

Frontier Federal Aviation Regulations (FARs) Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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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. In what position should a passenger remain seated in a lounge area?**
 - A. Next to an exit**
 - B. Located directly across from an exit**
 - C. Neither located next to nor across from an exit**
 - D. Only at the rear of the lounge**

- 2. What action must pilots take when flying in controlled airspace under IFR?**
 - A. Pilots must communicate with ATC and follow their instructions**
 - B. Pilots should fly lower than the minimum altitude**
 - C. Pilots can operate without filing a flight plan**
 - D. Pilots must avoid any communication with ATC**

- 3. Company policy may be restricted but never more _____ than a FAR.**
 - A. complicated**
 - B. lenient**
 - C. expensive**
 - D. lenient**

- 4. In which part of the FARs is the maintenance of aircraft covered?**
 - A. Part 21**
 - B. Part 43**
 - C. Part 61**
 - D. Part 107**

- 5. Which of the following activities is NOT included in critical phases of flight?**
 - A. Takeoff**
 - B. Landing**
 - C. Ascent**
 - D. Taxi**

- 6. What does FAR Part 43 mandate regarding aircraft maintenance?**
- A. Maintenance must be conducted annually**
 - B. All maintenance must be performed according to the manufacturer's specifications**
 - C. Maintenance can be performed sporadically**
 - D. Only major repairs must follow the manufacturer's specifications**
- 7. What additional requirement is in place for an A321 with passengers onboard?**
- A. At least three flight attendants**
 - B. At least four flight attendants**
 - C. At least two flight attendants**
 - D. At least one flight attendant**
- 8. What is the primary purpose of the Federal Aviation Regulations (FARs)?**
- A. To ensure the safety and efficiency of civil aviation in the United States**
 - B. To generate revenue for the Federal Aviation Administration**
 - C. To promote international aviation standards**
 - D. To regulate foreign airlines operating in the U.S.**
- 9. What term describes the flight deck during critical phases of flight?**
- A. Open**
 - B. Closed**
 - C. Sterile**
 - D. Busy**
- 10. What is the primary purpose of the FARs?**
- A. To promote aviation safety and regulate civil aviation**
 - B. To outline pricing structures for airline tickets**
 - C. To manage airline competition**
 - D. To limit the number of flights per day**

Answers

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

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Explanations

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1. In what position should a passenger remain seated in a lounge area?

- A. Next to an exit**
- B. Located directly across from an exit**
- C. Neither located next to nor across from an exit**
- D. Only at the rear of the lounge**

A passenger should remain seated in a lounge area neither next to nor directly across from an exit in order to maintain safety and ensure smooth evacuation procedures. This positioning helps prevent any potential obstruction of access to emergency exits. If passengers are seated too close to exits, they may inadvertently block paths for those needing to exit quickly in an emergency. Being located away from these critical areas helps to facilitate an orderly evacuation and allows for quick access to the exits by emergency personnel and other passengers. In many airline lounges or waiting areas, seating arrangements are designed with safety protocols in mind and often include signs or advice on where not to sit. This allows for easy movement in case of an emergency and promotes a safer environment for all passengers.

2. What action must pilots take when flying in controlled airspace under IFR?

- A. Pilots must communicate with ATC and follow their instructions**
- B. Pilots should fly lower than the minimum altitude**
- C. Pilots can operate without filing a flight plan**
- D. Pilots must avoid any communication with ATC**

When flying in controlled airspace under Instrument Flight Rules (IFR), the primary requirement is for pilots to communicate with Air Traffic Control (ATC) and adhere to their instructions. This ensures safety and efficiency within controlled airspace, where ATC manages aircraft movements to prevent collisions and maintain organized traffic flow. Communication with ATC allows pilots to receive important information such as clearances, navigation instructions, and weather updates, all of which are crucial for safe IFR operations. The other options do not align with the requirements of IFR operations in controlled airspace. For instance, flying below the minimum altitude is unsafe and violates regulations that set essential safety margins. Not filing a flight plan contradicts the IFR protocol, as pilots are obligated to file a flight plan to ensure ATC is aware of their intended route and has the opportunity to manage air traffic effectively. Avoiding communication with ATC would also contravene the requirements of IFR, as it is critical for maintaining situational awareness and coordination in busy airspace. Thus, effective communication and compliance with ATC instructions are fundamental aspects of IFR operations in controlled airspace.

