Written Test Question Bank

660 multiple-choice questions across all six certificate levels and both modes, with answer key and reasoning notes. Modeled after FAA Knowledge Test format.

How to use: Cover the answer column with your hand or a card. Write your answer letter on a separate sheet. After 10 questions, score yourself — anything below 80% means you need to review that area.

Helicopter (Rotorcraft)

Private Pilot — 60 questions

Q1. What is the minimum age to obtain a Private Pilot — Helicopter certificate?

A. 16

B. 17

C. 18

D. 21

Answer: B. 17

§61.103(a). 17 years old. Note: 16 for student solo.

Q2. What class of medical certificate is the minimum required to act as PIC under a Private Pilot — Helicopter certificate?

A. First

B. Second

C. Third

D. BasicMed only

Answer: C. Third

§61.23(a)(3). Third-class medical is the minimum for private privileges.

Q3. On a US-built helicopter with the main rotor turning counter-clockwise (viewed from above), translating tendency results in:

A. Right drift in a hover

B. Left drift in a hover

C. Yaw to the right

D. No drift, only yaw

Answer: A. Right drift in a hover

Tail rotor thrust to the right pushes the helicopter right; pilots compensate with left cyclic — appearing as 'translating tendency' to the right.

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Q4. Effective Translational Lift (ETL) typically begins at approximately:

A. 5–10 kt

B. 16–24 kt

C. 30–40 kt

D. 50–60 kt

Answer: B. 16–24 kt

HFH Ch. 2. ETL begins as the rotor flies out of its own downwash — typically 16–24 kt depending on rotor system.

Q5. To recover from settling-with-power (vortex ring state) using the traditional FAA technique:

A. Increase collective and aft cyclic

B. Reduce collective, forward cyclic to gain airspeed

C. Maintain collective, climb out

D. Apply right pedal

Answer: B. Reduce collective, forward cyclic to gain airspeed

Fly out of the descending column. Collective increases the problem; the Vuichard recovery is an alternate technique.

Q6. Required documents to be aboard the helicopter (mnemonic ARROW):

A. Airworthiness, Registration, Radio license (intl), Operating limits, Weight & balance

B. Annual, Registration, Radio, Operating, Weight

C. Airframe, Registration, RPM, Oil, Weight

D. Airworthiness, Records, Radio, Operations, Weight

Answer: A. Airworthiness, Registration, Radio license (intl), Operating limits, Weight & balance

§91.9, §91.203, §91.21. ARROW: Airworthiness, Registration, Radio Station License (international), Operating limits/POH, Weight & balance.

Q7. Inspections required for a privately-operated VFR helicopter not for hire (mnemonic AAV1ATE — only the relevant items):

A. Annual; ADs; Altimeter & Pitot/Static (24 cal mo if IFR); Transponder (24 cal mo); ELT (12 cal mo)

B. Annual; 100hr always; Transponder; ELT

C. Annual; ADs; Magnetic compass annual; Tachometer 12 mo

D. Annual; ADs only — no other inspections

Answer: A. Annual; ADs; Altimeter & Pitot/Static (24 cal mo if IFR); Transponder (24 cal mo); ELT (12 cal mo)

§91.409 Annual; §91.411 Altimeter/Pitot-Static (IFR only); §91.413 Transponder; §91.207 ELT; ADs per §91.403.

Q8. Class B airspace generally extends from:

A. The surface to 4,000 ft AGL

B. Surface to 10,000 ft MSL (in tiers)

C. Surface to 18,000 ft MSL

D. 2,500 ft to 14,500 ft MSL

Answer: B. Surface to 10,000 ft MSL (in tiers)

AIM 3-2-3. Class B is a 'tiered' design from the surface to typically 10,000 ft MSL.

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Q9. VFR weather minimums in Class E airspace below 10,000 ft MSL during the day:

A. 3 SM, 500-1000-2000

B. 1 SM, clear of clouds

C. 5 SM, 1000-1000-1 SM

D. 3 SM, 1000-500-2000

Answer: A. 3 SM, 500-1000-2000

§91.155: 3 SM visibility; 500 below, 1,000 above, 2,000 horizontal.

Q10. A helicopter operating in Class G airspace below 1,200 ft AGL during the day requires:

A. 3 SM, 500-1000-2000

B. 1 SM and clear of clouds; helicopters may operate at less than 1 SM clear of clouds if at a speed allowing the pilot to see and avoid

C. Special VFR clearance

D. No vis or cloud clearance

Answer: B. 1 SM and clear of clouds; helicopters may operate at less than 1 SM clear of clouds if at a speed allowing the pilot to see and avoid

§91.155(b). Helicopters in Class G below 1,200 AGL day: 1/2 SM and clear of clouds at speeds allowing see-and-avoid (less restrictive than airplanes).

Q11. Dynamic rollover is most likely to occur:

A. At a high hover

B. With a skid in contact with the surface acting as a pivot

C. In a steep autorotation

D. With high airspeed in cruise

Answer: B. With a skid in contact with the surface acting as a pivot

HFH Ch. 11. Dynamic rollover requires a pivot point — usually a skid/wheel contacting the surface, snow, or stuck.

Q12. On a helicopter with a counter-clockwise main rotor (viewed from above), retreating blade is the:

A. Right side in forward flight

B. Left side in forward flight

C. Front of the rotor

D. Rear of the rotor

Answer: A. Right side in forward flight

With CCW rotation viewed from above, the right side is retreating in forward flight; the advancing side is left.

Q13. During a straight-in autorotation, the principal rotor RPM driving force is in the:

A. Stall region

B. Driven region

C. Driving region

D. Tip vortex

Answer: C. Driving region

Driving region (between roughly 25–70% of the blade) provides the upward inflow that drives the rotor.

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Q14. Required visibility and ceiling for Special VFR (SVFR) for a helicopter at night (assuming pilot/aircraft eligible):

A. 3 SM and 1,000 ft ceiling

B. 1 SM and clear of clouds

C. Helicopters are exempt from SVFR night minimums

D. 1/2 SM, day only

Answer: C. Helicopters are exempt from SVFR night minimums

§91.157(b)(4). Helicopters are excepted from the airplane SVFR night requirements (instrument-rated pilot/aircraft for airplanes); helicopters may conduct SVFR at night with 1 SM (or 1/2 SM by §91.155 helicopter rule depending on the rule). Verify the local rule.

Q15. The required hours of solo flight for a Private Pilot — Helicopter under Part 61 are:

A. 5 hours

B. 10 hours

C. 20 hours

D. 40 hours

Answer: B. 10 hours

§61.109(c)(2). 10 hours of solo flight including 3 hours of solo XC.

Q16. During a low-G/pushover in a semi-rigid (teetering) rotor, the danger is:

A. Mast bumping

B. Settling with power

C. Loss of tail rotor effectiveness

D. Ground resonance

Answer: A. Mast bumping

Mast bumping: at low G, the rotor unloads and a roll/yaw can cause the rotor to strike the mast. Recovery: smooth aft cyclic to load the rotor first.

Q17. Weight & balance: shifting fuel/cargo aft moves CG:

A. Forward

B. Aft

C. No change

D. Lateral only

Answer: B. Aft

Aft of the existing CG → CG moves aft. Use the moment-balance equation.

Q18. To prevent loss of tail rotor effectiveness (LTE) in a CCW main-rotor helicopter, what is the most hazardous relative wind region?

A. Direct headwind

B. Right quartering tailwind (relative wind from ~210°–330° in low-airspeed)

C. Direct left crosswind

D. From below

Answer: B. Right quartering tailwind (relative wind from ~210°–330° in low-airspeed)

AC 90-95 / HFH. Multiple wind azimuth regions cause LTE; tailwinds and right quartering winds reduce TR effectiveness in CCW rotors.

