AVIATION REGULATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://aviationregulations.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. **What is the minimum visibility required for VFR operations in Class G airspace at 700 ft AGL or below during daylight hours?**

   A. 2 statute miles visibility

   B. 1 statute mile visibility and clear of clouds

   C. 3 statute miles visibility

   D. 1.5 statute miles visibility

2. **How many passengers is a recreational pilot allowed to carry on board?**

   A. One

   B. Two

   C. Three

   D. Four

3. **What limitation does a recreational pilot have when acting as pilot in command for a cross-country flight exceeding 50 NM?**

   A. Must receive ground and flight training and a logbook endorsement

   B. Can only fly if another pilot accompanies

   C. May fly anywhere in the country without additional training

   D. Cannot exceed 100 NM from the departure airport

4. **What is the maximum engine horsepower for an aircraft a recreational pilot may act as pilot in command?**

   A. 160

   B. 180

   C. 200

   D. 220

5. **Between a glider and a powered aircraft, which has the right of way?**

   A. The powered aircraft

   B. The glider

   C. Neither, both are equal

   D. Depends on altitude

SAMPLE

6. What is the minimum safe altitude required for operating an aircraft over congested areas?

A. An altitude of 2,000 feet above sea level

B. An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft

C. An altitude of 500 feet above ground level

D. An altitude allowing for immediate return in case of emergencies

7. What is the responsibility of the pilot in command regarding the use of safety belts for passengers?

A. The pilot must ensure all passengers have their own belts

B. The pilot must monitor the belts throughout the flight

C. The pilot must brief the passengers on the use of safety belts

D. The pilot must secure the belts for all passengers

8. As Pilot in Command, under what circumstance can you deviate from an ATC clearance?

A. During routine maintenance checks

B. In response to a traffic alert and collision avoidance system resolution advisory

C. While communicating with ground control

D. When flying below 1,500 feet

9. What blood alcohol content (BAC) percentage disqualifies a person from acting as a crewmember of a civil aircraft?

A. .02 percent

B. .04 percent

C. .08 percent

D. 1 percent

10. When must the three take offs and landings for night operations be performed?

A. Sunset to sunrise

B. 1 hour after sunset to 1 hour before sunrise

C. The end of evening civil twilight to the beginning of morning civil twilight

D. Any time during darkness

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the minimum visibility required for VFR operations in Class G airspace at 700 ft AGL or below during daylight hours?

A. 2 statute miles visibility

B. 1 statute mile visibility and clear of clouds

C. 3 statute miles visibility

D. 1.5 statute miles visibility

For VFR (Visual Flight Rules) operations in Class G airspace at or below 700 feet AGL (Above Ground Level) during daylight hours, the minimum visibility requirement is indeed 1 statute mile, along with the stipulation to remain clear of clouds. This regulation is essential to ensure that pilots have sufficient visual reference to navigate and avoid obstacles safely. In Class G airspace, which is uncontrolled airspace, the standards are generally less stringent compared to controlled airspace, but the requirement to remain clear of clouds is crucial. It allows pilots to maintain visual separation from other aircraft and ensures they can see and avoid potential hazards. The other options reflect higher visibility requirements that do not apply in this specific scenario of Class G airspace at the specified altitude and time of day. Therefore, option B correctly captures the regulatory framework for VFR operations under these conditions.

2. How many passengers is a recreational pilot allowed to carry on board?

A. One

B. Two

C. Three

D. Four

A recreational pilot is permitted to carry one passenger on board during flight. This restriction is in place primarily to ensure that pilots operating under a recreational pilot certificate are not overwhelmed by the complexities and responsibilities that come with additional passengers. The recreational pilot certificate has limitations designed to enhance safety and ensure that pilots maintain a high level of control over their aircraft and the flight environment. Carrying one passenger allows the pilot to focus on the flying duties while also ensuring that the experience remains manageable. The regulations emphasize the importance of pilot proficiency and decision-making, particularly in less complex flight situations. By limiting the number of passengers, the framework aims to reduce potential distractions and keep flight operations straightforward for recreational pilots.

SAMPLE

3. What limitation does a recreational pilot have when acting as pilot in command for a cross-country flight exceeding 50 NM?