3. Company policy may be restricted but never more _____ than a FAR.

- A. complicated**
- B. lenient**
- C. expensive**
- D. lenient**

Company policy must adhere to the foundational principles set forth by the Federal Aviation Regulations (FARs). This means that a company's policies can impose more stringent requirements or operational standards than those established by FARs, but they cannot be less strict. Selecting "lenient" highlights that a company cannot have policies that are more permissive than those mandated by FARs. For example, if the FAR requires certain safety measures, a company could choose to implement even more rigorous safety protocols but cannot choose to implement less safety measures than those required. This ensures a baseline level of safety and compliance within the aviation industry. The other context suggested by the double listing of "lenient" indicates that it is emphasized, reinforcing the importance of adhering to the minimum standards established by FARs.

4. In which part of the FARs is the maintenance of aircraft covered?

- A. Part 21**
- B. Part 43**
- C. Part 61**
- D. Part 107**

The maintenance of aircraft is primarily covered in Part 43 of the Federal Aviation Regulations (FARs). This section provides comprehensive requirements for the maintenance, preventive maintenance, rebuilding, and alteration of aircraft. It outlines who is qualified to perform these tasks, what specific record-keeping is required, and the standards that must be adhered to in order to ensure that aircraft remain in an airworthy condition. Part 21 addresses the certification procedures for aircraft and related products but does not specifically focus on maintenance. Part 61 is concerned with the certification of pilots and flight instructors, detailing the requirements for getting and maintaining pilot licenses. Part 107 governs the regulations for the operation of small unmanned aircraft systems (UAS) and does not pertain to traditional aircraft maintenance practices. Hence, Part 43 is the section that directly addresses the standards and practices for maintaining aircraft.

5. Which of the following activities is NOT included in critical phases of flight?

- A. Takeoff**
- B. Landing**
- C. Ascent**
- D. Taxi**

The activity that is not considered part of the critical phases of flight is ascent. Critical phases of flight generally refer to specific periods where the pilot's attention needs to be sharply focused due to increased risk and the potential for accidents. These phases usually include takeoff, landing, and taxiing because they involve significant changes in aircraft dynamics or proximity to the ground, which can present unique challenges. During takeoff and landing, pilots must navigate various factors such as runway conditions, weight and balance considerations, and environmental conditions like wind and visibility. Taxiing also requires heightened attention due to the presence of ground personnel, other aircraft, and potential obstacles on the airport surface. In contrast, ascent, while important, is typically a phase that has more stable conditions compared to the immediate risks present during takeoff and landing. During ascent, pilots are usually in the process of gaining altitude and can rely more on automated systems and the aircraft's established performance capabilities without the same level of immediate hazards found in the critical phases.

6. What does FAR Part 43 mandate regarding aircraft maintenance?

- A. Maintenance must be conducted annually**
- B. All maintenance must be performed according to the manufacturer's specifications**
- C. Maintenance can be performed sporadically**
- D. Only major repairs must follow the manufacturer's specifications**

FAR Part 43 outlines the maintenance, preventive maintenance, and alterations of aircraft to ensure they are airworthy and safe for operation. This part of the regulations explicitly states that all maintenance activities must be performed in accordance with the manufacturer's specifications or acceptable methods. This requirement ensures that maintenance is carried out following the established standards that consider the aircraft's design and operational limits, which is critical for safety and reliability. By mandating adherence to manufacturer specifications, FAR Part 43 helps maintain the integrity of the aircraft systems and components, particularly in regards to repairs and preventive measures. This standardization is essential for ensuring consistency, safety, and compliance within the aviation industry. Other choices do not align with the requirements set forth in FAR Part 43. For instance, stating that maintenance must be conducted annually fails to account for the specific maintenance schedules and requirements dictated by the manufacturer for differing aircraft types and operational conditions. Suggesting that maintenance can be performed sporadically undermines the need for regular inspections and ongoing airworthiness. Moreover, claiming that only major repairs must follow the manufacturer's specifications limits the scope of safety and compliance that encompasses all maintenance activities, which is not consistent with the regulations.

