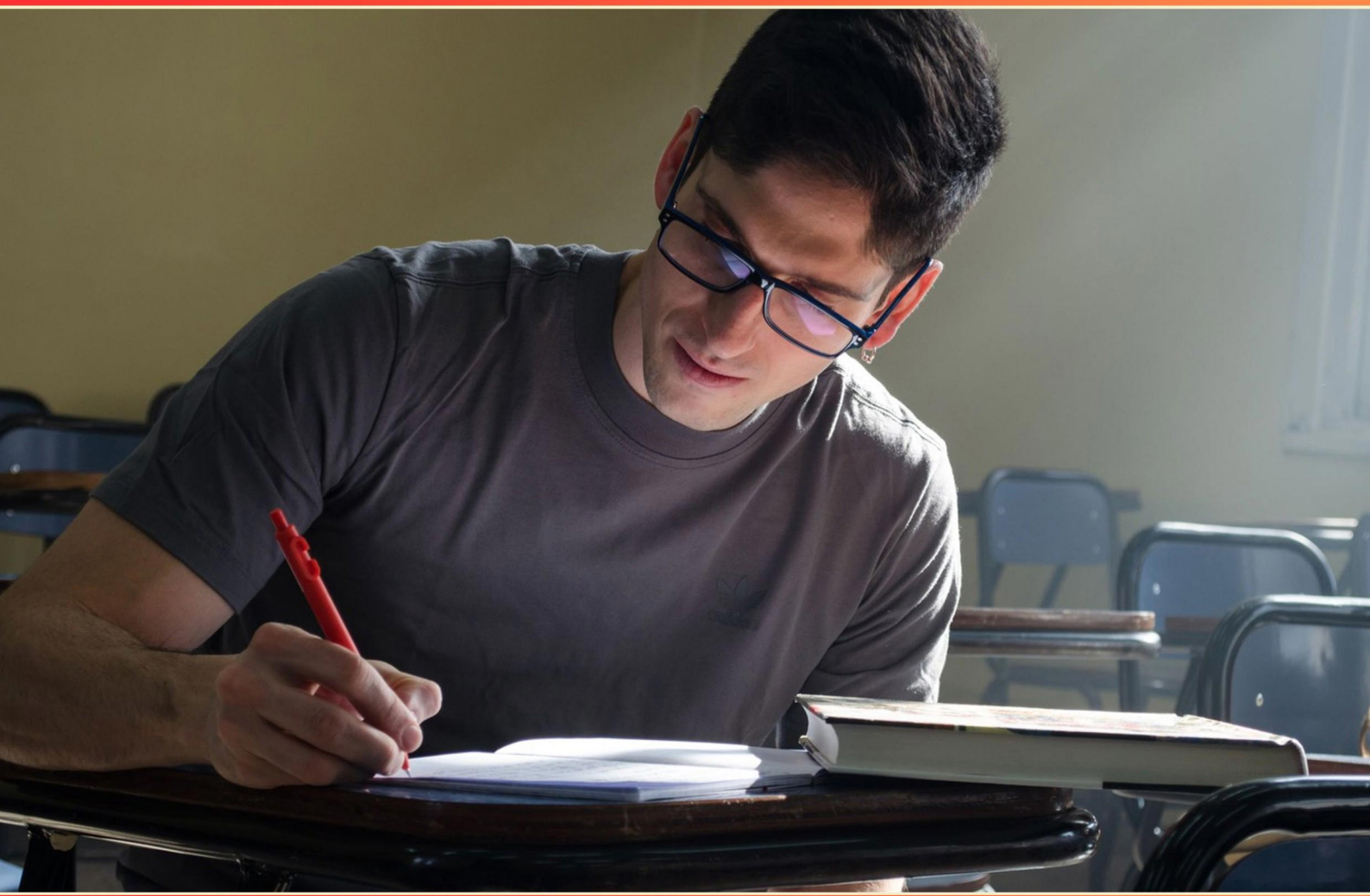
FIRC KING SCHOOLS PRACTICE TEST (SAMPLE)

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 should you do if you observe suspicious behavior near an airport security gate?**

   A. Report it

   B. Do nothing

   C. Confront the person

   D. Chase the vehicle

2. **Which organization publishes the Pilot's Guide to a Preflight Briefing?**

   A. Federal Aviation Administration

   B. International Civil Aviation Organization

   C. National Transportation Safety Board

   D. European Union Aviation Safety Agency

3. **Pre-flight and post-flight briefings in SBT serve to which purpose?**

   A. Prepare the student and set expectations, then debrief after the flight to reinforce learning

   B. Log flight time only

   C. Replace in-flight instruction entirely

   D. Focus solely on navigation logs

4. **Automated systems in the aircraft**

   A. Can contribute to LOC if not handled properly

   B. Always prevent LOC

   C. Have no bearing on LOC

   D. Only affect flight planning

5. **What typically triggers FAA enforcement actions?**

   A. Deliberate action that is likely to happen again.

   B. Any minor deviation.

   C. Only after a formal investigation.

   D. After a pilot reports safety concerns.

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6. On long flights, which services may provide flight following information that aids situational awareness?

