PILOT'S HANDBOOK OF AERONAUTICAL KNOWLEDGE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 15

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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. Which statement about Maneuvering Speed (VA) is true?

A. The maximum structural cruise speed of an airplane.

B. The design maneuvering speed; operating at or below it does not provide protection against multiple full control inputs.

C. The minimum safe airspeed in turbulence.

D. The stall speed in landing configuration.

2. An agonic line is defined as:

A. A line on the Earth's surface where magnetic variation is maximum.

B. An irregular imaginary line where magnetic and geographic poles are aligned and there is no magnetic variation.

C. A line indicating the equator.

D. A line marking flight corridors.

3. Deceleration error in a magnetic compass occurs on which headings and in which direction does the compass card rotate?

A. On northerly headings, the compass rotates toward East.

B. On southerly headings, the compass rotates toward West.

C. On easterly or westerly headings, the compass rotates toward South.

D. On easterly or westerly headings, the compass rotates toward North.

4. Which description matches a diluter-demand oxygen system?

A. A system that delivers oxygen mixed with air to maintain constant partial pressure as altitude changes

B. An oxygen system that provides only pure oxygen

C. A system that measures cabin humidity

D. Diluter-demand oxygen system

5. A hung start is characterized by which condition?

A. Normal light-off with rpm remaining at a low value; the engine should be shut down.

B. Exhaust gas temperature exceeding limits.

C. RPM increasing rapidly to idle.

D. No light-off occurs.

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6. Acceleration error on a magnetic compass occurs when the aircraft accelerates on which headings, causing the compass card to rotate toward which direction?

A. East or West, toward North

B. North or South, toward East

C. East or West, toward South

D. North or South, toward North

7. Which description correctly defines Federal airways?

A. Class B airspace around major airports

B. Class C airspace around mid-size airports

C. Class A airspace from 18,000 ft to FL600

D. Class E airspace extending upward from 1,200 feet to but not including 18,000 feet MSL

8. Form drag is defined as:

A. The drag created by skin friction on the surface.

B. The drag caused by induced drag.

C. The drag created because of the shape of a component or the aircraft.

D. The drag due to weather conditions.

9. Taxiway edge lights are omnidirectional lights that outline the edges of the taxiway and are blue in color.

A. White

B. Green

C. Blue

D. Red

10. Which speed is the Best angle-of-climb speed?

A. Best rate-of-climb speed

B. Best angle-of-climb speed

C. Stalling speed in landing configuration

D. Cruise speed

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Answers

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

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Explanations

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1. Which statement about Maneuvering Speed (VA) is true?

A. The maximum structural cruise speed of an airplane.

B. The design maneuvering speed; operating at or below it does not provide protection against multiple full control inputs.

C. The minimum safe airspeed in turbulence.

D. The stall speed in landing configuration.

Maneuvering speed is about protecting the aircraft from structural overload during abrupt control actions. It's defined as the maximum indicated airspeed at which full and abrupt control deflections can be made without exceeding the airplane's limit load factor. In practice, that means at or below this speed you can yank the controls fully without overstressing the airframe from a single sharp input. The speed also changes with weight: heavier airplanes have a higher maneuvering speed, while lighter ones have a lower VA, because the same control input at high weight can generate more load. The statement here captures an important nuance: operating at or below maneuvering speed does not guarantee protection against multiple full-control inputs. It's designed to protect against a single abrupt input, but repeated full deflections or successive gusts can still impose loads that approach or exceed limits. So this description accurately reflects what VA does and does not protect against. The other listed ideas point to different speed concepts—for example, a speed associated with structural cruising limits, a recommended minimum in turbulence, or stall speed in landing configuration—which are not what maneuvering speed represents.

2. An agonic line is defined as:

A. A line on the Earth's surface where magnetic variation is maximum.

B. An irregular imaginary line where magnetic and geographic poles are aligned and there is no magnetic variation.

C. A line indicating the equator.

D. A line marking flight corridors.

Magnetic variation is the angle between true north (geographic north) and magnetic north. The agonic line is the imaginary line on the Earth's surface where that variation is zero, meaning magnetic north and geographic north line up. Along this line, a compass points directly to true north because there's no declination to offset the reading. This line is irregular and shifts over time as the Earth's magnetic field changes, so it isn't a fixed, simple shape. The other ideas aren't about zero declination: an equator is a latitude line with no relation to magnetic variation, and flight corridors are unrelated navigation routes.

3. Deceleration error in a magnetic compass occurs on which headings and in which direction does the compass card rotate?

A. On northerly headings, the compass rotates toward East.

B. On southerly headings, the compass rotates toward West.

C. On easterly or westerly headings, the compass rotates toward South.

D. On easterly or westerly headings, the compass rotates toward North.

When a magnetic compass experiences deceleration, it's the inertia of the suspended magnet and the damping fluid that causes the needle to lag behind the changing motion. On easterly or westerly headings, this lag results in the compass card deflecting toward the south as you slow down. The effect is tied to the orientation of the Earth's magnetic field relative to the aircraft's track, so the same deceleration on those headings produces a southward deflection, while accelerating would produce the opposite direction. On northerly or southerly headings, the deflection pattern due to deceleration isn't the same, so the characteristic southward shift on east/west headings specifically identifies this deceleration error.

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4. Which description matches a diluter-demand oxygen system?

A. A system that delivers oxygen mixed with air to maintain constant partial pressure as altitude changes

B. An oxygen system that provides only pure oxygen

C. A system that measures cabin humidity

D. Diluter-demand oxygen system

As altitude increases, the air becomes thinner and the partial pressure of oxygen drops. A diluter-demand oxygen system handles this by delivering a mixture of oxygen and ambient air, rather than pure oxygen, so the amount of oxygen in the breatheable mix is kept at a safe, constant partial pressure as you climb. It operates on demand—you breathe in and the system provides the breathable mix, diluting with outside air to maintain the target oxygen level. This precise mixing is what keeps your blood oxygen within safe limits at high altitude, without wasting oxygen. That's why the description describing oxygen delivered mixed with air to maintain constant partial pressure as altitude changes is the best fit. Pure oxygen systems deliver only oxygen and don't automatically adjust with altitude; a system that merely measures cabin humidity isn't about supplying breathable oxygen; the term diluter-demand alone doesn't specify the functional mixing and on-demand delivery that defines how it works.

5. A hung start is characterized by which condition?

A. Normal light-off with rpm remaining at a low value; the engine should be shut down.

B. Exhaust gas temperature exceeding limits.

C. RPM increasing rapidly to idle.

D. No light-off occurs.

A hung start means the engine lights off—fuel ignites—but it does not accelerate to normal idle speed, so the RPM stays at a low value. This is why the correct description is a normal light-off with the RPM remaining low, signaling you should shut the engine down to prevent damage and try again. The other scenarios describe a hot start (excessive EGT), a normal start (RPM climbs to idle), or no light-off (no ignition).

6. Acceleration error on a magnetic compass occurs when the aircraft accelerates on which headings, causing the compass card to rotate toward which direction?

A. East or West, toward North

B. North or South, toward East

C. East or West, toward South

D. North or South, toward North

Acceleration error on a magnetic compass comes from the inertia of the magnetized compass card as the airplane changes speed. When you accelerate on an east or west heading, the needle tends to lag behind the change in velocity, causing the compass card to deflect toward the geographic north. If you decelerate on those headings, the deflection reverses toward the south. On north or south headings, this acceleration-induced deflection is minimal, so the error is mainly observed on east or west headings with the card turning toward the north.

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7. Which description correctly defines Federal airways?

A. Class B airspace around major airports

B. Class C airspace around mid-size airports

C. Class A airspace from 18,000 ft to FL600

D. Class E airspace extending upward from 1,200 feet to but not including 18,000 feet MSL

Federal airways are IFR corridors in the national airspace system that run along VOR-defined routes and sit inside Class E airspace. They have a floor of 1,200 feet AGL and a ceiling of 18,000 feet MSL (not including 18,000), which is why they're described as Class E airspace extending upward from 1,200 feet to but not including 18,000 feet MSL. This setup distinguishes them from airspace around airports (Class B or C) and from Class A above 18,000 feet.

8. Form drag is defined as:

A. The drag created by skin friction on the surface.

B. The drag caused by induced drag.

C. The drag created because of the shape of a component or the aircraft.

D. The drag due to weather conditions.

Form drag arises from the way the airflow has to flow around the aircraft's shape, creating pressure differences and flow separation that produce a wake behind the vehicle. It's a type of parasite drag tied to the form of the body or its components; a streamlined shape helps the flow stay attached and reduces this drag, while bluff or irregular shapes increase it. This is distinct from skin friction drag, which comes from the viscous shear along the surface, and from induced drag, which is generated by lift and wingtip vortices. Drag due to weather conditions isn't a separate drag type. So the best description is the drag created because of the shape of a component or the aircraft.

9. Taxiway edge lights are omnidirectional lights that outline the edges of the taxiway and are blue in color.

A. White

B. Green

C. Blue

D. Red

Blue is used for taxiway edge lights because these lights mark the sides of the taxiway and provide clear edge definition at night or in low visibility. They're omnidirectional, so you can see the edge from any angle along the taxiway, helping you stay on the designated path. The blue color also helps differentiate taxiways from runways, whose edges are lit white. Knowing this distinction lets you quickly tell whether you're taxiing along a taxiway or approaching a runway. For context, taxiway centerlines are green, and runway edges are white.

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10. Which speed is the Best angle-of-climb speed?

A. Best rate-of-climb speed

B. Best angle-of-climb speed

C. Stalling speed in landing configuration

D. Cruise speed

Best angle-of-climb speed is the speed that gives the steepest climb path, meaning the most altitude gained for a given horizontal distance. This happens because the climb angle is effectively the ratio of climb rate to forward speed, and at this speed the aircraft achieves the greatest ratio by balancing excess power and drag. So you gain the most altitude while moving the least distance forward, which is why this speed is used to clear obstacles or terrain with minimal horizontal travel. In contrast, the speed that yields the maximum climb rate gives you the fastest ascent in time, not the steepest path, so it climbs quickly but not as far sideways. Stalling speed in landing configuration is too slow to climb and can lead to a stall, and cruise speed is for level flight, not climbing.

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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:

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

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