

National Airspace System (NAS) Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. Which type of area would require restricted access during military operations?**
 - A. Controlled airspace**
 - B. Navigational corridors**
 - C. National Security Areas**
 - D. Private airparks**
- 2. How is Class B airspace characterized?**
 - A. It is usually over sparsely populated areas.**
 - B. It is typically surrounding the busiest airports and requires special clearance to enter.**
 - C. It is uncontrolled airspace with no requirements for communication.**
 - D. It is designated for only military flights.**
- 3. If hired to inspect crops in the Devil's Lake West MOA, how would you determine if the MOA is active?**
 - A. Contact Flight Service.**
 - B. Locate the information in the Small UAS database.**
 - C. Refer to the Military Operations Directory.**
- 4. During which condition are MTR routes flown under VFR?**
 - A. Above 10,000 ft. AGL**
 - B. Below 1,500 ft. AGL**
 - C. During nighttime only**
 - D. Anytime when pilots request it**
- 5. What do Terminal Radar Service Areas (TRSAs) provide?**
 - A. Weather data for pilots**
 - B. Additional radar services for participating pilots**
 - C. Ground handling support**
 - D. Flight planning assistance**

- 6. What must a flight do to enter Class A airspace from lower airspace?**
- A. Request special permission from the FAA**
 - B. Receive a clearance from ATC**
 - C. Report current weather conditions**
 - D. Use visual flight rules**
- 7. Horizontal lines on a map represent which of the following?**
- A. Longitude**
 - B. Altitude**
 - C. Latitude**
 - D. Elevation**
- 8. What should a pilot do to find out if an MOA is active?**
- A. Consult the flight schedule for the area.**
 - B. Refer to the airport operations desk.**
 - C. Check the legend for the special use airspace phone number.**
 - D. Contact local flight schools for updates.**
- 9. What is Class B airspace primarily designed for?**
- A. Surrounding small rural airports**
 - B. Surrounding the nation's busiest airports**
 - C. Restricted military operations**
 - D. General aviation operations**
- 10. What is the purpose of Special-Use Airspace?**
- A. To allow uncontrolled flight operations**
 - B. To confine certain activities or impose limitations on operations**
 - C. To provide recreational flying zones**
 - D. To manage air traffic flow in busy airports**

Answers

SAMPLE

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

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Explanations

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1. Which type of area would require restricted access during military operations?

- A. Controlled airspace**
- B. Navigational corridors**
- C. National Security Areas**
- D. Private airparks**

National Security Areas are specific areas where flight operations are restricted due to national security concerns. These areas are established to protect sensitive facilities and activities, and access is often limited to minimize risks associated with military operations, potential threats, or other security issues. When military operations are underway, these areas become even more critical for maintaining the safety and security of both military personnel and the surrounding public. The designation of National Security Areas reflects a proactive approach to safeguarding important sites, which may include military bases, government installations, or critical infrastructure. Operating within these areas during military activities is tightly controlled to prevent unauthorized access and to ensure that air traffic doesn't interfere with operations deemed sensitive to national security. In contrast, controlled airspace generally involves specific rules for aircraft operation but does not necessarily restrict access based solely on military activities. Navigational corridors are established paths to assist pilots in navigation but are not specifically linked to military restrictions. Private airparks are related to general aviation and do not involve restricted access during military operations.

2. How is Class B airspace characterized?

- A. It is usually over sparsely populated areas.**
- B. It is typically surrounding the busiest airports and requires special clearance to enter.**
- C. It is uncontrolled airspace with no requirements for communication.**
- D. It is designated for only military flights.**

Class B airspace is indeed characterized by its typical location surrounding the busiest airports, where a high volume of air traffic is present. This airspace is established to manage the complexities of flight operations in these areas effectively. Pilots must obtain specific clearance from air traffic control to enter Class B airspace, ensuring that the air traffic in and out of the airport is organized and safe. This requirement for clearance is crucial because of the potential for collision with commercial traffic, which can have serious implications for safety. The structure of Class B airspace often resembles an upside-down wedding cake, with different layers at various altitude levels to help manage the flow of air traffic. In contrast, the other options describe characteristics that do not apply to Class B airspace. For instance, Class B is not defined by being over sparsely populated areas or being uncontrolled; in fact, Class B is controlled airspace with strict communication requirements. Additionally, Class B airspace is not designated solely for military flights, as it accommodates all types of flights provided they comply with the regulations set for that airspace.

