FAA ACS COMPANION GUIDE FOR PILOTS PRACTICE TEST (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.

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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!

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Questions

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1. What was removed from the references in Section 5 during Change 1?

A. AC 00-30C, Clear Air Turbulence Avoidance and SAFO 19001.

B. AC 00-30D, Weather avoidance.

C. SAFO 18001 only.

D. AOPA guidelines.

2. Which document verifies completion of flight training?

A. Approved School Graduation Certificate.

B. Pilot's License.

C. Medical Certificate.

D. Aircraft Registration.

3. How does the FOI relate to instructor ACS documents?

A. The FOI sections are identical across instructor ACS documents, allowing consistent application of teaching elements.

B. The FOI sections vary significantly per aircraft type.

C. The FOI is not found in instructor ACS documents.

D. The FOI only applies to ground instruction.

4. What guidance do FAA-H-8083-2 and FAA-H-8083-3 provide for pilot training and evaluation?

A. Guidance on weather minimums for IFR

B. Guidance on systems and equipment malfunctions for pilot training and evaluation

C. Guidance on airspace classifications

D. Guidance on flight planning formulas

5. ADM stands for which of the following?

A. Aeronautical Decision-Making

B. Automatic Dependent Surveillance

C. Automatic Flight Control System

D. Above Ground Level

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6. Before taking a knowledge test, what eligibility must be met?

A. Meeting applicable Airman Knowledge Test eligibility requirements.

B. Holding a current medical certificate.

C. Passing a background check.

D. Completing a pilot logbook.

7. CA.IV.A.S10 is primarily concerned with which phase?

A. Takeoff or liftoff on water.

B. In-flight navigation.

C. Ground handling on land.

D. Post-landing procedures.

8. In a deteriorating situation, what should a pilot do according to PA.VIII.E.R2?

A. Seek assistance or declare an emergency.

B. Continue the flight and reassess at destination.

C. Return to departure airfield regardless of declaration.

D. Request priority handling from ATC only.

9. How can applicants obtain an FTN?

A. Through the Integrated Airman Certification and Rating Application (IACRA) website.

B. By contacting the FAA regional office.

C. By registering with the PSI testing vendor only.

D. Through the FAA's aircraft registration system.

10. The purpose of the pre-test practice session is to help you do what?

A. Navigate the test software

B. Memorize questions

C. Determine your passing grade

D. Contact the examiner.

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Answers

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

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Explanations

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1. What was removed from the references in Section 5 during Change 1?

A. AC 00-30C, Clear Air Turbulence Avoidance and SAFO 19001.

B. AC 00-30D, Weather avoidance.

C. SAFO 18001 only.

D. AOPA guidelines.

In this item you're looking at how Section 5's references were changed. Change 1 removed two specific references: AC 00-30C, Clear Air Turbulence Avoidance, and SAFO 19001. Since those two are no longer listed as references for that section, you'd consult the remaining sources if you need guidance for Section 5 topics. The other items—AC 00-30D on Weather avoidance, SAFO 18001, and AOPA guidelines—were not removed, so they stay as references.

2. Which document verifies completion of flight training?

A. Approved School Graduation Certificate.

B. Pilot's License.

C. Medical Certificate.

D. Aircraft Registration.

The main idea is to identify what document shows you've finished a flight training program. The Approved School Graduation Certificate is the document issued by an FAA-approved flight school when you complete the curriculum, confirming you've finished the required ground and flight instruction and met the program's milestones. This is distinct from other documents: a pilot's license is issued by the FAA after you pass the written and practical tests and indicates authorization to fly; a medical certificate verifies your health for flying; and aircraft registration applies to the aircraft itself, not the student's training. So the graduation certificate from the flight school is the one that verifies completion of flight training.

3. How does the FOI relate to instructor ACS documents?

A. The FOI sections are identical across instructor ACS documents, allowing consistent application of teaching elements.

B. The FOI sections vary significantly per aircraft type.

C. The FOI is not found in instructor ACS documents.

D. The FOI only applies to ground instruction.

Fundamentals of Instruction provides the universal framework for how an instructor teaches and assesses a learner. In instructor ACS documents, the FOI sections are identical across different aircraft types, which means the same teaching elements and evaluation criteria are described in the same way no matter what airplane you're teaching in. This uniformity ensures that core instructional methods—how to plan a lesson, present material, monitor a student's progress, and give effective feedback—are applied consistently across all aircraft categories, aligning with FAA expectations for CFIs. It also helps instructors transfer instructional skills from one aircraft context to another without changing the standards. The FOI applies to instructional activities in general, not just ground instruction, and it isn't absent from these documents.

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4. What guidance do FAA-H-8083-2 and FAA-H-8083-3 provide for pilot training and evaluation?