A. AFSS, FIS, or ADS-B

B. VOR and TACAN only

C. Visual landmarks only

D. None

7. If a FAASTeam Program Manager asks you to be the training provider for remedial training under the Compliance Program, what is one of your responsibilities?

A. Be the liaison between the pilot and the FAA.

B. Penalize the pilot directly.

C. Create penalties for non-compliance.

D. Cancel all future training.

8. Which of the following is a disadvantage of SBT that instructors should consider?

A. More preparation, effort and imagination needed on the part of the instructor; More flight time per lesson; The risk that a customer's decisions can place the instructor in difficult and unanticipated situations

B. It doesn't teach the customer physical flying skills

C. It reduces flight time per lesson

D. It eliminates the need for preparation

9. A dry-lease agreement refers to

A. An agreement where the aircraft is leased with no crew

B. An agreement with full crew provided by lessor

C. A lease with maintenance included

D. A lease that includes a pilot's salary

10. If an aircraft has an expired registration, what is the status of its airworthiness certificate?

A. It remains valid

B. It is ineffective until registration is renewed

C. It becomes valid when flown at night

D. It is valid for IFR only

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Answers

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

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Explanations

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1. What should you do if you observe suspicious behavior near an airport security gate?

A. Report it

B. Do nothing

C. Confront the person

D. Chase the vehicle

Noticing suspicious behavior near an airport security gate means you should alert security right away. Security teams are trained to assess potential threats and respond appropriately, coordinating with law enforcement if needed. Do not confront or chase the person or any vehicle, as that can put you and others at risk and complicate security operations. If you can do so safely, report what you saw to on-site security or call emergency services, providing clear details: your exact location, a description of the person or vehicle, what made their behavior seem suspicious, and the approximate time and direction of travel. Your report helps professionals intervene quickly and keep the area safe.

2. Which organization publishes the Pilot's Guide to a Preflight Briefing?

A. Federal Aviation Administration

B. International Civil Aviation Organization

C. National Transportation Safety Board

D. European Union Aviation Safety Agency

Knowing who publishes official preflight briefing guidance helps you rely on a consistent, authoritative source for flight planning. The Pilot's Guide to a Preflight Briefing is published by the Federal Aviation Administration, the U.S. agency responsible for aviation safety and for producing official pilot resources, including standardized preflight briefing materials, weather information, and NOTAMs. Having a single, government-backed guide ensures pilots in the United States use the same format and requirements, reducing confusion before flight. The other organizations play important safety and regulatory roles but do not publish this specific guide: ICAO sets international standards and recommended practices, NTSB investigates accidents and issues safety recommendations, and EASA oversees European aviation safety and certification.

3. Pre-flight and post-flight briefings in SBT serve to which purpose?

A. Prepare the student and set expectations, then debrief after the flight to reinforce learning

B. Log flight time only

C. Replace in-flight instruction entirely

D. Focus solely on navigation logs

Pre-flight and post-flight briefings in SBT are about shaping learning before the flight and reinforcing it after. Before the flight, you outline the goals you want the student to achieve, the scenario context, expected performance, and safety considerations. This helps the student know what success looks like and stay focused on the learning objectives rather than just getting through the maneuver. After the flight, the debrief reviews what happened, discusses the decisions and actions taken, and connects them to the learning goals. This reflection reinforces correct concepts, highlights good practices, and points out areas to improve, guiding next steps in practice. Briefings aren't just about logging time, they don't replace in-flight instruction, and they aren't limited to navigation details. They serve to set up learning and then solidify it through feedback and discussion, which is central to effective scenario-based training.

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4. Automated systems in the aircraft

A. Can contribute to LOC if not handled properly

B. Always prevent LOC

C. Have no bearing on LOC

D. Only affect flight planning

Automation in aircraft can greatly reduce workload and improve performance, but it also introduces risks if not used carefully. Automated systems can contribute to loss of control when pilots rely on them without maintaining awareness of what mode the automation is in, or when they fail to monitor sensor inputs and handling cues. Misunderstandings about autopilot or flight-director modes, sensor faults, or inappropriate automation transitions can cause the aircraft to follow an unintended path or respond in ways that the pilot cannot quickly correct. This is why automated systems can contribute to loss of control if not handled properly. Keep in mind that automation does not guarantee safety, it can both help and complicate flight control. It doesn't mean loss of control is impossible to occur, and it isn't limited to flight planning; automation directly affects how the aircraft is flown and how control input is interpreted.

