

FIRC King Schools Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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

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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 element is included in scenario-based training (SBT)?**
 - A. Pre-flight and post-flight briefing**
 - B. Purely in-flight training with no debrief**
 - C. Ground school only**
 - D. No assessment**

- 2. Upset Prevention and Recovery Training (UPRT) states which focus?**
 - A. Upset training places the most focus on preventing upsets**
 - B. Upset training focuses on recovery first**
 - C. UPRT is not related to LOC**
 - D. UPRT ignores pilot training**

- 3. To access an applicant's IACRA application you will need which information?**
 - A. FTN**
 - B. Date of birth**
 - C. Pilot certificate number**
 - D. Passport number**

- 4. UAS Remote Identification statements are true. Which option reflects all true statements?**
 - A. 1, 2, and 3**
 - B. 1 only**
 - C. 2 and 3 only**
 - D. 3 only**

- 5. What is a very important practice you can teach to help prevent pilot deviations?**
 - A. Ask ATC whenever in doubt of instructions or procedures**
 - B. Do not communicate with ATC**
 - C. Rely on GPS only**
 - D. Ignore restrictions**

- 6. What is the main reason to participate in WINGS and encourage others to participate?**
- A. Because ongoing education is key to safety and reducing GA accidents**
 - B. Because it is mandatory by law**
 - C. Because it increases flight time credits**
 - D. Because it reduces pilot responsibility**
- 7. ACS codes help in developing more relevant knowledge questions by:**
- A. Providing standardized test length**
 - B. Better defining the knowledge required**
 - C. Reducing the number of questions**
 - D. Eliminating case studies**
- 8. Which document is used to provide endorsements for the knowledge exam or practical test?**
- A. A recommendation on the FAA Form 8710-1 or IACRA equivalent**
 - B. A handwritten note from the instructor**
 - C. A phone call**
 - D. An email to the student**
- 9. In recent years the FAA issued a recission memo for 61.65, which**
- A. Clarifies the difference between an approach and a navigation system**
 - B. Clarifies the difference between IFR and VFR**
 - C. Explains the procedure for instrument currency**
 - D. Defines the term 'solo interpretation'**
- 10. Which option best describes what can be included in flight training according to TSA definitions?**
- A. Balloon training**
 - B. Instruction in fixed-wing or rotary-wing aircraft to obtain a new skill and instruction in an aircraft simulator to maintain a certificate**
 - C. Pilots must have a medical exam**
 - D. Only simulator training**

Answers

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

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Explanations

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1. Which element is included in scenario-based training (SBT)?

- A. Pre-flight and post-flight briefing**
- B. Purely in-flight training with no debrief**
- C. Ground school only**
- D. No assessment**

Scenario-based training centers on realistic, guided scenarios with structured reflection before and after the exercise. The pre-flight briefing sets the objectives, scenario context, and safety considerations, so you know what you'll be practicing and what success looks like. After the scenario, the post-flight debrief gives feedback, analyzes decision-making and actions, and reinforces lessons learned. This pairing of briefing and debriefing around the scenario is what makes SBT effective for developing practical skills and judgment. The other options don't fit this approach: training that happens only in flight with no debrief misses essential feedback and reflection; ground school alone doesn't provide the applied, scenario-driven practice; and no assessment fails to measure progress or reinforce learning.

2. Upset Prevention and Recovery Training (UPRT) states which focus?

- A. Upset training places the most focus on preventing upsets**
- B. Upset training focuses on recovery first**
- C. UPRT is not related to LOC**
- D. UPRT ignores pilot training**

UPRT is built around keeping the airplane out of trouble by preventing upsets in the first place. Pilots learn to recognize early cues of an impending loss of control, manage energy and attitude, and use coordinated, disciplined control inputs to stay within the safe flight envelope. That preventive focus reduces the chance of an upset occurring, which is why it's the primary emphasis. Recovery techniques are still taught as a safety net for when an upset does occur, but they don't take precedence over preventing the upset in the first place. It's directly related to loss of control in flight, and it wouldn't make sense to say it ignores pilot training—the whole program is about improving a pilot's ability to avoid and recover from LOC if needed.

3. To access an applicant's IACRA application you will need which information?

- A. FTN**
- B. Date of birth**
- C. Pilot certificate number**
- D. Passport number**

Accessing an applicant's IACRA file hinges on using a single, system-wide identifier that directly links to that record. The FAA Tracking Number (FTN) is that key in IACRA. It uniquely identifies the specific applicant's application, so entering the FTN takes you to the correct file and allows you to view or update it without confusion. Personal details like date of birth, pilot certificate number, or passport number aren't used to pull up the IACRA record in the system and can't reliably distinguish one applicant from another. In practice, you'd obtain the FTN from the applicant or the existing file and use it to access their IACRA application.