A. Guidance on weather minimums for IFR

B. Guidance on systems and equipment malfunctions for pilot training and evaluation

C. Guidance on airspace classifications

D. Guidance on flight planning formulas

These FAA manuals guide how instructors train and how examiners evaluate pilots by focusing on how to handle abnormal situations stemming from aircraft systems and equipment malfunctions. They outline what knowledge and procedures a pilot should demonstrate when something isn't working as intended, including recognizing symptoms, interpreting indications, and applying the proper abnormal or emergency procedures and checklists. Weather minimums for IFR, airspace classifications, or basic flight planning formulas aren't the focus of these particular guidance volumes; those topics come from other sources. So, the best answer is the one that centers on understanding and managing system and equipment malfunctions during training and evaluation.

5. ADM stands for which of the following?

A. Aeronautical Decision-Making

B. Automatic Dependent Surveillance

C. Automatic Flight Control System

D. Above Ground Level

Aeronautical Decision-Making is the process pilots use to identify hazards, assess risk, and choose safe actions. In the FAA ACS context, ADM involves staying aware of the situation, weighing options, and applying mitigations to reduce risk in real time. This makes it the best choice because it directly names the cognitive skill pilots rely on to make safe operational decisions under varying conditions. Automatic Dependent Surveillance is a surveillance technology that determines an aircraft's position and shares it with ATC; it isn't about how pilots decide and act. Automatic Flight Control System refers to autopilot and related controls that manage the aircraft's flight path, not the decision-making process. Above Ground Level is simply a height reference, not a decision-making concept.

6. Before taking a knowledge test, what eligibility must be met?

A. Meeting applicable Airman Knowledge Test eligibility requirements.

B. Holding a current medical certificate.

C. Passing a background check.

D. Completing a pilot logbook.

Before you take an FAA knowledge exam, you must meet the Airman Knowledge Test eligibility requirements. This gate ensures you're pursuing the correct certificate or rating and that you've satisfied the FAA's prerequisites for that test, such as the appropriate student status or category provisions. The testing process will verify these requirements before you begin, and you'll need to present valid identification to take the exam. A medical certificate is not needed to sit for the knowledge test, and a background check or an existing pilot logbook do not determine eligibility for taking the test. They relate to medical privileges, background screening for other processes, or flight experience, not to the test eligibility itself.

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7. CA.IV.A.S10 is primarily concerned with which phase?

A. Takeoff or liftoff on water.

B. In-flight navigation.

C. Ground handling on land.

D. Post-landing procedures.

Takeoff or liftoff on water is the phase addressed. CA.IV.A.S10 targets the procedures and considerations that occur as a seaplane transitions from the water into flight, such as handling water conditions, power settings, and the speed at which the airplane lifts off. This distinguishes it from in-flight navigation, ground handling on land, or post-landing procedures, which are associated with other phases of flight or other sections.

8. In a deteriorating situation, what should a pilot do according to PA.VIII.E.R2?

A. Seek assistance or declare an emergency.

B. Continue the flight and reassess at destination.

C. Return to departure airfield regardless of declaration.

D. Request priority handling from ATC only.

In a deteriorating situation, the emphasis is on making a careful plan and using decision points to reassess safety before escalating to an emergency. Continuing to the destination and re-evaluating there gives you more information to work with—fuel status, weather updates, terrain, and ATC guidance—so you can choose the most appropriate action without overreacting early. This approach keeps options open. If, during the flight, the situation worsens to the point where you can no longer maintain safe flight, or you determine you cannot continue to the destination safely, you would then declare an emergency or seek the needed assistance. Declaring an emergency too soon can add unnecessary complexity if you still have a viable path to a safe outcome. Returning to the departure airfield or only requesting priority handling from ATC doesn't address the full need to reassess the situation and compare safe alternatives at a real decision point.

9. How can applicants obtain an FTN?

A. Through the Integrated Airman Certification and Rating Application (IACRA) website.

B. By contacting the FAA regional office.

C. By registering with the PSI testing vendor only.

D. Through the FAA's aircraft registration system.

FTN, the FAA Tracking Number, is issued through IACRA. When you create an IACRA account and submit the online certification application, the system assigns an FTN immediately. This number links and tracks your certification journey across FAA systems and is used during test scheduling and processing. Other paths, like contacting a regional FAA office, registering only with the PSI testing vendor, or using the FAA's aircraft registration system, do not generate an FTN.

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10. The purpose of the pre-test practice session is to help you do what?

A. Navigate the test software

B. Memorize questions

C. Determine your passing grade

D. Contact the examiner.

The main concept tested here is how you interact with the test software. The pre-test practice session is designed to get you comfortable with the interface—knowing how to move between questions, select and change answers, flag items, and review explanations or progress indicators—so you can navigate smoothly during the real exam. This reduces distractions and lets you focus on the content when it counts. It isn't about memorizing questions, determining your passing grade, or contacting the examiner. Those are not the purposes of the practice session.

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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://faaacscompanionguide4pilots.examzify.com

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

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