A. Must receive ground and flight training and a logbook endorsement

B. Can only fly if another pilot accompanies

C. May fly anywhere in the country without additional training

D. Cannot exceed 100 NM from the departure airport

A recreational pilot has specific limitations when it comes to cross-country flights exceeding 50 nautical miles. One of the key requirements for such flights is that the pilot must have received ground and flight training, along with a logbook endorsement from an authorized instructor. This training ensures that the pilot is adequately prepared for the complexities and challenges of flying beyond a certain distance from their departure airport, where they may encounter different airspace conditions, navigation challenges, or emergencies that might require a higher level of proficiency. This requirement ensures that recreational pilots possess the necessary skills and knowledge before undertaking longer flights. It emphasizes safety and the importance of being adequately trained, particularly when operating in unfamiliar environments. The logbook endorsement serves as proof that the pilot has met these requirements, which is a crucial aspect of maintaining compliance with aviation regulations. In contrast, other scenarios such as flying with another pilot or having unrestricted area flight plans do not apply to the specific limitations concerning cross-country flights for recreational pilots. The distance limitation of 100 NM from the departure airport is also not applicable since, to operate beyond 50 NM, the training and endorsement requirement specifically addresses the pilot's readiness and safety.

4. What is the maximum engine horsepower for an aircraft a recreational pilot may act as pilot in command?

A. 160

B. 180

C. 200

D. 220

The maximum engine horsepower for an aircraft that a recreational pilot may act as pilot in command is indeed 180. This limitation is part of the regulations governing recreational pilot privileges as outlined in 14 CFR Part 61. The rationale behind this restriction is primarily grounded in safety and the intent to limit the complexity and performance capabilities of the aircraft that a recreational pilot is authorized to fly. By capping engine horsepower, the regulatory body ensures that recreational pilots operate within a range of aircraft that balances manageable performance with the pilot's training and experience. This understanding is crucial for aspiring recreational pilots, as it delineates the operational boundaries established to promote safe flying practices. Addressing aircraft with higher horsepower allows for more advanced maneuvers and operational capabilities, which may exceed the skill set that comes with the recreational pilot certification, making this regulation essential for maintaining safety in the aviation community.

SAMPLE

5. Between a glider and a powered aircraft, which has the right of way?

A. The powered aircraft

B. The glider

C. Neither, both are equal

D. Depends on altitude

The glider has the right of way over a powered aircraft because of the regulations established to prioritize the safety and operational needs of aircraft with limited maneuverability. Gliders do not have engines, which means that their ability to remain airborne is solely dependent on the lift they generate from air currents and their altitude. When gliders are operating, they must often rely on thermals or other forms of rising air to gain height or retain altitude. In contrast, powered aircraft have the ability to climb or descend more readily and also have greater options for maneuvering in flight. This differentiation in capability necessitates that powered aircraft yield to gliders to ensure the latter can operate safely and efficiently in the airspace. Altitude is not a definitive factor in this specific context, as gliders inherently require right of way to prevent any potential collisions that could arise from their reduced control options compared to powered aircraft. This prioritization is outlined in aviation regulations to protect the unique flight characteristics and operational limitations of gliders.

6. What is the minimum safe altitude required for operating an aircraft over congested areas?

A. An altitude of 2,000 feet above sea level

B. An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft

C. An altitude of 500 feet above ground level

D. An altitude allowing for immediate return in case of emergencies

The minimum safe altitude for operating an aircraft over congested areas is established to ensure safety for both the aircraft and the people on the ground. The correct answer specifies that the aircraft must maintain an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet from the aircraft. This requirement is designed to provide a significant buffer above potential hazards such as buildings, trees, and other structures that may pose a risk to the aircraft if an emergency situation arises. By maintaining this altitude, pilots can assure that there is enough vertical clearance from obstacles, which is particularly important in densely populated areas where the likelihood of encountering tall structures is greater. Aircraft in congested areas are also subject to increased scrutiny due to the risks associated with dense populations. Options that propose lower altitudes, such as those suggesting only 500 feet above ground level, do not provide sufficient safety margins when operating in congested environments where multiple obstacles could be present in proximity to each other. Similarly, while considering immediate return in case of emergencies is critical in aviation, it is not encapsulated within the stipulations that govern minimum safe altitudes above congested areas.