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Q19. Hover power required curve: the minimum power speed (Vy-equivalent for power) is:

A. At a hover

B. About 50–60 kt (varies by aircraft)

C. At Vne

D. At ETL

Answer: B. About 50–60 kt (varies by aircraft)

Power required is highest in a hover and at high speed, lowest near 'bucket' speed (often ~50–60 kt).

Q20. During a confined-area operation, the high recon evaluates 4 S's:

A. Size, Shape, Surface, Surroundings

B. Speed, Slope, Surface, Sky

C. Sun, Site, Slope, Sound

D. Sun, Surface, Sound, Surroundings

Answer: A. Size, Shape, Surface, Surroundings

HFH. Size, Shape, Surface, Surroundings — plus wind, departure path, escape route.

Q21. You must complete a flight review within the preceding:

A. 12 calendar months

B. 24 calendar months

C. 36 calendar months

D. 6 calendar months

Answer: B. 24 calendar months

§61.56. 24 calendar months; minimum 1 hour ground + 1 hour flight.

Q22. To carry passengers (helicopter), the recency requirement is:

A. 3 takeoffs/landings to a full stop within 90 days in a helicopter

B. 3 takeoffs/landings within 90 days, may be touch-and-go in a helicopter

C. 3 hours within 90 days

D. Annual flight review only

Answer: B. 3 takeoffs/landings within 90 days, may be touch-and-go in a helicopter

§61.57(a). 3 T/Ls within 90 days in the same category/class (and type if type-rated). Helicopters: full-stop is required at night, not day.

Q23. You become 'PIC time-in-type' for a Robinson R22 only after:

A. 20 hours dual

B. SFAR 73 awareness training and the required hours/recurrent

C. First solo

D. Logbook endorsement only

Answer: B. SFAR 73 awareness training and the required hours/recurrent

SFAR 73 imposes specific training and currency for R22/R44, including awareness training and 12-month recurrent.

Q24. In a hovering autorotation (engine failure in a hover), the pilot's primary control input is:

A. Cyclic full aft

B. Pedals only

C. Cushion the touchdown with collective at the appropriate moment

D. Maintain collective, lower nose

Answer: C. Cushion the touchdown with collective at the appropriate moment

HFH. Allow vertical descent, maintain heading with pedals, cushion with collective just before touchdown.

Q25. What instrument indication identifies an excessive rate of descent in autorotation?

A. Manifold pressure dropping

B. RRPM rising into the high green/yellow

C. RRPM dropping into the low yellow

D. No indication, only feel

Answer: B. RRPM rising into the high green/yellow

Higher airflow through the rotor in a fast descent increases RRPM. Use collective to manage RRPM.

Q26. The minimum visibility/ceiling to depart Class D under a Special VFR clearance is:

A. 1 SM and clear of clouds

B. 3 SM and 1,000 ft

C. 1/2 SM and clear of clouds (helicopter)

D. Pattern-altitude visibility

Answer: A. 1 SM and clear of clouds

§91.157. SVFR base 1 SM and clear of clouds; helicopter rule may permit less in some cases — verify.

Q27. Density altitude is:

A. Pressure altitude corrected for nonstandard temperature

B. True altitude

C. Indicated altitude

D. Cabin altitude

Answer: A. Pressure altitude corrected for nonstandard temperature

DA = pressure altitude corrected for temperature. Higher DA = degraded performance.

Q28. A helicopter departing a high DA airport requires:

A. Less power

B. More power

C. No change

D. Less rotor RPM

Answer: B. More power

Less dense air → less thrust per blade pitch → more collective demanded for the same lift.

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Q29. During a normal takeoff to a hover, you should monitor for which of these in particular?

A. Engine over-speed only

B. Translating tendency, RPM, Ts & Ps in green

C. Tail rotor RPM directly

D. Cabin pressurization

Answer: B. Translating tendency, RPM, Ts & Ps in green

Smooth lift, monitor RRPM, oil/temps in green, anticipate translating tendency and any anti-torque inputs.

Q30. When is a transponder required (within 30 NM of a Class B primary airport)?

A. Always within the 30 NM 'Mode C veil'

B. Only above 10,000 MSL

C. Only when on an IFR flight plan

D. Only if the aircraft has one installed

Answer: A. Always within the 30 NM 'Mode C veil'

§91.215. Mode C veil + ADS-B Out (§91.225) requirements apply.

Q31. Effective Translational Lift (ETL) is most pronounced at approximately:

A. 10 kt

B. 16-24 kt

C. 40 kt

D. Vne

Answer: B. 16-24 kt

HFH Ch 2. ETL begins ~16-24 kt as the rotor flies into undisturbed air.

Q32. During ground effect, the rotor system is operating:

A. Above the rotor diameter from the surface

B. Within approximately one rotor diameter of the surface

C. Always at OGE

D. Only at high altitude

Answer: B. Within approximately one rotor diameter of the surface

HFH Ch 2. Ground effect within ~1 rotor diameter; reduced induced drag.

Q33. To recover from a stuck pedal in cruise (anti-torque drive functional but pedal frozen at neutral):

A. Land immediately at first available spot

B. Adjust airspeed and power to balance yaw, plan a run-on landing per RFM

C. Cycle the pedal forcefully

D. Reduce collective immediately

Answer: B. Adjust airspeed and power to balance yaw, plan a run-on landing per RFM

RFM emergency procedures. Use airspeed/power to weathervane; run-on landing.

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Q34. For a hovering autorotation (engine failure in hover, piston):

A. Pull collective immediately

B. Allow vertical descent, cushion with collective just before touchdown

C. Push cyclic forward

D. Roll throttle on

Answer: B. Allow vertical descent, cushion with collective just before touchdown

HFH Ch 11. Cushion at the right moment with collective.

Q35. In a low-G pushover, the immediate hazard in a teetering rotor is:

A. Settling with power

B. Mast bumping

C. LTE

D. Carb ice

Answer: B. Mast bumping

HFH Ch 11. Mast bumping — recovery: smooth aft cyclic to load the rotor first.

Q36. Carburetor icing is most likely in helicopters with:

A. High temperatures only

B. OAT 20-70°F with high humidity, even visible moisture

C. Below freezing only

D. Above 90°F

Answer: B. OAT 20-70°F with high humidity, even visible moisture

PHAK Ch 6. Apply carb heat per RFM.

Q37. For pilot recency (passenger carriage at night) under §61.57(b):

A. 3 T/Ls within 90 days, must be full-stop landings to a full stop

B. 3 T/Ls within 90 days, can be touch-and-go

C. 5 T/Ls within 90 days

D. Annual flight review only

Answer: A. 3 T/Ls within 90 days, must be full-stop landings to a full stop

§61.57(b). Night T/Ls must be full-stop.

Q38. VFR fuel reserves at night (helicopter):

A. 20 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Answer: A. 20 minutes

§91.151(b). Helicopter VFR — 20 min day or night (less than airplane).

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Q39. Maximum holding airspeeds at 6,001-14,000 ft MSL (helicopter or airplane):

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: C. 230 KIAS

AIM 5-3-8. 6,001-14,000 = 230 KIAS; ≤6,000 = 200 KIAS; ≥14,001 = 265 KIAS.

Q40. Approaching a steep approach (>13°), the primary hazard is:

A. Tail-rotor strike

B. Settling with power if airspeed drops below ETL with high descent rate

C. Engine failure

D. Loss of altitude

Answer: B. Settling with power if airspeed drops below ETL with high descent rate

HFH Ch 9 / Ch 11. Settling-with-power risk during late deceleration on a steep approach.

