

FRONTIER FEDERAL AVIATION REGULATIONS (FARS) PRACTICE EXAM (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. A Flight Attendant scheduled to a duty period of 14 hours or less must be given a scheduled rest period of at least how many consecutive hours?**
 - A. Eight
 - B. Ten
 - C. Nine
 - D. Seven
- 2. What is the purpose of the safety demonstration made by flight attendants?**
 - A. To inform passengers about the flight schedule
 - B. To familiarize passengers with safety protocols
 - C. To explain in-flight services available
 - D. To announce potential delays
- 3. What is required for a passenger requesting a non-exit seat in an exit row?**
 - A. They must notify crewmembers 24 hours in advance
 - B. They must be relocated prior to taxi and takeoff
 - C. They must be reassigned a seat at a different boarding gate
 - D. They can remain in their seat until the flight starts
- 4. What is required for a pilot to operate under IFR?**
 - A. The pilot must hold a private pilot certificate
 - B. The pilot must hold an instrument rating
 - C. The aircraft must be registered
 - D. The pilot must have a commercial pilot certificate
- 5. Who is required to furnish copies of the manual?**
 - A. Certification Board
 - B. Aircraft manufacturers
 - C. Certificate holder
 - D. Federal Aviation Administration

- 6. How many prisoners does Frontier accept for transport?**
- A. One
 - B. Two
 - C. Three
 - D. Four
- 7. Who is responsible for ensuring compliance with maintenance regulations?**
- A. The aircraft owner
 - B. The FAA inspector
 - C. The pilot in command
 - D. The operator of the flight
- 8. What are the requirements for supplemental oxygen under FAR regulations?**
- A. Must be stored in the cockpit
 - B. Must be provided above 10,000 feet MSL
 - C. Must be provided when flying above 12,500 feet for more than 30 minutes
 - D. Must be used for all flights over 15,000 feet
- 9. What is the requirement for pilots regarding the use of a transponder?**
- A. Pilots must use a transponder in all airspace
 - B. Transponder use is required only in Class C airspace
 - C. Pilots must use a transponder as per ATC instructions
 - D. Transponders are optional for private flight
- 10. What is required from passengers seated in exit seats?**
- A. They must pay an additional fee
 - B. They must show identification
 - C. They must be able to see, hear, and physically assist
 - D. They must be over 21 years old

Answers

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

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Explanations

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1. A Flight Attendant scheduled to a duty period of 14 hours or less must be given a scheduled rest period of at least how many consecutive hours?

- A. Eight
- B. Ten
- C. Nine**
- D. Seven

A Flight Attendant scheduled for a duty period of 14 hours or less is required to have a minimum scheduled rest period of at least nine consecutive hours. This regulation is designed to ensure that flight attendants have adequate rest between duty periods, promoting safety and alertness while performing their responsibilities onboard. The nine-hour rest period allows them sufficient time to recover from the demands of their duty, ensuring they are well-rested to provide safe and effective service in the complex environment of aviation. In contrast, longer duty periods may have different rest requirements to accommodate increased fatigue, but for those limited to 14 hours or less, the nine-hour minimum is specifically mandated to safeguard both the crew and passengers.

2. What is the purpose of the safety demonstration made by flight attendants?

- A. To inform passengers about the flight schedule
- B. To familiarize passengers with safety protocols**
- C. To explain in-flight services available
- D. To announce potential delays

The safety demonstration conducted by flight attendants is crucial for ensuring the safety and well-being of passengers during a flight. Its primary purpose is to familiarize passengers with essential safety protocols and procedures they need to be aware of in case of an emergency. This demonstration typically includes instructions on how to use seatbelts, locate emergency exits, and use oxygen masks, among other safety measures. By effectively communicating this information, flight attendants empower passengers to respond appropriately should an unexpected situation arise, thereby enhancing overall safety on the flight. Familiarizing passengers with these safety protocols helps ensure that they understand what to do when it matters most, reducing panic and confusion during an emergency. The other options, while related to the overall passenger experience, do not address the critical function of ensuring safety on the aircraft. The flight schedule, in-flight services, and potential delays may be important for passenger convenience but do not play a part in the core safety responsibilities that the safety demonstration aims to fulfill.

