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## Faa test prep

(Scroll down to start your test) Test your Commercial Pilot Knowledge King Schools' test question database covers all the FAA subjects that you'll be tested on including — weight and balance, aircraft performance and flight operations. Warning: You can't just memorize test questions and expect to pass your FAA Commercial Pilot Written Test. Why? The FAA used to make their question banks publicly available; however, they have not done so for many years. In fact, the FAA has recently gone through their entire database and changed every single test question and answer in order to eliminate test question memorization. No one, including test prep educators, has access to the FAA question banks. To be a safe and competent pilot-in-command, and to pass your required tests, there is no shortcut. You must acquire the necessary pilot knowledge. King Schools has over 40 years of experience creating aviation courses. In fact, KING courses are so effective that 98.8% of our customers pass their FAA exams on the first try — Check out our 5-star rating and excellent customer reviews here. King Schools Commercial Pilot Video Group School & Test Prep course will provide you with all the knowledge you need, FAST—and at about the cost of a single hour of flight instruction. Why not try it now—you have nothing to lose with our no-risk, 30-day, 100% money-back guarantee. KINGs Free Testing Site provides the answer explanations for the first question result. You can purchase the Commercial Pilot Video Ground School & Test Prep course which includes all the test answer explanations and upon completion you will receive an endorsement to take your FAA test. Sporty's - Training Pilots Worldwide Since 1961 Learning to fly will unlock a world of possibilities and give you unparalleled freedom to see the world. It is a truly unique experience - one of the last great adventures in our modern life - and Sporty's can help. We offer the finest training products and pilot supplies for student pilots, plus the information and tools you need to get started. For more information about learning to fly, visit our free, informational website, Flight Training Central. It's packed with tips for finding a flight school, saving money on your flight training and becoming a better pilot. Or try a free demo of our award-winning Learn to Fly Course. Copyright © 2000-. All rights reserved. 1. What is the wind speed and direction at KINK? 2. What kind of weather is being reported at KJFK? 3. What is the Angle of Attack? 4. What altitude does the altimeter 1 read? 5. According to 91.1151 what are the fuel requirements for a VFR night flight? 6. What is the runway length at Chesapeake Regional Airport (section 2)? 7. You are taking off on runway 21 and the wind is 180 degrees at 20 knots. What is your crosswind component? 8. You just passed your checkride and received your PPL. When will you need to do your first flight review to continue to act as PIC? 9. The angular difference between true north and magnetic north is 10. What minimum pilot certification is required in order to operate in Class B airspace? 11. You are flying through Class D airspace at 3,000' AGL. What are the minimum visibility requirements? 12. To act as Pilot in Command carrying passengers, the pilot must have made three takeoffs and landings in the same class, category, and type (if required) in the preceding 13. The pilot of an aircraft that has been involved in an accident is required to file an NTSB report within how many days? 14. A 26 year old female is issued a Third-Class Medical Certificate on August 15th. How long will her medical allow her to exercise the privileges of her Private Pilot Certificate? 15. Which aircraft has the right of way over the other aircraft listed? 16. How often must your transponder be tested and inspected? 17. Filling the tanks after the last flight of the day is a good idea because... 18. In the Northern Hemisphere, a magnetic compass will normally show a turn toward the north if. 19. How should the flight controls be held while taxiing if there's a right quartering tailwind (R) ? 20. You fly from an area of high pressure to an area of low pressure without adjusting your altimeter. Your altimeter will read... 21. What are the 3 ingredients needed in order for a thunderstorm to develop? 22. What action should a pilot take before entering Class B airspace? 23. Over a congested area, you must remain \_\_\_\_\_ feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. 24. Vno is defined as... 25. When carrying passengers what obligation does the PIC have when it comes to the use of safety belts? 26. The four fundamentals involved in maneuvering an aircraft are... 27. The greatest vortex strength occurs when the generating aircraft is 28. During operations outside controlled airspace at altitude of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum flight visibility for day flight is ... 