Q41. Class C airspace requires:

A. Two-way comm establishment with ATC; Mode C / ADS-B Out

B. Filed IFR flight plan only

C. Just see-and-avoid

D. Special instructor endorsement

Answer: A. Two-way comm establishment with ATC; Mode C / ADS-B Out

§91.130, §91.215, §91.225. Two-way comm + Mode C/ADS-B Out.

Q42. What's the minimum visibility for Special VFR helicopter operations during the day?

A. 3 SM

B. 1 SM

C. ½ SM (helicopter exception per §91.155 may apply)

D. No minimum

Answer: C. ½ SM (helicopter exception per §91.155 may apply)

§91.157 / §91.155(b). Helicopter SVFR can be ½ SM in some Class G low-altitude per the helicopter exception.

Q43. Required documents in your wallet (PIC):

A. Photo ID, Pilot certificate, current Medical (or BasicMed eligibility)

B. Medical only

C. Photo ID + logbook

D. Pilot certificate only

Answer: A. Photo ID, Pilot certificate, current Medical (or BasicMed eligibility)

§61.3. ID, pilot cert, medical.

Q44. On a hot day at high DA, expect:

A. Lower power required

B. Higher power required, longer takeoff distance, reduced climb

C. No change

D. More efficient autorotation

Answer: B. Higher power required, longer takeoff distance, reduced climb

HFH Ch 4. Density altitude degrades performance.

Q45. Slope landing — the immediate hazard if the upslope skid is allowed to lift first is:

A. LTE

B. Dynamic rollover past the critical roll angle (~8-10°)

C. Settling with power

D. Tail strike

Answer: B. Dynamic rollover past the critical roll angle (~8-10°)

HFH Ch 11. Always touchdown the upslope skid first, neutralize cyclic gradually.

Q46. In an autorotation, the driving region of the rotor is:

A. The blade tip

B. The blade root

C. The middle 25-70% of the blade

D. Outside the disc

Answer: C. The middle 25-70% of the blade

HFH Ch 11. Driving region drives rotor RPM in autorotation.

Q47. On a cross-country planning chart, the magenta dashed line surrounding an airport indicates:

A. Class B

B. Class C

C. Class D

D. Class E surface area

Answer: D. Class E surface area

AIM 3-2. Magenta dashed = Class E surface area (extends to surface).

Q48. Maximum altitude where Class A airspace begins:

A. FL180 (18,000 ft MSL)

B. FL240

C. FL280

D. FL410

Answer: A. FL180 (18,000 ft MSL)

§91.135 / AIM 3-2-2. Class A: FL180 to FL600. Helicopters generally don't operate above FL180 unless equipped.

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Q49. To act as PIC of a helicopter under BasicMed:

A. Always permitted

B. Generally permitted but verify §68.3 — most helicopter operations are eligible if not for hire

C. Never permitted

D. Only IFR

Answer: B. Generally permitted but verify §68.3 — most helicopter operations are eligible if not for hire

§68.3. BasicMed: helicopter PIC must verify aircraft and operation eligibility.

Q50. Translating tendency in a US helicopter (CCW main rotor) is countered by:

A. Mast tilt to the left and/or rigging

B. Tail rotor only

C. Pedal alone

D. Increased collective

Answer: A. Mast tilt to the left and/or rigging

HFH Ch 2. Manufacturers compensate; pilot adds small left-cyclic in hover.

Q51. During a confined area approach, the recon should include 4 S's:

A. Size, Shape, Surface, Surroundings

B. Speed, Slope, Sky, Sound

C. Sun, Surface, Sound, Surroundings

D. Site, Slope, Sun, Surroundings

Answer: A. Size, Shape, Surface, Surroundings

HFH Ch 8.

Q52. For solo flight in an R22 under SFAR 73, the pilot must have:

A. 20 hours dual

B. Awareness training and either 200 hours total helicopter or 50 hours R22 + endorsement

C. Just a CFI signature

D. No special requirement

Answer: B. Awareness training and either 200 hours total helicopter or 50 hours R22 + endorsement

SFAR 73 §2.

Q53. What's the recommended action if you encounter inadvertent IMC in a VFR-only helicopter?

A. Continue at low altitude

B. Level wings on AI immediately, climb to MSA, declare, request vectors to VMC

C. Land immediately

D. Turn 180° at low altitude

Answer: B. Level wings on AI immediately, climb to MSA, declare, request vectors to VMC

AIM 7-5-9. IIMC procedure: aviate first, climb, declare.

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Q54. For airworthiness — when must an Annual inspection be completed?

A. Every 12 calendar months

B. Every 100 hours

C. Every 24 calendar months

D. Annually on Jan 1

Answer: A. Every 12 calendar months

§91.409. Within 12 calendar months.

Q55. In a hover, your eyes should be focused on:

A. Just inside the cockpit

B. A reference point 50-100 ft outside the helicopter (slightly forward and to one side)

C. Always straight down

D. On the instruments

Answer: B. A reference point 50-100 ft outside the helicopter (slightly forward and to one side)

HFH Ch 9. Look at a distant reference; use peripheral vision for height.

Q56. To prevent loss of tail rotor effectiveness (LTE) at low airspeed:

A. Stay out-of-wind

B. Avoid hovering with quartering tailwinds (~210-330° relative wind in CCW), maintain rotor RPM

C. Use autopilot

D. Never hover OGE

Answer: B. Avoid hovering with quartering tailwinds (~210-330° relative wind in CCW), maintain rotor RPM

AC 90-95.

Q57. During a normal approach to a hover, deceleration begins at:

A. 50 kt

B. Approximately 200 ft AGL or as briefed

C. Vne

D. 100 ft above ETL

Answer: B. Approximately 200 ft AGL or as briefed

HFH Ch 9. Plan deceleration based on profile.

Q58. VFR cruising altitudes apply when:

A. At any altitude

B. Above 3,000 ft AGL on courses 0°-179° (odd thousands +500) and 180°-359° (even thousands +500)

C. Only at night

D. IFR only

Answer: B. Above 3,000 ft AGL on courses 0°-179° (odd thousands +500) and 180°-359° (even thousands +500)

§91.159. Above 3,000 AGL: 0-179° = odd+500; 180-359° = even+500.

Q59. What is the required aircraft inspection within 30 days for IFR navigation?

A. VOR check

B. Annual

C. 100-hour

D. Transponder

Answer: A. VOR check

§91.171. VOR within 30 days for IFR ops.

Q60. Mode C transponder is required:

A. Within 30 NM of a Class B primary airport (Mode C veil), and in/above Class B/C, and above 10,000 MSL

B. Always

C. Only IFR

D. Only at night

Answer: A. Within 30 NM of a Class B primary airport (Mode C veil), and in/above Class B/C, and above 10,000 MSL

§91.215.

Commercial Pilot — 60 questions

Q1. Minimum total time to qualify under §61.129(c) for the Commercial Pilot — Helicopter:

A. 100 hours

B. 150 hours

C. 200 hours

D. 250 hours

Answer: B. 150 hours

§61.129(c). 150 hours total flight time is the Part 61 minimum.

Q2. Of the 150 hours, how many must be PIC?

A. 50

B. 100

C. 75

D. 35

Answer: B. 100

§61.129(c)(2). 100 hours PIC, of which 35 in helicopters and 10 PIC XC in helicopters.

Q3. For the long solo cross-country at the Commercial level (helicopter):

A. ≥75 NM with one leg >25 NM

B. ≥100 NM total with landings at three points and one leg ≥50 NM

C. ≥250 NM, three points

D. ≥300 NM, three points

Answer: B. ≥100 NM total with landings at three points and one leg ≥50 NM

§61.129(c)(4)(i). 100 NM, three points, one leg ≥50 NM straight-line.

