

National Airspace System (NAS) Practice Test (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. What should a pilot do to legally protect themselves regarding TFRs?**
 - A. Notify the FAA of their flight plan**
 - B. Call Flight Service for a briefing**
 - C. Attend a TFR seminar**
 - D. File a notice with local authorities**

- 2. What is a key characteristic of restricted areas in the National Airspace System?**
 - A. They are solely prohibited for all types of aircraft.**
 - B. Flight within them is subject to specific restrictions.**
 - C. They are only used for commercial flight operations.**
 - D. They are designated exclusively for military use.**

- 3. What must UAS pilots verify when approaching Class D airspace?**
 - A. Height of nearby buildings**
 - B. Weather conditions**
 - C. Operation of the control tower**
 - D. Type of aircraft nearby**

- 4. What indicates that Addison Airport is in Class D airspace?**
 - A. Solid magenta lines**
 - B. Segmented blue circle**
 - C. Compass rose markings**
 - D. Dashed magenta circle**

- 5. What type of control tower is referenced in the definition of Class D airspace?**
 - A. Inoperative**
 - B. Operable**
 - C. Temporary**
 - D. Permanent**

- 6. In what airspace is Tomlinson Airport located?**
- A. Class G airspace**
 - B. Class E airspace starting at 700' AGL**
 - C. Class E airspace starting at 1,500' AGL**
- 7. How do pilots ensure compliance with Temporary Flight Restrictions (TFRs)?**
- A. By checking NOTAMs and live flight information**
 - B. By contacting ground control before departure**
 - C. By relying on their flight instructor's advice**
 - D. By using only GPS data**
- 8. How does waypoint navigation contribute to flight safety?**
- A. By allowing pilots to navigate without instruments**
 - B. By providing established routes that minimize conflicts**
 - C. By increasing the distance between waypoints**
 - D. By enabling pilots to choose their own routes freely**
- 9. How far does Class B airspace typically extend horizontally from the primary airport?**
- A. 15 nautical miles**
 - B. 20 nautical miles**
 - C. 30 nautical miles**
 - D. 50 nautical miles**
- 10. In what scenario are the heights of airspace represented as AGL on a sectional chart?**
- A. When the number is in bold text**
 - B. When the number is in parentheses**
 - C. When the number exceeds 10,000 feet**
 - D. When specified by NOTAM**

Answers

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

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Explanations

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1. What should a pilot do to legally protect themselves regarding TFRs?

- A. Notify the FAA of their flight plan**
- B. Call Flight Service for a briefing**
- C. Attend a TFR seminar**
- D. File a notice with local authorities**

A pilot should call Flight Service for a briefing to ensure they are aware of any Temporary Flight Restrictions (TFRs) that may affect their flight. Flight Service provides comprehensive and updated information about TFRs, weather conditions, and other critical factors that can impact a flight. This pre-flight briefing is essential for a pilot to receive real-time information and to confirm the status of any TFRs prior to departing. While notifying the FAA of a flight plan, attending a TFR seminar, or filing a notice with local authorities are all actions that have their places in aviation protocols, they do not specifically address the immediate need for information about active TFRs that could affect the safety and legality of a flight. The briefing from Flight Service is the most direct way to receive timely updates and guidance related to TFRs, making it the most effective measure a pilot can take to legally protect themselves regarding these restrictions.

2. What is a key characteristic of restricted areas in the National Airspace System?

- A. They are solely prohibited for all types of aircraft.**
- B. Flight within them is subject to specific restrictions.**
- C. They are only used for commercial flight operations.**
- D. They are designated exclusively for military use.**

The key characteristic of restricted areas in the National Airspace System is that flight within them is subject to specific restrictions. This means that while these areas are not completely off-limits to all aircraft, entry into restricted airspace requires permission from the appropriate authority, often for safety or security reasons. Typically, restricted areas are established to protect operations that could pose a risk to other aircraft if they were to enter the airspace, such as military exercises or other activities involving hazardous operations. As a result, pilots must be aware of these restrictions and either receive permission or maintain a safe distance as per the regulations in place. The incorrect options suggest a range of limitations that don't reflect the nuanced nature of restricted areas. For instance, the claim that restricted areas are solely prohibited for all types of aircraft is misleading because, while they are regulated, access may still be granted under certain conditions. Similarly, the assertion that restricted areas are designated only for military use overlooks other scenarios where civilian operations might also be involved, though under specific restrictions. The notion that these areas are only utilized for commercial flight operations is also inaccurate; restricted areas are not inherently linked to commercial flights and serve broader functions, including military exercises and testing operations.