3. If hired to inspect crops in the Devil's Lake West MOA, how would you determine if the MOA is active?

A. Contact Flight Service.

B. Locate the information in the Small UAS database.

C. Refer to the Military Operations Directory.

To determine if the Devil's Lake West MOA is active, contacting Flight Service is the most reliable method. Flight Service has access to real-time information regarding the status of military operations areas (MOAs), including whether they are active or inactive. This communication can help ensure that you receive the latest updates and any changes in the condition of the airspace, which is crucial when planning flights for crop inspection or any other aviation-related needs. While the Small UAS database might contain relevant information about airspace classifications and requirements, it may not provide up-to-date status on active military operations. The Military Operations Directory offers comprehensive details about MOAs, including their boundaries and scheduling, but it can be less current when it comes to real-time activity. Therefore, reaching out directly to Flight Service ensures that you have the best and most current information regarding the MOA's status before conducting your inspection.

4. During which condition are MTR routes flown under VFR?

A. Above 10,000 ft. AGL

B. Below 1,500 ft. AGL

C. During nighttime only

D. Anytime when pilots request it

MTR (Military Training Routes) are typically used for high-speed, low-altitude military flight operations, and they can indeed be flown under VFR (Visual Flight Rules) when below 1,500 ft. AGL (Above Ground Level). This is significant because VFR flights require pilots to maintain visual reference to the ground and navigate using outside visual cues. When flying below 1,500 ft. AGL, MTRs may be active and available for VFR operations, providing pilots with the opportunity to conduct training without the constraints of IFR (Instrument Flight Rules), which would require more stringent navigation and communication standards. Flying above 10,000 ft. AGL does not inherently restrict MTRs to VFR operations, as higher altitudes can often mean IFR operations are more applicable due to airspace structure and traffic management. The mention of nighttime operations alone also does not dictate the use of MTRs, since VFR can be conducted at night with appropriate equipment and visibility but is limited based on local regulations and airspace considerations. Pilots also do not necessarily have the freedom to request MTR flights anytime under VFR; these are scheduled and managed by military authorities, with specific conditions and operational requirements in place.

5. What do Terminal Radar Service Areas (TRSAs) provide?

- A. Weather data for pilots
- B. Additional radar services for participating pilots**
- C. Ground handling support
- D. Flight planning assistance

Terminal Radar Service Areas (TRSAs) provide additional radar services for participating pilots, enhancing situational awareness and safety within the vicinity of busy airports. TRSAs allow air traffic control to offer more precise traffic advisories and separation services to pilots operating within these areas, especially in high-density airspace where air traffic is more active. Within a TRSA, participating pilots receive both proactive traffic advisories and the ability to operate under radar surveillance, which can significantly reduce the risk of midair collisions and streamline traffic flow. These services are particularly valuable in high-traffic environments, as they give pilots enhanced information about the position and movements of other aircraft, along with guidance from air traffic controllers. Weather data, ground handling support, and flight planning assistance, while all important aspects of aviation operations, are not the primary focus of TRSAs. TRSAs specifically aim to provide a structured method for improved radar service to pilots, making it essential for enhancing operational safety and efficiency in terminal airspace.

6. What must a flight do to enter Class A airspace from lower airspace?

- A. Request special permission from the FAA
- B. Receive a clearance from ATC**
- C. Report current weather conditions
- D. Use visual flight rules

To enter Class A airspace from lower airspace, a flight is required to receive a clearance from Air Traffic Control (ATC). Class A airspace operates under specific regulations designed to maintain safety and provide separation between aircraft. This airspace starts at 18,000 feet above mean sea level (MSL) up to and including flight levels of 60,000 feet. The requirement for an ATC clearance ensures that only flights that meet certain criteria, such as having an appropriate instrument rating and being equipped with the required instruments and equipment, are allowed to operate in this controlled environment. This system is in place to manage traffic effectively, maintain safety standards, and coordinate movements in an airspace where higher levels of traffic and altitude are common. Other responses do not fulfill the requirements necessary for transitioning into Class A airspace. Special permission from the FAA is not typically a prerequisite for all flights; rather, FAA regulations define those necessary conditions. Current weather reporting is not required in this context, as clearance from ATC encompasses any pertinent weather conditions that may affect the flight. Visual flight rules are not applicable in Class A airspace; only instrument flight rules (IFR) are permitted, reinforcing the necessity of ATC clearance for safe operations.