7. What additional requirement is in place for an A321 with passengers onboard?

- A. At least three flight attendants**
- B. At least four flight attendants**
- C. At least two flight attendants**
- D. At least one flight attendant**

For an A321 with passengers onboard, the regulation stipulates that there must be at least two flight attendants present. This requirement is in place to ensure that there is sufficient crew to manage the safety and welfare of passengers during flight, particularly in the event of an emergency. The presence of multiple flight attendants helps to ensure that there are enough personnel to assist passengers effectively, manage cabin safety procedures, and handle any emergency situations that may arise. The two flight attendants' requirement is aligned with safety standards that aim to provide a higher level of service to ensure passenger security. The regulations take into account the size of the aircraft, passenger load, and the need for comprehensive coverage in handling cabin operations safely. In contrast, having one flight attendant would not provide adequate coverage for aircraft of that size, especially if the number of passengers exceeds a certain threshold. Hence, while two is established as the minimum, it is a necessity for operational safety and efficiency in managing a larger number of passengers onboard an A321.

8. What is the primary purpose of the Federal Aviation Regulations (FARs)?

- A. To ensure the safety and efficiency of civil aviation in the United States**
- B. To generate revenue for the Federal Aviation Administration**
- C. To promote international aviation standards**
- D. To regulate foreign airlines operating in the U.S.**

The primary purpose of the Federal Aviation Regulations (FARs) is to ensure the safety and efficiency of civil aviation in the United States. FARs encompass a comprehensive set of rules created by the Federal Aviation Administration (FAA) that govern all aspects of aviation, including pilot certification, aircraft maintenance, and operational standards for airlines and other aviation entities. By establishing these regulations, the FAA aims to create a safe environment for both aviation professionals and the public. While other options may touch upon important aspects of aviation, they do not encapsulate the overarching goal of the FARs. Generating revenue for the FAA, promoting international standards, and regulating foreign airlines are all important considerations within the broader context of aviation, but they are not the primary focus of the FARs. Instead, the regulations primarily address safety and operational efficiency, which remain paramount in the ever-evolving landscape of civil aviation.

9. What term describes the flight deck during critical phases of flight?

- A. Open**
- B. Closed**
- C. Sterile**
- D. Busy**

The term that describes the flight deck during critical phases of flight is "sterile." This designation is important because it refers to a protocol aimed at minimizing distractions for the flight crew during phases of the flight where focus is crucial, such as takeoff and landing. During these times, the cockpit is considered "sterile" to ensure that pilots can concentrate fully on their duties without unnecessary interruptions. In a sterile cockpit environment, non-essential conversations and activities are discouraged, allowing the crew to maintain a high level of situational awareness and ensure safety. This regulation is in place to reduce the risk of accidents and enhance operational safety, especially when the aircraft is operating at low altitudes or during critical maneuvers. Understanding the sterile cockpit rule reinforces the idea of safety and the importance of protocol adherence in aviation, highlighting the need for effective communication and focus in situations that demand it.

10. What is the primary purpose of the FARs?

- A. To promote aviation safety and regulate civil aviation**
- B. To outline pricing structures for airline tickets**
- C. To manage airline competition**
- D. To limit the number of flights per day**

The primary purpose of the Federal Aviation Regulations (FARs) is to promote aviation safety and regulate civil aviation. The FARs set forth a comprehensive framework of rules, guidelines, and standards that govern all aspects of aviation operations in the United States. This includes regulations pertaining to aircraft design and maintenance, pilot licensing and training, air traffic control procedures, and operational standards for airlines and general aviation. The intention behind these regulations is to establish safety protocols and ensure that all aviation activities are conducted in a manner that minimizes risks to passengers, crew, and the general public. By creating a structured regulatory environment, the FARs play a crucial role in maintaining high standards of safety and efficiency across the aviation industry. In contrast, outlining pricing structures for airline tickets, managing airline competition, or limiting the number of flights per day are administrative or economic considerations that do not fall under the primary objectives of the FARs. These issues may be addressed by other regulatory bodies or through different regulatory frameworks, but they do not reflect the core mission of the FARs.

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://frontierfars.examzify.com>

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

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