FAA MILITARY COMPETENCY 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.

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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. When overtaking a helicopter, which aircraft has the right-of-way?

A. The airplane, as it is in flight.

B. The helicopter, as it is being overtaken.

C. Neither; it is a safe condition.

D. The airplane, as helicopters can be passed on the left.

2. During movement on the surface, takeoffs, and landings, what must be secured for passengers on board a U.S. registered civil helicopter?

A. The door handles

B. The landing gear

C. The seat belt and shoulder harnesses (if installed)

D. The engine cover

3. In the absence of an operating control tower, what standard practice should be adopted by pilots in Class G airspace?

A. Follow other aircraft regardless of type

B. Adhere to the traffic pattern used by helicopters

C. Always yield to arriving aircraft

D. Decide upon approach paths based on visibility

4. What are the forecast weather conditions required for an airport with an approved instrument approach procedure to be listed as an alternate on an IFR flight plan?

A. Ceiling 1,000 feet and visibility 3 SM

B. Ceiling 800 feet and visibility 2 SM for non-precision

C. No specific requirements for alternate airports

D. Ceiling 500 feet and visibility 1 SM

5. How should helicopter pilots manage their approach to airports in Class G airspace?

A. Follow the pattern used by fixed-wing aircraft

B. Avoid any interaction with fixed-wing traffic

C. Integrate into existing traffic flows

D. Fly at an altitude equal to fixed-wing traffic

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6. What action must be taken if an aircraft is not equipped with the required position lights?

A. Continue flying until reaching the next airport.

B. Terminate flight at sunset.

C. Fly as long as visibility is good.

D. Request to extend flight operations after sunset.

7. What is indicated by a red sign at an airport?

A. Runway entry point

B. Mandatory instruction

C. Taxiway end point

D. Location reference

8. What must be included in a flight operation report?

A. The purpose of the flight

B. The flight duration only

C. Temperature and weather conditions

D. All operational occurrences during flight

9. What does the acronym MSL stand for in aviation terms?

A. Mean Sea Level

B. Maximum Safety Level

C. Minimum Standard Level

D. Multi-Stage Lift

10. What action must a pilot take when experiencing navigational or communications equipment malfunctions while operating under IFR?

A. Report as soon as practical to ATC

B. Continue the flight and troubleshoot

C. Land at the nearest airport

D. Conduct a visual approach

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Answers

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

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Explanations

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1. When overtaking a helicopter, which aircraft has the right-of-way?

A. The airplane, as it is in flight.

B. The helicopter, as it is being overtaken.

C. Neither; it is a safe condition.

D. The airplane, as helicopters can be passed on the left.

When overtaking a helicopter, the helicopter has the right-of-way because it has unique operating characteristics and requirements that distinguish it from fixed-wing aircraft. Helicopters often operate at lower speeds and can take off and land vertically, making them more vulnerable during flight phases. They are also governed by specific regulations due to their operational requirements and frequent encounters with obstacles. When an airplane is overtaking a helicopter, the situation becomes complex since the helicopter's ability to maneuver is different compared to that of an airplane. Therefore, to ensure safety and avoid any potential conflicts, the helicopter is afforded the right-of-way. This rule helps in minimizing the risk of collisions and ensures that the unique operational needs of helicopters are respected in the airspace they share with airplanes. Considering this principle of right-of-way simplifies the decision-making process for pilots and reinforces the importance of maintaining vigilance and awareness in mixed aircraft operations.

2. During movement on the surface, takeoffs, and landings, what must be secured for passengers on board a U.S. registered civil helicopter?

A. The door handles

B. The landing gear

C. The seat belt and shoulder harnesses (if installed)

D. The engine cover

The correct answer involves the requirement for passengers to have their seat belts and shoulder harnesses secured during critical phases of helicopter operation, which include movement on the surface, takeoffs, and landings. This safety measure is essential for ensuring the protection of passengers in case of sudden stops, turbulence, or any emergency situation that could occur during these phases of flight. The seat belt holds the passenger in their seat, helping to prevent injury during abrupt maneuvers and providing stability. When shoulder harnesses are also used, they offer additional restraint, significantly enhancing safety by distributing the forces experienced during an incident across a larger area of the body, reducing the risk of injury. This requirement aligns with safety protocols established by aviation authorities that prioritize passenger safety by minimizing the risks associated with flight operations, especially during the more vulnerable phases of a flight. Ensuring that all passengers are secured properly is a fundamental part of pre-flight checks and operational procedures.