29. The pre-takeoff briefing of passengers about the use of seat belts for a flight is the responsibility of... 30. What action should be taken by the pilot when operating VFR in a Military Operations Area (MOA)? 31. This sign confirms your position on 32. The pilot loses communications while in the air. What squawk code should be selected? 33. How far will an aircraft travel in 7.5 minutes with a ground speed of 144 knots? 34. What does the red line on an airspeed indicator represent? 35. What is one purpose of wing flaps? Practice for your FAA Private Pilot Written Exam below. These example questions will help you decide if you are prepared. METAR KINK 121845Z 1101218KT 15SM SKC 23/17 A3000 Reset Question SPECI KJFK 121853Z 18004KT 1/2SM FG R04/2200 OVC005 20/18 A3006 FG = Fog Special report reads: at KJFK on the 12th day at 1853Z the wind was 180 degrees at 4 knots. There is a half SM of visibility. FG = Fog. On runway 4 the visibility is 2200 meters. The clouds are overcast at 500 feet AGL. Temperature is 20 degrees celsius and dew point is 18 degrees celsius and the altimeter setting is 30.06 Reset Question The angle of attack is the angle between the chord line of an airfoil and the relative wind Reset Question Altimeter one reads 10,500' indicated altitude. The long arm pointed at the 5 shows us altitude in 500's of feet. The short skinny hand pointed at the 1 shows us altitude in 10,000's. Then, the short fat hand shows us altitude in 1,000's. Reset Question 14 CFR 91.151 tells us that no person may begin a flight in an airplane under VFR conditions at night unless there is enough fuel to fly to the first point of intended landing and for at least 45 minutes past that point, assuming normal cruise. Reset Question The runway length is depicted in the airport description in 100's of feet. The "55" in the airport description tells us the runway at Chesapeake Airport is 5,500 feet. Reset Question To calculate the crosswind component using the chart, you take the angular difference between the wind and the runway, in this case it is 30 degrees. So you see the red line drawn from 30 degrees at the top down to 20 knots. The 20 knots represents the wind speed. From the intersection of 30 degrees and 20 knots we can get our crosswind component of 10 knots at the bottom of the chart. Reset Question According to part 61.56 to act as PIC you need to have completed a flight review within the last 24 calendar months. Reset Question Magnetic Variation is the angular difference between true and magnetic north. Magnetic Deviation is a compass error caused by local magnetic fields. Reset Question According to 91.131 a pilot wanting to enter Class B airspace must have at least a private pilot certificate or a student pilot certificate with the appropriate endorsement. Reset Question According to part 91.155 the minimum visibility requirements in Class D is 3 SM. Reset Question According to Part 61.57 to act as PIC carrying passengers you must have made at least 3 takeoffs and 3 landings in the past 90 days. Reset Question According to § 830.15 the NTSB requires the pilot of an aircraft involved in an accident to file an NTSB report within 10 days. Reset Question According to part 61.23: a third class medical certificate expires the "60th month after the month of the date of examination shown on the medical certificate". Reset Question According to part 91.113 a glider has right of way over an airship and an airplane. Reset Question According to part 91.413 the transponder needs to be inspected within the preceding 24 months of your flight. Reset Question Filling the tanks at the end of the day is common practice so you are not leaving room for moisture condensation which could result in water at the bottom of your tanks. Reset Question The acceleration/deceleration compass error states that if you accelerate while on an east or west heading, the weight in the compass will lag and the card will rotate towards the North. Reset Question The whole point of aileron deflection while taxiing is to prevent the wind from picking up a wing or the tail so to remedy that during a right quartering tailwind, the pilot will need to put the right aileron down and the elevator down. Reset Question When flying from a high pressure area to a low pressure area your aircraft's altitude will decrease slowly while the altimeter reading will remain constant, therefore your altimeter is indicating higher than your aircrafts actual altitude. Reset Question The three ingredients to a thunderstorm are: moisture, a lifting mechanism, and instability. More detailed explanation on how thunderstorms develop in the FAA's Pilot's Handbook of Aeronautical Knowledge. Reset Question According to part 91.131 no person may operate an aircraft