Q4. At the Commercial level, the maneuver requiring 180° autorotation 'to a designated spot' is:

A. Optional

B. Required

C. Only at Part 141 schools

D. Only night training

Answer: B. Required

Commercial ACS lists 180° autorotation to a spot as a required maneuver.

Q5. Class A external load operations (Part 133) means:

A. Cargo on a fixed line, not free, not jettisonable

B. Cargo jettisonable, free of land/water

C. Cargo in contact with land/water

D. Human external cargo only

Answer: A. Cargo on a fixed line, not free, not jettisonable

Class A: cargo cannot move freely and is not jettisonable. Class B: jettisonable, free of land/water. Class C: drag/contact with surface. Class D: HEC.

Q6. For a helicopter to be operated for hire on a XC >50 NM at night, the pilot must hold:

A. Only a Commercial certificate

B. An Instrument-Helicopter rating in addition to Commercial

C. A second-in-command type rating

D. Only a CFI

Answer: B. An Instrument-Helicopter rating in addition to Commercial

§61.133(b). Commercial pilot is restricted unless the IRH rating is held.

Q7. For a public-use HEMS operation, what additional rule sets typically apply?

A. Part 121 only

B. Part 91 Subpart K, Part 135 (and helicopter air ambulance under §135.601 et seq.)

C. Part 137 only

D. Part 91 only

Answer: B. Part 91 Subpart K, Part 135 (and helicopter air ambulance under §135.601 et seq.)

HEMS typically operate Part 135, with helicopter air ambulance rules in §135.601 series; Subpart K is fractional.

Q8. The maximum gross weight increase due to external load operations in Class B/C/D is governed by:

A. RFM and §133.45 — must remain within RFM external load limits and approved Type Certificate

B. ATC limits

C. Pilot judgment only

D. Not regulated

Answer: A. RFM and §133.45 — must remain within RFM external load limits and approved Type Certificate

§133.45 references rotorcraft load combination flight manual.

Q9. For a steep approach (per Commercial ACS), the descent angle is approximately:

A. 3°

B. 5°

C. Greater than 13° (typically 13–15°)

D. 45°

Answer: C. Greater than 13° (typically 13–15°)

Commercial ACS — steep approach is greater than approximately 13°.

Q10. The shallow approach to a running landing is used when:

A. Hover power is unavailable (e.g., hot/high) or to avoid OGE hover into a surface

B. Always at sea level

C. Only at night

D. For a quick stop

Answer: A. Hover power is unavailable (e.g., hot/high) or to avoid OGE hover into a surface

HFH. Used when full hover power is not available; touchdown with forward speed using a shallow angle.

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Q11. A pilot operating Part 91 commercial flights for compensation:

A. Always allowed under Commercial certificate

B. Limited to certain §91 exceptions, not 'common carriage'

C. May fly common carriage if Commercial only

D. No regulation applies

Answer: B. Limited to certain §91 exceptions, not 'common carriage'

Holding out for compensation is common carriage and requires Part 119/135 certificate; §91 has limited exceptions.

Q12. Under §91.151, fuel reserves for VFR helicopter day:

A. 20 minutes at normal cruise

B. 30 minutes at normal cruise

C. 45 minutes at normal cruise

D. No minimum

Answer: A. 20 minutes at normal cruise

§91.151(b). Helicopter VFR day: 20 minutes; night helicopter VFR is also 20 minutes (different from airplane 30/45).

Q13. Under §91.153, the alternate-airport rule for VFR is:

A. No alternate required for VFR

B. An alternate is required if weather marginal

C. An alternate must be filed if 3 SM or lower

D. Always required

Answer: A. No alternate required for VFR

§91.153 applies to VFR flight plan content; an alternate is not required for VFR but is for IFR per §91.169.

Q14. During a high-altitude/hot-day (high DA) operation, the pilot should expect:

A. Better hover performance

B. More power required to hover and reduced climb performance

C. No change

D. Less collective required

Answer: B. More power required to hover and reduced climb performance

HFH. Density altitude reduces engine and rotor performance; expect higher collective and longer takeoffs.

Q15. Robinson SFAR 73 awareness training requires recurrent training every:

A. 6 months

B. 12 calendar months

C. 24 calendar months

D. 36 calendar months

Answer: B. 12 calendar months

SFAR 73 — annual flight review/awareness recurrence within 12 calendar months.

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Q16. You are PIC of a long-line external load (Class B). Which is true?

A. You may operate without an RFM supplement

B. You must have a Class B RLC supplement and follow §133

C. You are exempt from §133

D. SFAR 73 supersedes §133

Answer: B. You must have a Class B RLC supplement and follow §133

§133.45 / §133.43. Each load combination must be flight-manual evaluated.

Q17. For a confined-area operation, escape route should be planned for:

A. Wind direction only

B. All phases — into-wind departure when possible, alternative if wind shifts

C. Engine failure only

D. Tail rotor failure only

Answer: B. All phases — into-wind departure when possible, alternative if wind shifts

Plan multiple escape routes considering engine failure, tail rotor failure, and wind.

Q18. Vne (never-exceed speed) decreases with:

A. Decreasing density altitude

B. Increasing density altitude and gross weight

C. Decreasing temperature

D. Lower OAT only

Answer: B. Increasing density altitude and gross weight

HFH. Vne decreases with high DA and high gross weight to avoid retreating blade stall.

Q19. Under §61.133, a Commercial Pilot helicopter without an instrument rating is limited to:

A. No restrictions

B. No flights for hire over 50 NM XC or at night for hire

C. Only solo flight

D. Only Part 91

Answer: B. No flights for hire over 50 NM XC or at night for hire

§61.133(b). Restricts XC >50 NM and night for hire without IRH.

Q20. Vortex Ring State (settling-with-power) requires:

A. Engine failure

B. Power applied + low airspeed (< ETL) + descent rate ~300+ fpm into own downwash

C. High airspeed

D. Low rotor RPM

Answer: B. Power applied + low airspeed (< ETL) + descent rate ~300+ fpm into own downwash

HFH. Three conditions must occur together. Vuichard recovery is an alternate to traditional fly-out.

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Q21. Density altitude effect on autorotation:

A. Reduced rotor inertia, faster descent rate, longer flare distance

B. No change

C. Slower descent

D. More power required

Answer: A. Reduced rotor inertia, faster descent rate, longer flare distance

High DA = thinner air; the same airfoil produces less drag = more descent rate; flare timing may need adjustment.

Q22. The helicopter rapid deceleration (quick stop) maneuver is used to:

A. Stop forward motion quickly with minimum altitude loss

B. Begin an autorotation

C. Initiate a steep takeoff

D. Test rotor RPM

Answer: A. Stop forward motion quickly with minimum altitude loss

HFH. Used to stop forward motion in a controlled deceleration; care to avoid tail strike.

Q23. For a maximum-performance takeoff, the typical technique is:

A. Run-on takeoff with shallow climb

B. Vertical lift to the lowest practical altitude, accelerate through ETL while climbing at the airspeed/profile in the RFM

C. Roll-on takeoff at high speed

D. Hover-taxi to runway

Answer: B. Vertical lift to the lowest practical altitude, accelerate through ETL while climbing at the airspeed/profile in the RFM

Used to clear an obstacle; refer to RFM for power and airspeed schedule.

Q24. Which is a CG hazard for slung-load operations?

A. No effect

B. Forward CG shifts when load swings forward; aft when load swings aft (and lateral)

C. Only longitudinal effects

D. Only lateral effects

Answer: B. Forward CG shifts when load swings forward; aft when load swings aft (and lateral)

External load shifts can move CG laterally and longitudinally; coordinate with RFM limits.