5. What typically triggers FAA enforcement actions?

A. Deliberate action that is likely to happen again.

B. Any minor deviation.

C. Only after a formal investigation.

D. After a pilot reports safety concerns.

Enforcement actions focus on willful or repeat unsafe behavior that could pose ongoing risk. The best choice captures that: a deliberate action that is likely to happen again signals an intent to disregard safety rules and a pattern that enforcement needs to address to prevent recurrence. When the FAA sees a deliberate act with a high likelihood of repeating, it indicates a real threat to safe operations, justifying corrective measures such as warnings, penalties, or suspensions. Minor deviations aren't typically starting points for enforcement; they're usually handled with corrective guidance or training. Enforcement isn't limited to only after a formal investigation; investigations can lead to enforcement, but enforcement can be triggered by the observed likelihood of recurrence rather than waiting for formal findings. And simply pilot-reported safety concerns don't themselves constitute enforcement actions, though they can initiate investigations to determine whether enforcement is warranted.

6. On long flights, which services may provide flight following information that aids situational awareness?

A. AFSS, FIS, or ADS-B

B. VOR and TACAN only

C. Visual landmarks only

D. None

Keeping situational awareness on long flights depends on sources that actively share your position, nearby traffic, and weather. Automatic Flight Service Station (AFSS) can provide flight following by coordinating with ATC and delivering weather briefings and route updates as you fly. Flight Information Service (FIS) offers en route weather, notices, and other information that helps you anticipate changes and plan accordingly. ADS-B brings cockpit visibility of your own position and nearby traffic, plus weather data, through compatible displays, greatly enhancing awareness of potential conflicts and weather ahead. These services together give a clearer, continuous picture of where you are and what's around you, which is why they're the best choice for flight following. Nav aids like VOR and TACAN don't supply active flight following or traffic/weather information; they're primarily navigation tools to determine location. Relying only on visual landmarks isn't practical for maintaining awareness over long distances or in less-than-ideal visibility.

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7. If a FAASTeam Program Manager asks you to be the training provider for remedial training under the Compliance Program, what is one of your responsibilities?

A. Be the liaison between the pilot and the FAA.

B. Penalize the pilot directly.

C. Create penalties for non-compliance.

D. Cancel all future training.

The essential role here is to act as the liaison between the pilot and the FAA. When you're the training provider for remedial training under the Compliance Program, you coordinate the process by confirming what needs to be addressed, scheduling and delivering the remedial instruction, and reporting the pilot's progress and completion to the FAASTeam and the FAA. This ensures clear, timely communication and proper documentation so the pilot can return to compliant status. Penalties or enforcement actions aren't your duties as a training provider, nor is canceling future training; those are handled by the FAA. Your focus is on facilitating the training and keeping accurate records to demonstrate compliance.

8. Which of the following is a disadvantage of SBT that instructors should consider?

A. More preparation, effort and imagination needed on the part of the instructor; More flight time per lesson; The risk that a customer's decisions can place the instructor in difficult and unanticipated situations

B. It doesn't teach the customer physical flying skills

C. It reduces flight time per lesson

D. It eliminates the need for preparation

Scenario-Based Training emphasizes teaching pilots to make sound decisions in realistic situations. The main drawback for instructors is the heavy lift in planning: it requires substantial preparation and imaginative scenario design to feel authentic and safe. Along with the setup, instructors often need more flight time per lesson to explore the scenario, allow for student choices, and conduct thorough debriefs that reinforce learning. The open-ended nature of student decisions can also lead the session into unexpected or difficult situations, which the instructor must manage, increasing complexity and potential risk. Taken together, these factors—more prep, more flight time per lesson, and the possibility of unanticipated, challenging outcomes—are the practical disadvantages of SBT. Other choices aren't aligned with how SBT works: it does teach decision-making alongside flying skills, it doesn't inherently reduce flight time, and it certainly doesn't eliminate the need for preparation.

9. A dry-lease agreement refers to

A. An agreement where the aircraft is leased with no crew

B. An agreement with full crew provided by lessor

C. A lease with maintenance included

D. A lease that includes a pilot's salary

A dry-lease means the aircraft is supplied by the lessor without any flight crew. The lessee handles everything related to operating the aircraft, including providing the pilots, crew, and most operational duties. That's why this option—describing the lease as the aircraft being leased with no crew—fits best. The other scenarios describe setups where the lessor provides a full crew (that's a wet lease), or include maintenance or a pilot's salary as part of the lease, which aren't the defining features of a dry lease.

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10. If an aircraft has an expired registration, what is the status of its airworthiness certificate?

A. It remains valid

B. It is ineffective until registration is renewed

C. It becomes valid when flown at night

D. It is valid for IFR only

The airworthiness certificate isn't effective if the aircraft's registration has expired. Both papers must be current for legal flight, and when registration lapses, the airworthiness status becomes ineffective until the renewal is completed. In other words, you can't rely on the certificate to authorize flight until you renew the registration and the aircraft again meets all airworthiness requirements. The other ideas don't fit because the certificate isn't kept valid by expiration of registration, there's no special nighttime or IFR-only condition, and it isn't valid solely because of those factors.

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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://firckingschools.examzify.com

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

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