4. UAS Remote Identification statements are true. Which option reflects all true statements?

A. 1, 2, and 3

B. 1 only

C. 2 and 3 only

D. 3 only

UAS Remote Identification is about making the flight of a drone traceable and identifiable to keep airspace safe. The statements that are true describe the core elements of how Remote ID works: a drone in flight must broadcast identifying information, the drone's own location and altitude, and the location of the operator or control station. You can meet this requirement either with a built-in Remote ID transmitter or with an approved external module connected to the drone. Because these pieces—identification, drone location, and operator location—are all part of Remote ID, the option that includes all three true statements accurately reflects the system. The other choices would imply that at least one of these aspects isn't true, which isn't the case here.

5. What is a very important practice you can teach to help prevent pilot deviations?

A. Ask ATC whenever in doubt of instructions or procedures

B. Do not communicate with ATC

C. Rely on GPS only

D. Ignore restrictions

Proactive communication with ATC is the practice that helps prevent pilot deviations. When anything in an instruction or procedure is unclear, asking for clarification keeps you aligned with ATC's intent and what you're allowed to do. A solid habit is to read back clearances and restrictions, confirming altitude, route, and any speed changes. This creates a clear, shared understanding between you and ATC and catches potential misinterpretations before you execute a maneuver, which is the essence of staying on the intended path. Not communicating with ATC opens the door to miscoordination and misunderstandings. Relying on GPS alone can be risky because navigation accuracy can be degraded by outages or errors, and it doesn't substitute for explicit ATC guidance. Ignoring restrictions directly leads to deviations and potential safety and regulatory issues.

6. What is the main reason to participate in WINGS and encourage others to participate?

- A. Because ongoing education is key to safety and reducing GA accidents**
- B. Because it is mandatory by law**
- C. Because it increases flight time credits**
- D. Because it reduces pilot responsibility**

The main idea here is that ongoing education through the WINGS program is driven by safety. Participating and encouraging others to participate builds a continuous learning culture that helps pilots stay current with best practices, advanced skills, and risk management. That steady focus on learning directly targets safer flight and, over time, can contribute to fewer GA accidents. WINGS provides structured ground and flight training tasks that cover topics like weather, planning, aeronautical decision making, and human factors. It complements or can substitute for the traditional flight review by keeping pilots engaged in regular, purposeful education rather than a one-time check. Because the emphasis is on maintaining proficiency and improving safety habits, it's natural to promote participation to raise overall safety in the aviation community. It isn't a legal requirement, and its value isn't primarily about earning more flight time credits, nor does it diminish a pilot's responsibility. The core benefit is continuous learning that enhances safety for you and others.

7. ACS codes help in developing more relevant knowledge questions by:

- A. Providing standardized test length**
- B. Better defining the knowledge required**
- C. Reducing the number of questions**
- D. Eliminating case studies**

ACS codes lay out the exact knowledge areas and performance elements that an applicant must demonstrate. By tying each knowledge question to a specific code, the test becomes focused on the topics and skill levels the standard requires, ensuring relevance and proper coverage of the critical concepts. This framework helps avoid questions about material outside the defined objectives and supports consistent measurement across the test. The other options don't fit because ACS codes don't set test length, limit or reduce the number of questions, or remove case studies; they define what needs to be known and how it should be demonstrated.

8. Which document is used to provide endorsements for the knowledge exam or practical test?

A. A recommendation on the FAA Form 8710-1 or IACRA equivalent

B. A handwritten note from the instructor

C. A phone call

D. An email to the student

Endorsements to take the knowledge exam or the practical test must be an official FAA record, recorded on the proper form and issued by an authorized instructor. This endorsement on FAA Form 8710-1 or the IACRA equivalent confirms you've completed the required training and prerequisites and is what the FAA uses to authorize you to test. A handwritten note, a phone call, or an email do not become part of the FAA's official certification record and aren't acceptable as the test endorsement.

9. In recent years the FAA issued a recission memo for 61.65, which

A. Clarifies the difference between an approach and a navigation system

B. Clarifies the difference between IFR and VFR

C. Explains the procedure for instrument currency

D. Defines the term 'solo interpretation'

The key idea here is understanding how the FAA's recission memo for 61.65 clarifies terminology used in instrument flight testing. The memo makes it clear that an instrument approach is a published procedure for flying to a runway under instrument conditions, while a navigation system refers to the equipment you use to determine position and steer toward that approach. This distinction matters because the training and testing emphasis is on your ability to fly the actual approach procedure accurately under IFR, not merely on using navigation gear to reach the starting point. By separating these concepts, the memo helps instructors and examiners assess true instrument flying proficiency. The other options don't match what the memo addresses: it isn't about differences between IFR and VFR, or about instrument currency procedures, or about a term like solo interpretation.

10. Which option best describes what can be included in flight training according to TSA definitions?

A. Balloon training

B. Instruction in fixed-wing or rotary-wing aircraft to obtain a new skill and instruction in an aircraft simulator to maintain a certificate

C. Pilots must have a medical exam

D. Only simulator training

Flight training, per TSA definitions, can include instruction in actual aircraft to gain a new skill and instruction in an aircraft simulator to maintain a certificate. This combination best captures what TSA allows for flight training, showing both real-flight and simulator-based learning as valid parts of maintaining or developing eligibility. Balloon training falls outside this scope, simulator-only training lacks the real-flight component, and a medical exam is not training at all.

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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://firckingschools.examzify.com>

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

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