Q25. Logbook entries for commercial pilot's hours must be retained:

A. Until issuance of next certificate

B. For the duration of any documentation requirement (typically as needed for application/§61.51)

C. Only 12 months

D. Indefinitely is not required

Answer: B. For the duration of any documentation requirement (typically as needed for application/§61.51)

§61.51. Records to support certification, currency, ratings, and recency must be kept as appropriate.

Q26. For a public aircraft operation (e.g., government), Part 91 vs 135:

A. Always Part 135

B. Public aircraft operations are governed by §1.1 PAO statute and may operate under Part 91

C. Always Part 121

D. Always SFAR

Answer: B. Public aircraft operations are governed by §1.1 PAO statute and may operate under Part 91

PAO is defined in 49 USC 40102/40125 and FAA AC 00-1.1; PAO are typically Part 91 with public-use exemptions.

Q27. The single greatest commercial-helicopter hazard during external load is generally:

A. Engine fire

B. Loss of visual reference / dynamic load oscillation

C. Communication

D. Tail strike

Answer: B. Loss of visual reference / dynamic load oscillation

Industry safety reports — long-line and slung loads pose visual reference and load-stability risks.

Q28. For Part 137 operations (agricultural), the helicopter must:

A. Have a special airworthiness for restricted category as applicable, and the operator a Part 137 certificate

B. No special requirements

C. Be operated under Part 91 only

D. Be a public aircraft

Answer: A. Have a special airworthiness for restricted category as applicable, and the operator a Part 137 certificate

Part 137 governs agricultural operations; aircraft typically require restricted category certification.

Q29. Under §61.133, a Commercial helicopter pilot may instruct another for hire if:

A. Only with a CFI certificate (per §61.193)

B. With Commercial certificate alone

C. Only on Part 91 flights

D. Only with ATP

Answer: A. Only with a CFI certificate (per §61.193)

Instructing for hire requires the appropriate flight instructor certificate.

Q30. Aerodynamic difference between an autorotation and powered descent:

A. Same

B. In autorotation, airflow is from below the rotor; in powered descent, airflow is from above

C. No airflow difference

D. Power on always

Answer: B. In autorotation, airflow is from below the rotor; in powered descent, airflow is from above

HFH Ch 11. In autorotation, relative wind is upward through the rotor disc.

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Q31. For the helicopter Commercial 180° autorotation, touchdown should be:

A. Anywhere on the runway

B. Within published ACS tolerance of a designated spot

C. Always centerline

D. No tolerance

Answer: B. Within published ACS tolerance of a designated spot

FAA-S-ACS-16. Tolerance per current ACS revision.

Q32. Class A external load operations (Part 133):

A. Cargo on a fixed line, not jettisonable

B. Cargo jettisonable, free of land/water

C. Cargo in contact with land/water

D. Human external cargo only

Answer: A. Cargo on a fixed line, not jettisonable

§133. Class A vs B vs C vs D distinctions.

Q33. Class B external load:

A. Cargo on a fixed line, not jettisonable

B. Cargo jettisonable, free of land/water during the operation

C. Drag/contact with surface

D. Human external cargo

Answer: B. Cargo jettisonable, free of land/water during the operation

§133.

Q34. For helicopter night XC at the Commercial level (§61.129(c)):

A. 3 hours

B. 5 hours with 10 T/Ls at a towered airport

C. 10 hours

D. Just one XC

Answer: B. 5 hours with 10 T/Ls at a towered airport

§61.129(c)(2)(ii). 5 hr night with 10 T/Ls.

Q35. Robinson SFAR 73 recurrent training is required every:

A. 6 months

B. 12 calendar months

C. 24 calendar months

D. 36 calendar months

Answer: B. 12 calendar months

SFAR 73 §2(c). 12 calendar months.

Q36. To act as PIC of an R22 under SFAR 73 with less than 200 hours total helicopter time:

A. Not allowed

B. Permitted with 50 hours in R22 + SFAR 73 endorsement

C. Always allowed

D. Just need a Private cert

Answer: B. Permitted with 50 hours in R22 + SFAR 73 endorsement

SFAR 73 §2(b)(1).

Q37. For an R22 CFI under SFAR 73 §3:

A. No special requirement

B. 200 hours total helicopter time AND 50 hours in R22 (instructor)

C. 100 hours total

D. Just CFI certificate

Answer: B. 200 hours total helicopter time AND 50 hours in R22 (instructor)

SFAR 73 §3.

Q38. Steep approach angle (Commercial Helicopter ACS):

A. 3°

B. 5°

C. ≥13° (typically 13-15°)

D. 45°

Answer: C. ≥13° (typically 13-15°)

FAA-S-ACS-16.

Q39. For confined area operation, the high recon altitude is typically:

A. 100 ft AGL

B. Approximately 300-500 ft AGL

C. 1000 ft AGL

D. Vne

Answer: B. Approximately 300-500 ft AGL

HFH Ch 8. High recon to assess 4 S's; low recon on final.

Q40. During slope landings, dynamic rollover risk increases when:

A. The downhill skid makes contact first

B. The upslope cyclic input is excessive past the critical roll angle (~8-10°)

C. Power is reduced

D. Rotor RPM is normal

Answer: B. The upslope cyclic input is excessive past the critical roll angle (~8-10°)

HFH Ch 11.

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Q41. Carriage of property for hire on a XC > 50 NM (Commercial helicopter without IRH):

A. Always allowed

B. Restricted by §61.133(b) without an Instrument-Helicopter rating

C. Allowed if VFR only

D. No restriction

Answer: B. Restricted by §61.133(b) without an Instrument-Helicopter rating

§61.133(b).

Q42. For external load operations, weight & balance considerations include:

A. Total weight only

B. Total weight, longitudinal CG, lateral CG, and load swing dynamics

C. Load weight only

D. Empty weight only

Answer: B. Total weight, longitudinal CG, lateral CG, and load swing dynamics

§133.45. RFM external-load supplement.

Q43. For pilot logbook documentation of commercial training (§61.51):

A. No documentation required

B. Maintain records to support certificate, currency, and recency requirements

C. Only flight time

D. Only PIC time

Answer: B. Maintain records to support certificate, currency, and recency requirements

§61.51. Records to support eligibility.

Q44. Vne (never-exceed speed) decreases with:

A. Lower density altitude

B. Higher density altitude and gross weight

C. Lower temperature

D. Lower OAT only

Answer: B. Higher density altitude and gross weight

HFH. Vne decreases at high DA / weight to avoid retreating-blade stall.

Q45. Hovering autorotation (engine failure in hover, piston):

A. Pull collective immediately

B. Allow vertical descent, cushion with collective at the right moment

C. Push cyclic forward

D. Roll throttle on

Answer: B. Allow vertical descent, cushion with collective at the right moment

HFH Ch 11.

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Q46. During settling-with-power recovery (Vuichard):

A. Reduce collective only

B. Cyclic toward the advancing-blade side, full opposite pedal, small collective increase to translate sideways out of the column

C. Pull aft cyclic only

D. Add full collective

Answer: B. Cyclic toward the advancing-blade side, full opposite pedal, small collective increase to translate sideways out of the column

HFH Ch 11. Vuichard alternative to fly-out.

Q47. For Commercial helicopter, instrument flight training requirement:

A. 10 hours

B. Per §61.129(c) — verify with current rule

C. 20 hours

D. No requirement

Answer: B. Per §61.129(c) — verify with current rule

§61.129(c).

Q48. Pinnacle approach considerations:

A. Same as confined area

B. Wind variability due to terrain; downdrafts on the lee side; smaller landing zone

C. Always at sea level

D. No special considerations

Answer: B. Wind variability due to terrain; downdrafts on the lee side; smaller landing zone

HFH Ch 8.