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3. In the absence of an operating control tower, what standard practice should be adopted by pilots in Class G airspace?

A. Follow other aircraft regardless of type

B. Adhere to the traffic pattern used by helicopters

C. Always yield to arriving aircraft

D. Decide upon approach paths based on visibility

In Class G airspace, where there is no control tower to manage aircraft operations, it is essential for pilots to follow guidelines that enhance safety and situational awareness. Yielding to arriving aircraft is a fundamental practice that allows for smoother and safer integration of different types of aircraft within the airspace. This means that if an aircraft is on approach to land—regardless of whether it is a small general aviation aircraft or a larger one—the pilot should be prepared to give way, thereby avoiding potential conflicts and ensuring that operations can proceed without incident. This practice helps maintain order and predictability in an environment that lacks formal air traffic control, allowing pilots to anticipate the actions of others and act accordingly. By making it a standard to yield to arriving aircraft, pilots contribute to safety for all users of Class G airspace, thereby fostering a cooperative atmosphere among diverse types of aircraft. In contrast, following other aircraft indiscriminately can lead to hazardous situations, as it may not consider their speed, type, or operational intent. Adhering to a helicopter traffic pattern may not be suitable for fixed-wing aircraft, as their operational characteristics differ significantly, which could lead to conflicts. Deciding upon approach paths based on visibility, while important for safe operations, is too subjective

4. What are the forecast weather conditions required for an airport with an approved instrument approach procedure to be listed as an alternate on an IFR flight plan?

A. Ceiling 1,000 feet and visibility 3 SM

B. Ceiling 800 feet and visibility 2 SM for non-precision

C. No specific requirements for alternate airports

D. Ceiling 500 feet and visibility 1 SM

The correct answer outlines the specific forecast weather conditions required for an airport with an approved instrument approach procedure to qualify as an alternate on an IFR flight plan. In this case, the requirement of a ceiling of 800 feet and visibility of 2 statute miles applies to non-precision approaches. These criteria ensure that even in adverse weather conditions, pilots have a reasonable assurance of being able to execute a safe landing if they are diverted to the alternate airport. The 800-foot ceiling and 2 statute miles of visibility offer a minimum threshold that reflects the capabilities of non-precision approaches, which generally rely on basic navigational aids, and thus may not provide as much margin for error compared to precision approaches. This regulatory framework is crucial for flight safety, allowing pilots to assess the viability of alternate airports based on reliably forecasted weather conditions. The other options provide either lower requirements or no clear requirements, which would not be suitable under the established regulatory criteria for alternate airports within IFR flight planning.

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5. How should helicopter pilots manage their approach to airports in Class G airspace?

A. Follow the pattern used by fixed-wing aircraft

B. Avoid any interaction with fixed-wing traffic

C. Integrate into existing traffic flows

D. Fly at an altitude equal to fixed-wing traffic

Managing an approach to airports in Class G airspace requires a clear understanding of how to navigate alongside other types of aircraft, particularly fixed-wing traffic. While avoiding interaction with fixed-wing traffic might seem prudent for safety, it is essential for helicopter pilots to consider the dynamics of mixed traffic situations. The correct approach for helicopter pilots involves being aware of existing traffic flows and integrating into those flows, which allows for safe operations alongside fixed-wing aircraft. This includes making appropriate radio calls, adhering to established traffic patterns when it is safe to do so, and maintaining situational awareness. Since helicopter operations may need to differ from those of fixed-wing aircraft—such as different landing and takeoff profiles—outright avoidance may lead to disorganized traffic situations and complicate emergency responses. While it is crucial to minimize conflicts with heavier and faster fixed-wing aircraft, the successful management of approaches requires a mix of communication, flexibility, and adherence to visual flight rules (VFR) practices. Doing so not only enhances safety but ensures efficient use of the airspace.

6. What action must be taken if an aircraft is not equipped with the required position lights?

A. Continue flying until reaching the next airport.

B. Terminate flight at sunset.

C. Fly as long as visibility is good.

D. Request to extend flight operations after sunset.

If an aircraft is not equipped with the required position lights, terminating flight at sunset is necessary due to safety and regulatory compliance. Position lights are critical for ensuring that an aircraft is visible to others while operating at night or in low visibility conditions. Without these lights, the risk of collision increases significantly, as other aircraft and ground personnel would be unable to see the aircraft clearly. Regulatory guidelines typically require that aircraft operating after sunset adhere to specific visibility standards to prevent accidents. Therefore, it is crucial to terminate flight operations to maintain safety standards and ensure proper visibility for the aircraft in relation to others in the airspace. This action helps to protect both the flight crew and other air traffic from potential hazards associated with inadequate lighting.

