. Health insurance is not a regulatory requirement for flight operations. A logbook detailing flight hours can be important for tracking experience, but there is no specific requirement for a minimum of 100 flight hours to hold the PIC role. Continuous flight history might be beneficial for maintaining skills but does not constitute a legal requirement for operating as PIC.

9. What is the primary function of the FSDO for pilots?

- A. To provide flight lessons
- B. To issue airworthiness certificates
- C. To manage air traffic
- D. To oversee safety regulations**

The primary function of the Flight Standards District Office (FSDO) is to oversee safety regulations. FSDOs are part of the Federal Aviation Administration (FAA) and play a crucial role in ensuring that aviation safety standards are met. They are responsible for enforcing aviation regulations, which includes conducting inspections, monitoring compliance, and providing guidance to pilots and aviation personnel. FSDOs support the safety of flight operations by issuing various regulations and ensuring adherence through oversight. This encompasses activities such as evaluating flight schools, dealing with pilot certification, and monitoring maintenance practices. The focus on safety regulations ensures that pilots operate under safe conditions and that aviation operations throughout the region maintain high safety standards. In contrast, providing flight lessons is typically the role of flight schools and certified flight instructors rather than FSDOs. Issuing airworthiness certificates is a function of the FAA but is handled through a more formal process involving compliance with specific standards, which may not fall directly under the FSDO's scope. Managing air traffic is the responsibility of Air Traffic Control (ATC), which is separate from the regulatory functions of the FSDOs.

10. Which pilot license is primarily for individuals training to become a private pilot?

- A. Commercial Pilot License
- B. Private Pilot License
- C. Student Pilot License**
- D. Certified Flight Instructor License

The Student Pilot License is designed specifically for individuals who are undergoing flight training with the goal of becoming a private pilot. This license allows student pilots to fly under the supervision of an authorized flight instructor and to log flight hours required for the Private Pilot License. Primarily, a student pilot does not yet have the full privileges of a private pilot and is in the initial stages of their flight training. This license enables budding pilots to gain experience and understanding of flying through practical instruction, which is crucial for their eventual progression to obtaining a Private Pilot License. The other licenses mentioned serve different purposes. The Commercial Pilot License is for individuals seeking to fly for compensation or hire, while the Certified Flight Instructor License is meant for those who want to teach others how to fly. The Private Pilot License is the goal that student pilots work towards, not a status they hold during training.

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!

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