7. Horizontal lines on a map represent which of the following?

- A. Longitude**
- B. Altitude**
- C. Latitude**
- D. Elevation**

Horizontal lines on a map represent latitude. Latitude lines, also known as parallels, run parallel to the Equator and indicate how far north or south a point is from this reference line. Each line of latitude is measured in degrees, with the Equator at 0 degrees, the North Pole at 90 degrees north, and the South Pole at 90 degrees south. These lines are crucial for navigation and geographic understanding, forming a grid system that, when paired with vertical lines of longitude, allows for precise location identification on Earth's surface. In contrast, vertical lines on a map represent longitude, which measures how far east or west a location is from the Prime Meridian. Altitude and elevation are concepts related to height above sea level, while lines on a map indicating these are typically represented through contour lines or numerical data, rather than horizontal lines.

8. What should a pilot do to find out if an MOA is active?

- A. Consult the flight schedule for the area.**
- B. Refer to the airport operations desk.**
- C. Check the legend for the special use airspace phone number.**
- D. Contact local flight schools for updates.**

To determine if a Military Operations Area (MOA) is active, the most reliable approach is to check the legend for the special use airspace phone number. This is essential because each MOA has designated phone numbers that can provide real-time updates about its status, allowing pilots to obtain the necessary information regarding the times the MOA is active or inactive. Consulting a flight schedule for the area may not yield accurate or up-to-date information, as schedules can be subject to changes and not reflect the dynamic nature of military operations. Referring to the airport operations desk or contacting local flight schools might provide some general advice or insight, but they may not have access to the latest specific information regarding MOA activity. Therefore, using the official contact number from the airspace legend is the most direct and effective means to verify if an MOA is currently active.

9. What is Class B airspace primarily designed for?

- A. Surrounding small rural airports
- B. Surrounding the nation's busiest airports**
- C. Restricted military operations
- D. General aviation operations

Class B airspace is primarily designed to manage the high density of air traffic surrounding the nation's busiest airports. This airspace typically extends from the surface up to 10,000 feet above sea level, in a generally upside-down wedding cake shape, to accommodate a variety of aircraft types including commercial airliners, cargo planes, and private aircraft. The structure and regulations of Class B airspace are established to ensure safe and efficient operations in and around these major hubs, which often experience a substantial volume of takeoffs and landings. Pilots within this class must be equipped with specific procedures, communication, and transponder requirements to help maintain order and safety in the busy environment. While other classes of airspace serve different purposes, such as managing operations around smaller airports, military activity, or general aviation, Class B is uniquely tasked with oversight over the most trafficked areas of the airspace system.

10. What is the purpose of Special-Use Airspace?

- A. To allow uncontrolled flight operations
- B. To confine certain activities or impose limitations on operations**
- C. To provide recreational flying zones
- D. To manage air traffic flow in busy airports

The purpose of Special-Use Airspace is to confine certain activities or impose limitations on operations. This type of airspace is designated for specific uses that could be hazardous to non-participating aircraft or require certain operational constraints. Examples include areas used for military training exercises, aerial gunnery, and other activities that might pose a risk to general aviation. By designating these areas, the Federal Aviation Administration (FAA) ensures that pilots are informed and can navigate safely, while also allowing for necessary operations that would otherwise disrupt normal air traffic. In contrast, the other options do not accurately reflect the true intent of Special-Use Airspace. For example, it does not facilitate uncontrolled flight operations or manage air traffic flow in busy airports, as those objects apply to different airspace classifications. Similarly, while recreational flying zones may exist, they do not fall under the category of Special-Use Airspace, which specifically pertains to operations that require restrictions to ensure safety and efficiency in the broader air traffic system.