Q49. For private aircraft commercial use under Part 91:

A. Holding out for hire = common carriage = requires Part 119 / 135 / 137 certificate

B. Always allowed

C. Just CPL needed

D. Never permitted

Answer: A. Holding out for hire = common carriage = requires Part 119 / 135 / 137 certificate

Part 119, AC 119-1.

Q50. For helicopter long XC at the Commercial level (§61.129(c)):

A. ≥75 NM, three points

B. ≥100 NM total with three points and a leg ≥50 NM

C. ≥250 NM

D. ≥300 NM

Answer: B. ≥100 NM total with three points and a leg ≥50 NM

§61.129(c)(4)(i).

Q51. Quick stop (rapid deceleration) — primary hazards:

A. Engine failure

B. Aggressive aft cyclic causing tail strike

C. Loss of altitude

D. Carb ice

Answer: B. Aggressive aft cyclic causing tail strike

HFH Ch 9. Tail-strike awareness.

Q52. In OGE hover at high DA:

A. Lower power required

B. Higher power required, possibly above available — verify with HOGE chart

C. No change

D. Better climb

Answer: B. Higher power required, possibly above available — verify with HOGE chart

HFH Ch 4. OGE hover power may exceed available power at high DA.

Q53. For commercial pilot, IRH benefit beyond §61.133:

A. No benefit

B. Allows for-hire XC > 50 NM and night-for-hire flights

C. Just adds rating

D. Lower medical

Answer: B. Allows for-hire XC > 50 NM and night-for-hire flights

§61.133(b).

Q54. During a max-performance takeoff:

A. Slow climb

B. Rapid lift to clear obstacle while maintaining adequate rotor RPM and following the published profile

C. Slow taxi

D. Auto-rotation

Answer: B. Rapid lift to clear obstacle while maintaining adequate rotor RPM and following the published profile

HFH Ch 9.

Q55. For low-G situations in semi-rigid (teetering) rotors, recovery is:

A. Pull collective

B. Smooth aft cyclic to reload the rotor first, then lateral correction

C. Push forward

D. Add power

Answer: B. Smooth aft cyclic to reload the rotor first, then lateral correction

HFH Ch 11. Mast-bumping prevention.

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Q56. Maximum holding airspeed at ≤6,000 ft MSL:

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: B. 200 KIAS

AIM 5-3-8.

Q57. In a steep approach, the angle is typically:

A. 3°

B. Greater than 13°

C. 45°

D. 60°

Answer: B. Greater than 13°

FAA-S-ACS-16. Commercial steep approach >13°.

Q58. For commercial helicopter pilots flying for hire (Part 91 exceptions):

A. Always allowed

B. §91 has limited exceptions (e.g., flight instruction, demos, repositioning, etc.); for-hire transport requires Part 135

C. Just need CFI

D. No restrictions

Answer: B. §91 has limited exceptions (e.g., flight instruction, demos, repositioning, etc.); for-hire transport requires Part 135

§119 / AC 119-1.

Q59. For helicopter performance at high altitude:

A. Better climb

B. Service ceiling decreases; HOGE power required exceeds available at high DA

C. No change

D. Higher Vne

Answer: B. Service ceiling decreases; HOGE power required exceeds available at high DA

HFH Ch 4.

Q60. Confined area approach — escape route should consider:

A. Wind only

B. Engine failure, tail rotor failure, multiple options based on wind/terrain

C. Just one option

D. Approach path only

Answer: B. Engine failure, tail rotor failure, multiple options based on wind/terrain

HFH Ch 8.

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Instrument Rating — 60 questions

Q1. Minimum cross-country PIC time required to qualify for an Instrument Rating — Helicopter:

A. 25 hours

B. 40 hours

C. 50 hours, of which ≥10 hours in helicopters

D. 100 hours

Answer: C. 50 hours, of which ≥10 hours in helicopters

§61.65(g). 50 hours XC PIC, with at least 10 in helicopters.

Q2. Required hours of instrument flight training in a helicopter for IRH:

A. 10 hours

B. 15 hours

C. 25 hours

D. 40 hours

Answer: B. 15 hours

§61.65(g)(1). 15 hours of helicopter instrument flight training from an authorized instructor.

Q3. Required total instrument time for IRH:

A. 20 hours

B. 30 hours

C. 40 hours

D. 50 hours

Answer: C. 40 hours

§61.65(d). 40 hours of actual or simulated instrument time.

Q4. Helicopter IFR fuel reserve under §91.167:

A. 10 minutes after the alternate

B. 30 minutes at normal cruise after the alternate (or destination if no alternate required)

C. 45 minutes after the alternate

D. 60 minutes after the destination

Answer: B. 30 minutes at normal cruise after the alternate (or destination if no alternate required)

§91.167(b)(2). Helicopter: destination + alternate (if required) + 30 minutes.

Q5. For instrument currency under §61.57(c), within the preceding 6 calendar months you must perform:

A. 6 approaches, holding, intercept/track

B. 3 approaches, holding only

C. 6 approaches, no holding required

D. 3 approaches, no holding required

Answer: A. 6 approaches, holding, intercept/track

§61.57(c)(1). Six approaches, holding, intercepting and tracking — actual or in approved simulator/FTD.

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Q6. After 12 months of instrument non-currency, regaining IFR privileges requires:

A. Six approaches in the next month

B. An IPC with an authorized instructor

C. Self-recurrent training

D. Re-take the IRH knowledge test

Answer: B. An IPC with an authorized instructor

§61.57(d). After 6+6 months of non-currency, IPC required.

Q7. On a Copter approach, the standard speed at or below the published category-A based minima is typically:

A. 50 KIAS

B. 70 KIAS or as charted

C. 90 KIAS

D. Vne

Answer: B. 70 KIAS or as charted

AIM 5-4-5. 'Copter only' approaches typically use 70 KIAS unless charted otherwise; 90 KIAS limit on approach segments.

Q8. A 'Proceed VFR' segment of a PinS approach means:

A. The pilot must obtain VFR weather and proceed VFR after the missed approach point

B. Continue IFR

C. Cancel IFR before the FAF

D. No transition required

Answer: A. The pilot must obtain VFR weather and proceed VFR after the missed approach point

AIM 5-4-5. 'Proceed VFR' requires VFR conditions to continue; alternative is 'Proceed Visually' which is more restrictive.

Q9. VOR check tolerance for IFR operations using a VOT:

A. ±4°

B. ±6°

C. ±8°

D. ±10°

Answer: A. ±4°

§91.171. ±4° using a VOT or ground checkpoint.

Q10. What is the maximum holding airspeed at 6,001 ft MSL through 14,000 ft MSL?

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: C. 230 KIAS

AIM 5-3-8. 6,001–14,000 = 230 KIAS; ≤6,000 = 200 KIAS; ≥14,001 = 265 KIAS.

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Q11. On an approach with vertical guidance (e.g., LPV), the decision altitude (DA) functions like:

A. A minimum descent altitude

B. An altitude at which a missed approach is initiated if visual references are not seen

C. An MSA

D. An MEA

Answer: B. An altitude at which a missed approach is initiated if visual references are not seen

DA: at DA, if you don't see the required visual references, execute the missed approach immediately.

Q12. On a non-precision approach (NPA), MDA is:

A. A height above terrain

B. The minimum descent altitude — must not descend below until visual references are in sight and other conditions are met

C. Always above DA

D. Never published

Answer: B. The minimum descent altitude — must not descend below until visual references are in sight and other conditions are met

§91.175. May not descend below MDA without required visual references and a normal landing position.