3. What is required for a passenger requesting a non-exit seat in an exit row?

- A. They must notify crewmembers 24 hours in advance
- B. They must be relocated prior to taxi and takeoff**
- C. They must be reassigned a seat at a different boarding gate
- D. They can remain in their seat until the flight starts

The correct response indicates that a passenger requesting a non-exit seat in an exit row must be relocated prior to taxi and takeoff. This requirement is in place due to safety concerns. Passengers seated in exit rows must be capable of performing specific functions in the event of an emergency evacuation. If a passenger cannot meet the necessary criteria to occupy an exit row seat—such as being physically able to assist and follow instructions—they must be relocated to ensure that safety protocols can be maintained. This requirement ensures that the airline complies with federal regulations regarding the transport of passengers in emergency exit rows, thereby enhancing the safety of the entire flight. It is essential that only those who are ready and capable occupy these seats, reinforcing the importance of having the right individuals in those critical positions before the aircraft departs.

4. What is required for a pilot to operate under IFR?

- A. The pilot must hold a private pilot certificate
- B. The pilot must hold an instrument rating**
- C. The aircraft must be registered
- D. The pilot must have a commercial pilot certificate

To operate under Instrument Flight Rules (IFR), a pilot is required to hold an instrument rating. This rating demonstrates that the pilot has completed the necessary training and has the requisite knowledge and skills to navigate and fly an aircraft safely in conditions where visual reference to the ground is not possible, such as in clouds or low visibility. It includes proficiency in using instruments for navigation and communication, as well as adherence to IFR regulations. Holding a private pilot certificate is not sufficient on its own to fly under IFR; additional training for the instrument rating is essential. While aircraft registration is important for legal operation, it does not pertain directly to the pilot's qualifications. Similarly, a commercial pilot certificate is not required for IFR operations, although a commercial pilot must also be instrument-rated to fly under those rules. Each of these factors plays a role in aviation operations, but for IFR, the instrument rating is the critical component.

5. Who is required to furnish copies of the manual?

- A. Certification Board
- B. Aircraft manufacturers
- C. Certificate holder**
- D. Federal Aviation Administration

The certificate holder is required to furnish copies of the manual as part of their responsibility to comply with Federal Aviation Regulations. This obligation is outlined in various sections of the FARs, particularly those addressing operational control and documentation. The manual serves as an essential part of an approved training program or operational procedures, ensuring that all personnel have access to the necessary guidelines, safety protocols, and operational procedures critical for safe and effective operations. By providing copies of the manual, the certificate holder ensures that all relevant staff are informed and trained in accordance with established standards, which is vital for maintaining safety and compliance in aviation operations. This fosters accountability and eases the process of oversight for regulatory bodies. Other entities, such as the Aircraft manufacturers and the Federal Aviation Administration, have their own responsibilities regarding compliance and safety but are not specifically tasked with providing copies of the operational manual. The Certification Board plays a role in the approval process, but the responsibility of dissemination rests specifically with the certificate holder.

6. How many prisoners does Frontier accept for transport?

- A. One
- B. Two**
- C. Three
- D. Four

Frontier Airlines has specific policies regarding the transport of prisoners, which typically align with federal regulations and industry best practices. The airline accepts a maximum of two prisoners for transport in any given flight. This limit is in place to ensure that appropriate procedures and safety measures can be effectively implemented, both for the security of the prisoners and the safety of the crew and other passengers. Transporting more than two prisoners can complicate security arrangements and could lead to safety concerns during the flight. By limiting the number to two, Frontier can better manage the situation and maintain order throughout the duration of the flight, ensuring compliance with legal and safety standards.