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7. What is indicated by a red sign at an airport?

A. Runway entry point

B. Mandatory instruction

C. Taxiway end point

D. Location reference

A red sign at an airport is specifically designed to convey mandatory instructions to pilots and ground personnel. These signs are crucial for ensuring safety and compliance with airport regulations, as they indicate actions that must be followed without exception. For example, a red sign may indicate the need to stop, yield, or refrain from entering a particular area, such as a runway. The use of color coding in airport signage serves to provide immediate recognition of the type of information being presented. In this case, the color red is universally associated with warnings and prohibitions, making it essential for maintaining order and safety on the airfield. Understanding this helps pilots and ground control staff quickly interpret the signs while navigating the airport environment, thereby minimizing the risk of accidents or miscommunication. The other options represent different aspects of airport signage but do not convey the same level of urgency or mandatory compliance as a red sign indicates. Each of these other sign types serves a distinct purpose in the broader context of airfield operations, but red signs specifically focus on mandatory action.

8. What must be included in a flight operation report?

A. The purpose of the flight

B. The flight duration only

C. Temperature and weather conditions

D. All operational occurrences during flight

A flight operation report is an essential document that captures comprehensive information about a particular flight. The inclusion of all operational occurrences during the flight is crucial for several reasons. First, recording operational occurrences helps in assessing the overall performance and safety of the flight. This information can be vital for future flight planning and for identifying any irregularities or incidents that may need further investigation or analysis. Comprehensive data ensures that operators can learn from each flight and implement necessary improvements. Second, these reports serve as valuable records for regulatory compliance and safety audits. By documenting every operational occurrence, the report provides a clear history of the flight, which can be critical when addressing any issues or concerns raised post-flight. Lastly, this practice aligns with industry standards and expectations for operational transparency, allowing for enhanced accountability and reliability in flight operations. Such detailed documentation is crucial for maintaining safety and efficiency in both military and civilian aviation contexts.

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9. What does the acronym MSL stand for in aviation terms?

A. Mean Sea Level

B. Maximum Safety Level

C. Minimum Standard Level

D. Multi-Stage Lift

In aviation terms, MSL stands for Mean Sea Level. This reference point is utilized in various aspects of flight operations, including altitude measurement and the calculation of atmospheric pressure. When pilots communicate altitude, they often do so in relation to MSL, which provides a consistent baseline for measuring elevation above the earth's surface, regardless of local topography. Using MSL helps ensure safety and standardization across the aviation industry, as it accounts for variations in local geographic features and atmospheric conditions. Many instruments, such as altimeters, are calibrated to this standard, allowing for more accurate altitudinal readings and improved navigation. Understanding MSL is crucial for pilots when flying, especially when transitioning between different airspaces and during altitude changes. This knowledge contributes to effective flight planning, ensuring that aircraft maintain safe distances from terrain and other obstacles.

10. What action must a pilot take when experiencing navigational or communications equipment malfunctions while operating under IFR?

A. Report as soon as practical to ATC

B. Continue the flight and troubleshoot

C. Land at the nearest airport

D. Conduct a visual approach

When a pilot encounters navigational or communication equipment malfunctions while operating under Instrument Flight Rules (IFR), it is essential to maintain communication with Air Traffic Control (ATC). Reporting the issue as soon as practical allows ATC to provide assistance, which may include rerouting instructions, recommending an alternate course of action, or coordinating your return to visual flight rules if the situation allows for it. In IFR operations, ensuring proper navigation and clear communication with ATC is critical for safety and situational awareness. ATC can help mitigate risks associated with such malfunctions by providing information and guidance, which reinforces the importance of prompt reporting. This action aligns with best practices for aviation safety, as it prioritizes maintaining control of the flight and ensuring that any necessary support is received quickly. Continuing the flight and troubleshooting without reporting could lead to dangerous situations, especially if the malfunction impairs the pilot's ability to navigate or communicate effectively. Similarly, landing at the nearest airport without informing ATC could create confusion with other aircraft and disrupt air traffic management. Conducting a visual approach might not be feasible or safe if the flight is reliant on navigational aids that are currently malfunctioning. Thus, promptly reporting to ATC when issues arise is the most effective and safest course

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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://faa-militarycompetency.examzify.com

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

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