3. What must UAS pilots verify when approaching Class D airspace?

- A. Height of nearby buildings**
- B. Weather conditions**
- C. Operation of the control tower**
- D. Type of aircraft nearby**

When approaching Class D airspace, UAS pilots must verify the operation of the control tower. Class D airspace is specifically designed around an airport with a control tower, and entry into this airspace is governed by the presence and operation of that control tower. For safety and effective communication, the UAS pilot needs to ensure that the control tower is active, as it will be providing air traffic control services to manage the flow of aircraft in the vicinity. This verification is crucial because the control tower is responsible for coordinating all arriving and departing aircraft, and understanding whether it is operational will help the UAS pilot adhere to the necessary communication protocols and maintain situational awareness while flying in that area.

4. What indicates that Addison Airport is in Class D airspace?

- A. Solid magenta lines**
- B. Segmented blue circle**
- C. Compass rose markings**
- D. Dashed magenta circle**

Addison Airport being in Class D airspace is accurately indicated by the segmented blue circle marking on aeronautical charts. This type of symbol represents the lateral boundaries of Class D airspace, which is typically established around airports with an operational control tower. Class D airspace extends vertically from the surface to typically 2,500 feet above the airport elevation. The segmented blue circle specifically denotes that pilots must communicate with the control tower when operating within this airspace, which is a fundamental characteristic of Class D airspace. Understanding this visualization helps pilots recognize the airspace type and its associated requirements for communication and navigation. The other options, while they denote different aspects of airspace classifications, do not specifically indicate Class D airspace. Solid magenta lines represent Class C airspace, compass rose markings indicate a fixed reference for navigation, and dashed magenta circles suggest that the surrounding airspace is uncontrolled or not requiring ATC communication, which is not pertinent to Class D airspace.

5. What type of control tower is referenced in the definition of Class D airspace?

- A. Inoperative**
- B. Operable**
- C. Temporary**
- D. Permanent**

Class D airspace is defined as airspace that has an operating control tower. This means that air traffic control services are available to aircraft operating within that airspace, providing essential guidance and coordination to ensure safety during takeoff, landing, and while in the vicinity of the airport. An operable control tower signifies that air traffic controllers are present and able to provide services, which is a key characteristic of Class D airspace. The reference to Class D in the context of airspace assumes the active role of the tower in managing the air traffic. In contrast, choices like inoperative, temporary, and permanent do not correctly reflect the status of the control tower as required for Class D airspace, as they either imply a lack of functionality or do not pertain to the consistent operational nature of the airspace classification.

6. In what airspace is Tomlinson Airport located?

- A. Class G airspace**
- B. Class E airspace starting at 700' AGL**
- C. Class E airspace starting at 1,500' AGL**

Tomlinson Airport being located in Class G airspace indicates that it is situated in an area where air traffic control does not provide air traffic services. Class G airspace is uncontrolled, allowing pilots to operate without specific instructions from air traffic controllers, as there are typically fewer flight operations and lower levels of traffic. This type of airspace is generally found in remote areas or near smaller airports where traffic is limited. In contrast, Class E airspace serves as a transition zone for aircraft flying from the ground to the higher levels of controlled airspace. Class E starting at 700' AGL or 1,500' AGL typically involves controlled airspace where air traffic services are available, and pilots need to maintain greater separation from other aircraft, along with adhering to specific requirements for communications and visibility. Thus, if Tomlinson Airport is identified as being in Class G airspace, it is consistent with the characteristics of this environment, emphasizing pilot responsibility for navigation and safety without the direct oversight typically found in controlled airspaces like Class E.