7. Who is responsible for ensuring compliance with maintenance regulations?

- A. The aircraft owner**
- B. The FAA inspector
- C. The pilot in command
- D. The operator of the flight

The aircraft owner plays a crucial role in ensuring compliance with maintenance regulations. The owner is responsible for the overall condition of the aircraft and must ensure that it is maintained in accordance with all Federal Aviation Administration (FAA) regulations. This responsibility includes making certain that all necessary inspections, repairs, and maintenance work are completed properly and on schedule, as stipulated by the regulations. While FAA inspectors have the authority to monitor and enforce compliance, they do not carry the day-to-day responsibility for the maintenance of individual aircraft. Similarly, the pilot in command is responsible for the safe operation of the aircraft during flight but not for the broader maintenance compliance that falls on the owner. The operator of the flight may have specific duties related to the operation of the aircraft, but ultimately, the owner is tasked with complying with all maintenance regulations to ensure both safety and legality in aircraft operation.

8. What are the requirements for supplemental oxygen under FAR regulations?

- A. Must be stored in the cockpit
- B. Must be provided above 10,000 feet MSL
- C. Must be provided when flying above 12,500 feet for more than 30 minutes**
- D. Must be used for all flights over 15,000 feet

The correct answer highlights an important safety regulation regarding supplemental oxygen requirements for pilots and passengers. According to the Federal Aviation Regulations, when operating above 12,500 feet Mean Sea Level (MSL), supplemental oxygen must be provided to pilots and crew members if they will be at that altitude for more than 30 minutes. This regulation is in place to mitigate the effects of hypoxia, which can occur due to reduced oxygen pressure at higher altitudes. Understanding this requirement emphasizes the importance of ensuring that all personnel on board are adequately equipped to handle the physiological challenges that can arise during flight in decreased atmospheric pressure environments. The 30-minute duration is specifically noted as a critical threshold, as even short exposure can lead to performance degradation and impaired decision-making. Other options present conditions that either do not align with the regulations or represent less comprehensive requirements. For instance, while supplemental oxygen is required above 10,000 feet, it is not mandatory for all flights at that altitude, just above 12,500 feet for extended periods. Hence, option C encapsulates the precise regulation necessary to ensure safety in higher altitude operations.

9. What is the requirement for pilots regarding the use of a transponder?

- A. Pilots must use a transponder in all airspace
- B. Transponder use is required only in Class C airspace
- C. Pilots must use a transponder as per ATC instructions**
- D. Transponders are optional for private flight

Pilots are required to use a transponder as per Air Traffic Control (ATC) instructions, making this the correct response. The use of transponders enhances situational awareness for both pilots and air traffic controllers, allowing for the identification and tracking of aircraft within controlled airspace. In certain airspace classes, the use of transponders is mandatory. For example, in Class A, Class B, and Class C airspaces, transponders are typically required, but there are also situations where ATC may specifically instruct a pilot to activate their transponder in other types of airspace or during specific operations. This instruction is often based on the needs for traffic management and safety. While it is true that in some instances, such as in uncontrolled airspace or for certain private flights, transponders may be considered optional, it is crucial for pilots to adhere to any ATC directives. This ensures compliance with regulations and contributes to overall air traffic safety. Therefore, it is essential for pilots to closely follow any instructions regarding transponder operation they receive while flying.

10. What is required from passengers seated in exit seats?

- A. They must pay an additional fee
- B. They must show identification
- C. They must be able to see, hear, and physically assist**
- D. They must be over 21 years old

Passengers seated in exit seats must be able to see, hear, and physically assist in the event of an evacuation. This requirement is crucial for safety reasons, as these passengers are expected to help operate the emergency exits if necessary. The airline needs to ensure that those sitting in these seats are capable of performing these critical functions during an emergency, as they may be called upon to assist not only themselves but also other passengers. The other options do not align with the specific safety standards set by aviation regulations concerning exit row seating. The requirement for passengers to be able to assist is grounded in the need for a swift and orderly evacuation, highlighting the importance of passenger readiness in emergencies.

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:

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

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