Q13. Lost communications under IFR (§91.185) requires you to fly:

A. Random altitude

B. ROUTE: AVE-F (Assigned, Vectored, Expected, Filed); ALT: highest of MEA, expected, or assigned (MEA)

C. Last ATC clearance only

D. No specific rule

Answer: B. ROUTE: AVE-F (Assigned, Vectored, Expected, Filed); ALT: highest of MEA, expected, or assigned (MEA)

§91.185. Route AVE-F; Altitude MEA — Minimum, Expected, Assigned (highest of).

Q14. Helicopter IFR alternate weather (filing) when no published alternate minima exist is:

A. No alternate required

B. 200 ft above MDA/DA and 1 SM at ETA

C. 400 and 1

D. 800 and 2

Answer: B. 200 ft above MDA/DA and 1 SM at ETA

§91.169. Helicopter alternate (no published alternate mins): 200 ft above MDA/DA and 1 SM at ETA.

Q15. To file an IFR flight plan and not require an alternate (helicopter), at 1 hour before to 1 hour after ETA:

A. Ceiling 1,000 ft above the lowest applicable approach minima or 400 ft above the lowest minimum, whichever is higher; visibility ≥2 SM

B. Always require an alternate

C. Need only an autopilot

D. No condition required

Answer: A. Ceiling 1,000 ft above the lowest applicable approach minima or 400 ft above the lowest minimum, whichever is higher; visibility ≥2 SM

§91.169(b)(2) helicopter rule.

Q16. Spatial disorientation in IMC is most commonly caused by:

A. High oxygen levels

B. Conflicting vestibular and visual cues during prolonged turns

C. Cold weather

D. Caffeine

Answer: B. Conflicting vestibular and visual cues during prolonged turns

PHAK Ch 17. The semicircular canals adapt to constant rate; recovery to level uses instruments.

Q17. You are flying 'No Gyro' vectors. ATC will issue:

A. Magnetic compass corrections

B. Turns 'right/left' and 'stop turn'

C. Course intercept directions

D. DME arcs

Answer: B. Turns 'right/left' and 'stop turn'

AIM 5-4-11. 'No Gyro' uses 'turn right/left' and 'stop turn' — make standard rate turns until the FAF then half-rate turns.

Q18. The acronym 5 T's used at each fix:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Throttle, Trim, Time, Turn

C. Turn, Talk, Track, Time, Trim

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk

Standard IFR fix flow: Time, Turn, Twist OBS/HSI, Throttle (power), Talk (radio).

Q19. To intercept a published holding course on a parallel entry:

A. Cross the fix, parallel the inbound course on the non-holding side, return to the fix or rejoin holding course

B. Direct entry only

C. Teardrop only

D. Always direct

Answer: A. Cross the fix, parallel the inbound course on the non-holding side, return to the fix or rejoin holding course

AIM 5-3-7. Parallel: cross, parallel outbound non-holding side, then turn 180° and re-intercept inbound.

Q20. The helicopter approach must transition to visual segment at the missed approach point. If the visual segment is not flyable, the proper action is:

A. Continue IFR

B. Initiate the missed approach immediately

C. Hold low at MDA

D. Switch to VFR

Answer: B. Initiate the missed approach immediately

AIM 5-4-21 / 5-4-5. Initiate the missed approach if visual references not in sight or visual segment not flyable.

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Q21. AHRS failure in flight: primary action is:

A. Continue normally

B. Cross-check with the standby attitude/turn coordinator and consider partial-panel procedures

C. Reset only the AHRS

D. Land immediately

Answer: B. Cross-check with the standby attitude/turn coordinator and consider partial-panel procedures

IFH. Cross-check standby instruments, fly partial panel, and consider declaring.

Q22. WAAS-enabled GPS approaches with vertical guidance to LPV minima may have minimums as low as:

A. Above 500 ft HAA

B. Often 200 ft HAA when published — verify chart

C. Always above 1,000 ft HAA

D. Same as Cat I ILS only

Answer: B. Often 200 ft HAA when published — verify chart

AIM 1-1-19. LPV can have minima as low as 200 ft HAA when published.

Q23. What is required to operate IFR using an installed GPS (TSO-C129 vs C145/146):

A. No requirement

B. RAIM availability check or WAAS, current database, AFM supplement

C. Only an external antenna

D. Only IFR clearance

Answer: B. RAIM availability check or WAAS, current database, AFM supplement

AIM 1-1-17/18. RAIM check or WAAS, current navigation database, and AFM compliance.

Q24. For an IFR flight without a transponder, you may operate:

A. Anywhere with ATC permission

B. Per §91.215(d) — ATC may authorize deviations on a case-by-case basis

C. Above FL180 only

D. Class G only

Answer: B. Per §91.215(d) — ATC may authorize deviations on a case-by-case basis

§91.215(d). Deviation must be requested at least 1 hour before ETA.

Q25. VOR Service Volumes — Standard High-altitude has range:

A. 40 NM all altitudes

B. 100 NM at 14,500–60,000 ft (varies)

C. 300 NM all altitudes

D. Unlimited

Answer: B. 100 NM at 14,500–60,000 ft (varies)

AIM 1-1-8. New SSV definitions: T (terminal), L (low), H (high) with VL and VH expanded for RNAV-equipped aircraft.

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Q26. DH/DA tolerance on a precision approach:

A. ±50 ft

B. ±100 ft

C. Don't go below DH/DA without visual references — no plus tolerance

D. ±200 ft

Answer: C. Don't go below DH/DA without visual references — no plus tolerance

§91.175. Cannot descend below DA/DH without required visual references.

Q27. On a pilot-nav DP (Departure Procedure), the pilot is responsible for:

A. Vectors only

B. Self-navigating per the DP charted route

C. ATC vectors only

D. Approach plate only

Answer: B. Self-navigating per the DP charted route

AIM 5-2-9. Pilot-nav DPs vs. radar-vectored DPs.

Q28. Course Reversal at an IAF is required:

A. Always

B. When the procedure published shows a procedure turn or hold-in-lieu (no NoPT)

C. Never

D. Only at night

Answer: B. When the procedure published shows a procedure turn or hold-in-lieu (no NoPT)

AIM 5-4-9. Required unless 'NoPT' is depicted, vectored to final, on a Tear-drop, or arriving at a hold-in-lieu of PT not on the inbound course.

Q29. Holding entry decision: aircraft heading 030°, hold inbound course 090°, holding pattern right turns. Type:

A. Direct

B. Parallel

C. Teardrop

D. All three

Answer: A. Direct

From 030° on inbound 090° right turns: 030° relative to inbound is within direct sector (within 70° abeam of inbound).

Q30. Approach lighting and visibility — descent below MDA permitted if you have a 'flight visibility ≥ that prescribed and at least one of:'

A. Approach light system or other visual references per §91.175(c)

B. ATIS

C. Compass

D. Marker beacon

Answer: A. Approach light system or other visual references per §91.175(c)

§91.175(c). At least one of 10 visual references required.

Q31. Helicopter IFR fuel reserve (§91.167):

A. 20 minutes

B. Destination + alternate (if required) + 30 minutes

C. 45 minutes

D. 60 minutes

Answer: B. Destination + alternate (if required) + 30 minutes

§91.167(b)(2). Helicopter = 30 min after alternate.

Q32. Helicopter alternate (no published alternate minima):

A. 1000 / 3 SM

B. 200 ft above MDA/DA and 1 SM at ETA

C. 600 / 2 SM

D. Always required

Answer: B. 200 ft above MDA/DA and 1 SM at ETA

§91.169. Helicopter alternate rule.

Q33. For an IPC after 12 cal mo non-currency:

A. 6 approaches in next month

B. IPC required with authorized instructor (CFII) or examiner

C. Just a flight review

D. Re-take written

Answer: B. IPC required with authorized instructor (CFII) or examiner

§61.57(d).