7. How do pilots ensure compliance with Temporary Flight Restrictions (TFRs)?

- A. By checking NOTAMs and live flight information**
- B. By contacting ground control before departure**
- C. By relying on their flight instructor's advice**
- D. By using only GPS data**

Pilots ensure compliance with Temporary Flight Restrictions (TFRs) primarily by checking NOTAMs (Notices to Airmen) and live flight information. NOTAMs are essential for providing up-to-date information about TFRs, including the nature of the restriction, the areas affected, and the times they are in effect. Live flight information, such as updates from air traffic control and real-time alerts, also helps pilots stay informed about any changes or new restrictions that may arise. This continuous awareness is crucial for maintaining safety and ensuring that operations are conducted within the confines of the established airspace regulations. While other options may seem relevant, they do not provide the same level of comprehensive and timely information. For instance, contacting ground control before departure may help clarify specific airport operations, but it may not always yield the latest updates on TFRs. Relying solely on advice from a flight instructor could also be misleading, as the instructor may not be aware of current restrictions without checking official sources. Lastly, using only GPS data does not inherently provide information about TFRs and may lead to compliance issues if pilots do not verify the data against the appropriate NOTAMs and advisories.

8. How does waypoint navigation contribute to flight safety?

- A. By allowing pilots to navigate without instruments**
- B. By providing established routes that minimize conflicts**
- C. By increasing the distance between waypoints**
- D. By enabling pilots to choose their own routes freely**

Waypoint navigation significantly contributes to flight safety by providing established routes that help minimize conflicts among aircraft. These predetermined pathways are strategically designed based on extensive analysis of air traffic patterns and geographical considerations. By adhering to these routes, pilots are less likely to encounter other aircraft unexpectedly, thereby reducing the risk of mid-air collisions. In addition, the use of waypoints allows for more efficient management of airspace, giving air traffic controllers a clearer ability to monitor and guide aircraft. This systematic approach helps pilots maintain safe separation from other flights, as the waypoints dictate preferred paths and altitudes. Moreover, it simplifies coordination between different aircraft, as everyone is following the same navigational aids, making it easier to predict movements and react to varying traffic conditions. The other alternatives do not offer the same level of enhancement to flight safety. For example, navigating without instruments or increasing the distance between waypoints may not necessarily translate to safer flying conditions. Additionally, allowing pilots to choose their own routes freely could lead to unpredictable flight paths and increase the likelihood of conflicts, which contradicts the fundamental safety objectives of waypoint navigation.

9. How far does Class B airspace typically extend horizontally from the primary airport?

- A. 15 nautical miles
- B. 20 nautical miles
- C. 30 nautical miles**
- D. 50 nautical miles

Class B airspace typically extends horizontally from the primary airport up to 30 nautical miles. This airspace is designed to contain all instrument approaches and departures for the airport. The 30-nautical-mile radius ensures that aircraft operating in busy airspace, often around major airports, are adequately managed and can operate safely amidst high traffic levels. Within this area, pilots are required to maintain specific communications with air traffic control, which facilitates the safe and organized flow of air traffic. The dimensions of Class B airspace vary somewhat depending on different factors, including the location of the airports, but the standard maximum horizontal limit from the center of the primary airport is indeed 30 nautical miles. Understanding this infrastructure helps pilots prepare for operations around congested airports, allowing for the maintenance of safety protocols and efficient traffic management.

10. In what scenario are the heights of airspace represented as AGL on a sectional chart?

- A. When the number is in bold text
- B. When the number is in parentheses**
- C. When the number exceeds 10,000 feet
- D. When specified by NOTAM

Heights of airspace are represented as Above Ground Level (AGL) on a sectional chart when the number is shown in parentheses. This notation indicates that the altitude is measured from the terrain level beneath the airspace instead of the standard sea level. This representation is critical for pilots to understand their altitude in relation to the ground, particularly in areas with varying terrain where altitude above sea level may not provide an accurate picture of their actual clearance from the ground. There are specific scenarios where heights are not represented as AGL. For instance, bold text typically represents the height above mean sea level (MSL), and while numbers exceeding 10,000 feet may be indicated, they are generally presented as MSL. Similarly, a NOTAM (Notice to Airmen) may provide information on temporary airspace changes, but does not alter the standard representation on sectional charts unless explicitly noted.

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://natlairspaceSystem.examzify.com>

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

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