in Class B airspace without receiving clearance from ATC first. Reset Question According to part 91.119, over a congested area an aircraft must remain 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Reset Question The Vno speed is defined as the maximum structural cruise speed. Where the green arc ends and the yellow arc begins on the airspeed indicator Reset Question According to part 91.107 the PIC has the obligation to brief the passengers on the use of safety belts and to fasten their safety belts during taxi, takeoff, and landing. Reset Question The four fundamentals of maneuvering an aircraft are, as defined in the Airplane Flying Handbook, Straight-and-level flight, turns, climbs, and descents Reset Question According to AC 90-23G the greatest vortex strength occurs when the generating aircraft is heavy, clean, and slow since a "dirty" configured plane hastens wake decay. Reset Question According to part 91.155 the minimum visibility requirements in uncontrolled airspace at an altitude of more than 1,200' AGL and less than 10,000' MSL is 1 SM. Reset Question According to part 91.107, the Pilot in Command is responsible for giving a pre-takeoff briefing of passengers about the use of seatbelts for a flight. Reset Question VFR traffic can fly through an MOA without clearance but should exercise extreme caution when military activity is being conducted. Reset Question This black sign with a 22 written in yellow is a location sign and shows that you are on Runway 22. Typically taxiways are depicted with letters and not numbers. A sign that would direct you towards a runway is a yellow sign with the number of the runway and an arrow giving you direction written in black. Reset Question Squawk code for loss of communications is 7600. Squawk codes 7500 and 7700 are for hijacking and emergencies, respectively. Reset Question 144/60 = 2.4 2.4 \* 7.5 = 18 Reset Question Maneuvering speed is not depicted on the airspeed indicator as it changes with the weight of the aircraft. The red line on the top of the airspeed indicator indicates the never exceed speed. The maximum structural cruising speed is the top of the green arc on the airspeed indicator. Reset Question One purpose of wing flaps is to enable the pilot to make steeper approaches to a landing without increasing the airspeed. Trim is what relieves pilots of maintaining continuous pressure on the controls. Flaps do not decrease the wing area. Reset Question Smartest States in the US Curious which states are the smartest? To determine the smartest states in the U.S., we looked at a few key All Real Estate Practice Tests Listed below are all of our real estate practice exams. Make sure to use the answer explanations at the end All ServSafe Practice Tests Listed below are all of our other free ServSafe practice tests. Pick which one you want to take and start your Preparing for the U.S. Citizenship test? Use our Citizenship practice test below to practice for the exam with questions from the official test bank. Our The National Intercollegiate Flying Association exists today as a forum for collegiate aviators to expand their studies and further their careers by participating in competitive and non-competitive events, networking with industry and contemporaries, and applying themselves to go above-and-beyond their ordinary curriculum. Show your pride in NIFA by wearing official logo merchandise from Sporty's. A portion of every sale goes to NIFA to support its mission. Copyright © 2000-. All rights reserved. Prepare to ace your FAA written exams with Air Power's complete selection of FAA Test Prep Books from ASA. Covering pilots, instructors, and mechanics, these trusted study guides include up-to-date practice questions, explanations, and references to help you succeed on your knowledge tests. Whether you're working toward your private pilot certificate, flight instructor rating, or mechanic license, Air Power offers the latest FAA-approved test prep materials at wholesale pricing with fast shipping and a cover return policy to keep your study library current. Position Name: A to Z Name: Z to A Price: Low to High Price: High to Low Air Power, Inc. carries the complete line of ASA FAA Test Prep Books, trusted by aviation students, instructors, and mechanics to pass FAA written knowledge exams. These guides are fully updated each year and include hundreds of practice questions, explanations, and references aligned with the FAA Airman Certification Standards (ACS). Whether you're studying for your Private Pilot, Instrument Rating, Commercial Certificate, Flight Instructor, or A&P mechanic license, ASA's test prep books help you prepare with confidence. Each book includes access to online test updates and detailed answer explanations written by industry experts. Private Pilot Test Prep Book Instrument Rating Test Prep Commercial Pilot Test Prep Flight Instructor (CFI) Test Prep AMT General, Airframe, and Powerplant Test Prep Books ASA FAA test books are a top choice for flight schools, maintenance academies, and independent study. Air Power offers low pricing, free U.S. ground shipping, and volume discounts for bulk orders to flight schools and pilot shops. \* Prepare to pass with confidence — shop ASA FAA Test Prep Books now or contact us for wholesale flight school pricing. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Taking your written exam for your private pilot license may seem a bit daunting but it doesn't have to be. In this article we'll share some key points to help with your FAA written test prep. With every pilot certificate or rating, there is an associated FAA written test that must be taken. Keep in mind that you must meet the minimum age requirements for your specific test. You will usually have 2-3 hours to take your exam. These exams typically have between 40-100 questions and, in most cases, you must have a score of 70% or higher to pass. This may sound silly, but you need to actually study. So many people think they can meet with their instructor, listen to them talk, and then pass the written test. It just doesn't work like that. You'll need to spend time on your own prepping. We recommend taking practice tests repeatedly. If you can take three practice tests consecutively and score over 85%, you're probably ready. To help you find these practice tests we've compiled a list of resources that you can utilize. Create a consistent study schedule. Your schedule should reflect a balance between rigorous preparation and rest, ensuring that you retain the material effectively without burnout. Identify Your Peak Study Times: Determine the hours when you're most alert and productive. Slot your study sessions during these times to maximize focus. Morning person? Schedule complex topics for the morning. Night owl? Reserve evenings for intensive study. Create Structure: Assign specific topics to each study session. This structured approach helps to compartmentalize your learning and manage your progress. This will help you get through all of the material you need to cover before you take the FAA written exam. For example: Mondays: Airspace classifications and requirements Wednesdays: Weather patterns and their impact on flight Fridays: Aircraft performance and weight-and-balance calculations Set Milestones: Establish weekly goals to measure your progress. This keeps you motivated and helps track your preparedness for test day. Remain Flexible: Life happens—be prepared to adjust your schedule as needed, but aim to make up any missed sessions. Lastly, include short, regular review periods in your sessions to reinforce previously covered material. Consistent revision help solidify understanding and improves long-term retention. When preparing for your FAA Written Test, utilizing FAA-approved study materials is crucial for success. You're expected to have a comprehensive understanding of various aviation topics, and the right resources will guide your learning process effectively. While there are many online learning programs (which can be incredibly helpful) the FAA gives you study material so focus on that first and foremost. FAA Knowledge Test Guide: It's essential to go through the FAA Knowledge Test Guide, which comprehensively outlines the structure and type of questions to expect. Online Resources: Utilize updates and resources from trusted aviation education platforms such as Sporty's to stay current and understand the emphasis areas in the actual test. FAA Practice Test: Regularly take practice exams from reliable sources to assess your knowledge. This not only makes you familiar with the question format but also highlights areas where you may need additional study. When preparing for your FAA Written Test, it's important to have a solid grasp of basic test-taking strategies to navigate the exam confidently. Your approach to the test can greatly influence your performance. Understand the Format: Know that the FAA Knowledge Test consists primarily of multiple-choice questions. Familiarize yourself with the layout, including the number of questions. Practice with FAA Practice Exams: Simulate the testing environment with practice exams. This will not only test your knowledge but also help you manage time effectively. A good strategy is to first answer the questions you are sure of, then return to the more challenging ones. Read Questions Carefully: Misinterpreting a question can lead you to the wrong answer. Pay attention to details in the wording and ensure you understand what is being asked before choosing an answer. Eliminate Obviously Wrong Answers: Often, you can eliminate one or two options right away. This can increase your chances of selecting the correct answer from the remaining choices. Stay Calm and Focused: Your mental