Q34. 6 approaches must include:

A. Just approaches

B. Six approaches plus holding and intercepting/tracking through nav systems within preceding 6 cal mo

C. Just holding

D. Just intercepts

Answer: B. Six approaches plus holding and intercepting/tracking through nav systems within preceding 6 cal mo

§61.57(c)(1).

Q35. Standard 'Copter only' approach speed:

A. 50 KIAS

B. 70 KIAS or as charted

C. 90 KIAS

D. Vne

Answer: B. 70 KIAS or as charted

AIM 5-4-5. Typically 70 KIAS unless charted otherwise.

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Q36. Maximum speed on a Copter approach segment:

A. 50 KIAS

B. 70 KIAS

C. 90 KIAS

D. Vne

Answer: C. 90 KIAS

AIM 5-4-5. 90 KIAS limit on segments.

Q37. PinS 'Proceed VFR' transition requires:

A. VFR weather conditions to continue from the MAP

B. IFR clearance maintained

C. No requirement

D. Cancel IFR before MAP

Answer: A. VFR weather conditions to continue from the MAP

AIM 5-4-5.

Q38. PinS 'Proceed Visually':

A. Cancel IFR

B. Continue IFR using charted visual references to the heliport

C. Same as Proceed VFR

D. Just visual

Answer: B. Continue IFR using charted visual references to the heliport

AIM 5-4-5.

Q39. Lost comms IFR (§91.185) — route:

A. Random

B. Assigned, Vectored, Expected, Filed (AVE-F)

C. Direct only

D. Land first

Answer: B. Assigned, Vectored, Expected, Filed (AVE-F)

§91.185(c)(1).

Q40. Lost comms IFR — altitude:

A. Last assigned only

B. Highest of MEA, Expected, Assigned

C. Lowest

D. No specific rule

Answer: B. Highest of MEA, Expected, Assigned

§91.185(c)(2).

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Q41. Squawk for emergency:

A. 7700

B. 7600

C. 7500

D. 1200

Answer: A. 7700

AIM 6-2.

Q42. Squawk for lost communications:

A. 7700

B. 7600

C. 7500

D. 7777

Answer: B. 7600

AIM 6-4.

Q43. 5 Ts at every fix:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Trim, Time, Turn, Twist

C. Track, Talk, Time, Trim, Throttle

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk

IFH.

Q44. For a precision approach, DA reaching:

A. Optional

B. Execute missed approach if required visual references not in sight

C. Continue regardless

D. DH always continues

Answer: B. Execute missed approach if required visual references not in sight

§91.175(c).

Q45. WAAS LPV approaches can have minima as low as:

A. 500 ft HAA

B. Often 200 ft HAA when published

C. 1000 ft HAA

D. Same as ILS Cat I only

Answer: B. Often 200 ft HAA when published

AIM 1-1-19.

Q46. VOR check tolerance using a VOT:

A. ±4°

B. ±6°

C. ±8°

D. ±10°

Answer: A. ±4°
§91.171.

Q47. Holding entries at sectors (visualize):

A. Always direct

B. Direct, parallel, teardrop based on heading at fix relative to inbound and turn direction

C. Just direct

D. Random

Answer: B. Direct, parallel, teardrop based on heading at fix relative to inbound and turn direction
AIM 5-3-7.

Q48. Cold-temperature corrections required at:

A. All airports

B. Designated Cold Temperature Restricted Airports (CTRA) per AIM 7-3-1

C. Below 0°C

D. Subtract

Answer: B. Designated Cold Temperature Restricted Airports (CTRA) per AIM 7-3-1
AIM 7-3-1.

Q49. Visual references required to descend below MDA/DA (§91.175(c)) include:

A. Just runway lights

B. One of ten listed visual references — approach light system, threshold, threshold markings/lights, REIL, VASI/PAPI, TDZ/markings, TDZ lights, runway/markings, runway lights

C. ATIS

D. Compass

Answer: B. One of ten listed visual references — approach light system, threshold, threshold markings/lights, REIL, VASI/PAPI, TDZ/markings, TDZ lights, runway/markings, runway lights
§91.175(c)(3).

Q50. Approach light system limit (descent below 100 ft above TDZE):

A. No limit

B. Permitted only if red terminating bars or red side row bars are also visible

C. Always permitted

D. Always prohibited

Answer: B. Permitted only if red terminating bars or red side row bars are also visible
§91.175(c)(3)(i).

Q51. Holding at 6,001-14,000 ft MSL — max airspeed:

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: C. 230 KIAS

AIM 5-3-8.

Q52. Spatial disorientation in IMC is most common from:

A. High oxygen

B. Conflicting vestibular and visual cues during prolonged turns

C. Cold weather

D. Caffeine

Answer: B. Conflicting vestibular and visual cues during prolonged turns

PHAK Ch 17.

Q53. For helicopter inadvertent IMC (IIMC):

A. Continue VFR

B. Level wings on AI immediately, climb to MEA/MSA, declare emergency, request vectors

C. Land immediately

D. Turn 180° at low altitude

Answer: B. Level wings on AI immediately, climb to MEA/MSA, declare emergency, request vectors

AIM 7-5-9.

Q54. For helicopter IFR equipment (basic):

A. No special equipment

B. Per §91.205(d) plus heli-specific items per RFM

C. Same as airplane

D. Just GPS

Answer: B. Per §91.205(d) plus heli-specific items per RFM

§91.205(d), RFM.

Q55. GPS RAIM check is required:

A. Always before flight

B. Per the AFM/POH supplement and applicable regulations for non-WAAS GPS

C. Never

D. Only at night

Answer: B. Per the AFM/POH supplement and applicable regulations for non-WAAS GPS

AIM 1-1-17.

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Q56. In a non-precision approach, the descent below MDA is:

A. Always permitted

B. Only when visual references and other §91.175 criteria are met; otherwise execute missed at MAP

C. Continuous

D. Restricted by altitude

Answer: B. Only when visual references and other §91.175 criteria are met; otherwise execute missed at MAP

§91.175(c).

Q57. Standard rate turn:

A. 1°/sec

B. 3°/sec

C. 5°/sec

D. Half-standard

Answer: B. 3°/sec

IFH.

Q58. For partial-panel flight:

A. Use AI only

B. Cross-check using TC, compass, ASI, ALT, VSI; trim aircraft; standby instruments

C. Cancel IFR

D. Reset AI

Answer: B. Cross-check using TC, compass, ASI, ALT, VSI; trim aircraft; standby instruments

IFH Ch 7.

Q59. During a holding entry, the parallel entry pattern is:

A. Direct turn outbound

B. Cross fix, parallel outbound on the non-holding side, turn 180° to re-intercept

C. Teardrop only

D. Random

Answer: B. Cross fix, parallel outbound on the non-holding side, turn 180° to re-intercept

AIM 5-3-7.

Q60. For a helicopter IFR XC, fuel planning includes:

A. Just enough

B. Destination + alternate (if required) + 30 minutes per §91.167(b)(2)

C. +45 min

D. +60 min

Answer: B. Destination + alternate (if required) + 30 minutes per §91.167(b)(2)

§91.167(b)(2).

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Fundamentals of Instructing — 60 questions

Q1. The four basic levels of learning are:

A. Listen, Observe, Practice, Master

B. Rote, Understanding, Application, Correlation

C. Read, Recite, Repeat, Recall

D. Cognitive, Affective, Psychomotor, Synthetic

Answer: B. Rote, Understanding, Application, Correlation

AIH Ch 2. Cognitive levels: rote → understanding → application → correlation.

Q2. The three domains of learning are:

A. Cognitive, Affective, Psychomotor

B. Reading, Writing, Math

C. Hearing, Seeing, Doing

D. Memory, Performance, Practice

Answer: A. