FEDERAL AVIATION REGULATIONS (FAR) 135 ORAL 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. Under 14 CFR 135, is IFR flight allowed to depart from an airport without an approved instrument approach? If yes, under what condition?

A. No, IFR cannot depart

B. Yes, if the weather at the destination is VFR

C. Yes, as long as the flight plan includes an alternate airport that meets the alternate weather requirements

D. Yes, if the pilot obtains special permission from ATC

2. Which Ops Spec addresses Sensitive International Areas?

A. Ops Spec B050

B. Ops Spec B450

C. Ops Spec C055

D. Ops Spec C071

3. What level of medical certificate must crewmembers maintain?

A. Third Class

B. Second Class

C. First Class

D. No medical requirement

4. Which of the following items would define serious injury under the accident criteria?

A. Hospitalization for more than 48 hours within 7 days of the accident

B. A minor laceration not requiring treatment

C. Temporary dizziness lasting 2 hours

D. A superficial burn

5. The sterile cockpit applies to which phases of flight?

A. Taxi, takeoff, climb, descent, and landing below 10,000 feet

B. All flight

C. Only cruise

D. Only during takeoff

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6. What are the minimum VFR weather requirements for Class G airspace above 10,000 feet MSL?

A. 5 statute miles visibility and 1000 above, 1000 below, 1 statue mile horizontally.

B. 3 statute miles visibility and 1000 above, 500 below, 2000 horizontally.

C. 1 statue mile visibility and clear of clouds.

D. 5 statute miles visibility and 1200 above, 1200 below, 2 statue miles horizontally.

7. Which Ops Spec section addresses enroute flight operations?

A. A General

B. C Terminal

C. D Maintenance

D. B Enroute

8. What GOM revision is currently in effect?

A. Revision 31

B. Revision 32

C. Revision 33

D. Revision 34

9. Phase 2 of initiating a 135 trip involves which action?

A. Scheduler confirms the trip and briefs T2.

B. T1 Controller validates and designates the trip.

C. T2 personnel reviews the trip and accepts the brief in FOS.

D. Scheduler releases the trip in FOS.

10. Where should placards be placed after completing a deferral?

A. On the top copy and second copy of 86-100

B. On the left column of form DMI

C. On or near inop unit or switch

D. In the flight crew bags

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Answers

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

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Explanations

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1. Under 14 CFR 135, is IFR flight allowed to depart from an airport without an approved instrument approach? If yes, under what condition?

A. No, IFR cannot depart

B. Yes, if the weather at the destination is VFR

C. Yes, as long as the flight plan includes an alternate airport that meets the alternate weather requirements

D. Yes, if the pilot obtains special permission from ATC

Under IFR operations, you may depart from an airport that has no approved instrument approach as long as you have a valid alternate planned that does have an instrument approach and the forecast weather at that alternate meets the published alternate minimums for your ETA. This requirement ensures there's a legally usable landing option if conditions at the destination deteriorate or if an approach to the destination isn't feasible. In short, the flight plan must include an alternate airport with an instrument approach that is forecast to meet the alternate minimums at the expected arrival time. The other ideas don't fit because they don't address the regulatory need for a viable, instrument-equipped alternate. ATC permission isn't the mechanism for this—as long as the alternate and weather minima are met, IFR departure from an airport without an instrument approach is allowed.

2. Which Ops Spec addresses Sensitive International Areas?

A. Ops Spec B050

B. Ops Spec B450

C. Ops Spec C055

D. Ops Spec C071

Sensitive international areas require extra security and regulatory controls on aircraft operations. Ops Spec B450 is the specification that covers operating in or near these areas, outlining the restrictions, the need for coordination with authorities, and any preflight approvals or procedures crews must follow when planning flights through or near those zones. This makes it the correct choice because it is the spec specifically designated for Sensitive International Areas. The other specs address different topics and do not govern these particular restrictions.

3. What level of medical certificate must crewmembers maintain?

A. Third Class

B. Second Class

C. First Class

D. No medical requirement

Medical certificates are tied to the level of medical fitness required for the operation. Crewmembers flying revenue or passenger-carrying missions under Part 135 are held to the higher, air-carrier-like standard, so a first-class medical certificate is required. This certifies the strictest medical qualifications and supports the demanding schedules and safety expectations of these operations. A third-class certificate is the minimum for basic private flying, a second-class covers many commercial operations but not the most stringent cases, and there is no medical requirement in a non-revenue, non-operational scenario.

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4. Which of the following items would define serious injury under the accident criteria?

A. Hospitalization for more than 48 hours within 7 days of the accident

B. A minor laceration not requiring treatment

C. Temporary dizziness lasting 2 hours

D. A superficial burn

The key concept is how serious injury is defined for accident reporting. Serious injury means the person must be hospitalized for more than 48 hours, and this hospitalization must commence within 7 days of the accident. This threshold is the objective line used to categorize injuries for regulatory reporting, not just by how the injury feels or looks. Hospitalization longer than 48 hours clearly meets the criterion because it involves inpatient care and a significant medical event that requires time in a medical facility. The other scenarios don't meet that hospitalization threshold: a minor laceration not requiring treatment doesn't involve inpatient care; temporary dizziness for a couple of hours doesn't involve hospitalization; and a superficial burn, if it doesn't require hospital care, also falls short of the serious-injury criterion. Therefore, the item describing hospitalization for more than 48 hours within 7 days of the accident defines a serious injury.

5. The sterile cockpit applies to which phases of flight?

A. Taxi, takeoff, climb, descent, and landing below 10,000 feet

B. All flight

C. Only cruise

D. Only during takeoff

The idea behind the sterile cockpit is to minimize nonessential activity and conversation during the most demanding, high-workload portions of flight. It's aimed at keeping pilots focused during critical phases where distractions can affect safety. This rule applies to all flight operations conducted below 10,000 feet above the surface, and it covers taxi, takeoff, climb, descent, and landing. In other words, the cockpit should remain free of nonessential talk and tasks during those phases while the aircraft is operating in the high-workload environment under 10,000 feet. It does not apply during cruise or when the aircraft is above 10,000 feet. So the best answer is the option that lists taxi, takeoff, climb, descent, and landing below 10,000 feet, reflecting the broad scope of the sterile cockpit rule within its defined altitude and phases.

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6. What are the minimum VFR weather requirements for Class G airspace above 10,000 feet MSL?

A. 5 statute miles visibility and 1000 above, 1000 below, 1 statue mile horizontally.

B. 3 statute miles visibility and 1000 above, 500 below, 2000 horizontally.

C. 1 statue mile visibility and clear of clouds.

D. 5 statute miles visibility and 1200 above, 1200 below, 2 statue miles horizontally.

In Class G airspace above 10,000 feet MSL, VFR weather minimums require you to have five miles of visibility and keep a cloud clearance of 1,000 feet above, 1,000 feet below, and 1 mile horizontally from any clouds. This higher visibility and ample cloud clearance are set because there's less ATC service in these non-controlled areas at high altitude, so pilots must rely on their own visual clearance and obstacle/traffic awareness. The five-mile visibility helps ensure you can see and avoid other aircraft and weather, while the cloud clearance values give you a safe buffer relative to clouds you might encounter at high speeds and varying conditions. The 1,000-foot vertical clearances and 1-mile horizontal clearance are the standard VFR requirements in this airspace tier. The other options don't fit this altitude band: one-mile visibility with clear of clouds applies to much lower altitudes, and the mixed values shown in the other choices correspond to different airspace classes or different portions of Class G (such as daytime vs nighttime rules below 1,200 AGL or between 1,200 AGL and 10,000 MSL).

7. Which Ops Spec section addresses enroute flight operations?

A. A General

B. C Terminal

C. D Maintenance

D. B Enroute

Ops Specs are organized by the part of flight they govern. Enroute flight operations have their own section, simply titled Enroute. This section sets the rules, limitations, and requirements that apply specifically to the portion of the flight when you're between airports, covering aspects like routing, navigation, equipment requirements for enroute operations, and planning considerations tied to the enroute phase. Other sections cover different areas—General for overarching program requirements, Terminal for operations around the terminal area, and Maintenance for airworthiness and upkeep—so they don't address enroute operations. Therefore, the correct choice points to the Enroute section.

8. What GOM revision is currently in effect?

A. Revision 31

B. Revision 32

C. Revision 33

D. Revision 34

In Part 135 operations, the General Operations Manual must reflect the most current procedures and policies, so the revision that's "in effect" is the one the company and crew are required to follow. The active revision is the version that the FAA and the operator designate as the current standard; it supersedes all earlier revisions. In this situation, the revision that's currently in effect is the one identified on the GOM's front matter or revision history as Revision 32. That means all guidance, requirements, and procedures in that edition are the ones you must use, and references to older revisions no longer apply. To verify, check the GOM's cover page or revision history for the "in effect" designation and, if needed, confirm against the FAA's published revision list. This ensures training and operations align with the official current standards.

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9. Phase 2 of initiating a 135 trip involves which action?

A. Scheduler confirms the trip and briefs T2.

B. T1 Controller validates and designates the trip.

C. T2 personnel reviews the trip and accepts the brief in FOS.

D. Scheduler releases the trip in FOS.

In Phase 2 the focus is on making sure the trip data are correct and ready to move to the next stage. The T1 Controller verifies all the key details—aircraft, routing, times, crew pairings, fuel, special handling, and any other notes—and then designates the trip to the next step in the workflow. This designation hands off responsibility to the next party (T2) so they can proceed with briefing and further actions. Why the other steps aren't Phase 2: having the scheduler confirm the trip and brief T2 is typically an earlier or different step in the process, since it involves initial confirmation and communication. T2 reviewing the trip and accepting the brief happens after the trip has been designated and briefed for execution, i.e., a later phase. Releasing the trip in the flight operations system generally occurs once all prior validations and preparations are complete, which is also later than Phase 2.

10. Where should placards be placed after completing a deferral?

A. On the top copy and second copy of 86-100

B. On the left column of form DMI

C. On or near inop unit or switch

D. In the flight crew bags

Placards go on the official deferral paperwork so the deferral is clearly tied to the aircraft's records and visible to those who must see it. In this case, that means placing the placards on the top copy and the second copy of Form 86-100. This ensures both the flight crew and maintenance personnel have immediate access to the deferral information and know which item is inoperative and under the deferral. Putting placards on a different form, on or near the unit itself, or in a crew bag would not guarantee the deferral record stays with the item or is readily seen by the people who need it, which is why the top and second copies of 86-100 are the correct places.

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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://far135oral.examzify.com

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

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