state can impact your performance. Stay calm, and if you find yourself getting anxious, pause for a moment and take a few deep breaths to refocus. When studying for the FAA Written Test, taking effective study notes is key to retention and understanding. Start by organizing your notes from the start. Use a clear structure to categorize information by subjects such as airspace, weather, and regulations. Follow these steps for effective note-taking: Highlight Main Points: Identify the main concepts and definitions. Use Visuals: Incorporate diagrams or charts where applicable. Visual aids can help clarify complex information like aeronautical charts. Summarize in Your Own Words: Rewriting information in a way that makes sense to you can aid in deepening your understanding. Bullet Points: Present information in bullet points to isolate important facts and steps. Create Mnemonics: Mnemonics are great tools for memorizing data, especially when recalling ordered steps or lists. Include Practice Questions: After each topic, draft potential exam questions to quiz yourself. This method links your notes to practical application. Review and Revise: Regularly go over your notes, updating and refining as needed to ensure they remain clear and concise. Taking practice tests is an essential part of your study plan when preparing for the FAA Written Test. Identifying weak areas through these exams allows you to concentrate your efforts and strengthen your knowledge where it's needed most. Start by taking a few full-length practice tests to simulate the exam experience. Review your scores carefully, noting the sections where you scored the lowest. For example, if your scores in airspace regulations are consistently lower than in other areas, dedicate more focused time to that subject. Consider working with an instructor to help you better prepare for the exam. \*Sheppard Air does not offer test prep for the private exam. There are many FAA knowledge tests across certificates and ratings. For flight training, these are the most common FAA written tests you may need to take: Sport Pilot Airplane (only taken if you're only pursuing a sport pilot certificate) Private Pilot Airplane Instrument Rating Airplane Commercial Pilot Airplane Flight Instructor Airplane Flight Instructor Instrument Airplane There are additional exams available for those who are converting from other countries or from the military. The written test must be taken at a designated FAA Testing Center like the one here at Thrust Flight. Before your exam, make sure you have all your necessary forms of legal identification and an endorsement from your instructor. Acceptable forms of identifications must be valid and current and include the following: Photo Date of Birth Signature Physical,residential address If your ID does not state your current physical address you can still use that ID so long as you also have a form of address verification. If you're under 18 your legal guardian can present an acceptable form of ID and verify your identity. For more information regarding acceptable forms of ID and Address Verification visit the FAA's website. Don't forget to bring any necessary endorsements or authorizations for your FAA Test. Once you've been checked-in by your proctor you will be required to leave behind any personal items such as: Cellphones Smartwatches Advanced Calculators (anything above 4 function) Supplements Paper/Pens/Pencils Be sure to verify these items in your vehicle or, if the testing center has them, in a locked container. Each facility is different so ask beforehand. Your proctor or yourself may provide the following for your exam: After finishing the test, all materials such as scrap paper, pens/pencils, and other exam materials will be collected. Do not leave the facility until you verify that your information matches your ID and pilot certificate. Your proctor will print out and emboss your score sheet. After you leave you cannot come back to the facility to make changes to your information. Make sure you hold onto your score report since you'll need to present this to the examiner when you take your checkride. Taking an exam can be stressful but by following these tips and being well prepared, it doesn't have to be. If you study your materials and follow this procedure, you'll be more than ready for your FAA Written Test! Not sure what the next step is after your FAA written test? Check out our complete guide to becoming a pilot. Welcome back! Thank you for continuing your journey with us at JOA. We exist to fuel your passion for aviation. Member Benefits Help Us Get To Know You The Aircraft Owners and Pilots Association is the voice of general aviation AOPA protects your freedom to fly, helps keep our airspace safe, and enhances your aviation journey with access to unique products, services and benefits. We'd love for you to join us.