SAMPLE

7. What is the responsibility of the pilot in command regarding the use of safety belts for passengers?

A. The pilot must ensure all passengers have their own belts

B. The pilot must monitor the belts throughout the flight

C. The pilot must brief the passengers on the use of safety belts

D. The pilot must secure the belts for all passengers

The responsibility of the pilot in command regarding the use of safety belts for passengers is to brief them on their proper use. This includes informing passengers about when they need to have their belts fastened, the importance of wearing them during critical phases of flight such as takeoff and landing, and any other pertinent safety information. By providing this briefing, the pilot ensures that passengers understand their role in safety, creating an environment where everyone is aware of safety protocols. This requirement is in accordance with regulations that prioritize passenger safety, emphasizing the proactive role of the pilot in command in fostering an informed and secure atmosphere on board. The other responsibilities linked to safety belts—such as ensuring all passengers have their own belts, monitoring them, or securing the belts for passengers—are not solely the pilot's responsibility. Instead, the pilot's primary obligation is to effectively communicate and ensure understanding of safety procedures, which is foundational for maintaining compliance and upholding safety standards throughout the flight.

8. As Pilot in Command, under what circumstance can you deviate from an ATC clearance?

A. During routine maintenance checks

B. In response to a traffic alert and collision avoidance system resolution advisory

C. While communicating with ground control

D. When flying below 1,500 feet

The correct answer pertains to the authority of a pilot in command to ensure safety in operations. As Pilot in Command, you are allowed to deviate from an air traffic control (ATC) clearance when responding to a Traffic Alert and Collision Avoidance System (TCAS) resolution advisory. This advisory is critical for preventing mid-air collisions and takes precedence over ATC instructions as it is an immediate safety response to a detected conflict. In contrast, the other options do not provide a valid basis for deviation from ATC clearance. Routine maintenance checks do not involve operational flight decisions requiring clearance deviation. Communicating with ground control is necessary for managing ground operations but does not justify disregarding airborne ATC clearances. Flying below 1,500 feet does not in itself allow for deviation from ATC instructions; instead, the flight and ATC clearance must adhere to all applicable regulations regardless of altitude unless safety dictates otherwise. Therefore, the emphasis on safety in response to a TCAS advisory underscores the critical understanding of when a pilot may lawfully deviate from ATC guidance.

SAMPLE

9. What blood alcohol content (BAC) percentage disqualifies a person from acting as a crewmember of a civil aircraft?

A. .02 percent

B. .04 percent

C. .08 percent

D. 1 percent

A blood alcohol content (BAC) percentage of .04 percent disqualifies a person from acting as a crewmember of a civil aircraft because this is the legal limit established by the Federal Aviation Administration (FAA) for operating an aircraft in terms of alcohol consumption. At this level, a person's ability to perform their duties safely and effectively may be impaired, which poses a significant risk to flight safety. The regulations emphasize the importance of sobriety in aviation, considering the complexities and responsibilities involved in piloting a civil aircraft. Even lower levels of alcohol, such as .02 percent, can be disqualifying under certain contexts, especially concerning performance standards, but the definitive threshold established for immediate disqualification is the .04 percent mark. Higher BAC levels, such as .08 percent or more, are often associated with driving regulations rather than aviation, and a BAC of 1 percent indicates a dangerously high level of intoxication, well beyond what would be acceptable for any safety-sensitive position in aviation. The emphasis on .04 percent at the federal level reflects a stringent approach to maintaining safety within the aviation industry.

10. When must the three take offs and landings for night operations be performed?

A. Sunset to sunrise

B. 1 hour after sunset to 1 hour before sunrise

C. The end of evening civil twilight to the beginning of morning civil twilight

D. Any time during darkness

The requirement for performing three takeoffs and landings for night operations is focused on ensuring that a pilot is adequately trained for flying in low-light conditions. The regulation specifies that these maneuvers must occur during the time frame of 1 hour after sunset to 1 hour before sunrise. This time period is strategically chosen because it encompasses the hours when visibility is significantly reduced, enabling pilots to gain experience in darkness while adhering to safety standards. By practicing during this specific timeframe, pilots can develop the skills necessary to handle aircraft operations during night conditions, which can differ markedly from day operations. Other options suggest different time frames that either extend beyond regulated night operations or do not provide a sufficient range of low-light flying experience. Therefore, focusing on the designated timeframe ensures that pilots are properly prepared for night flying, which is crucial for flight safety.

SAMPLE

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://aviationregulations.examzify.com

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

SAMPLE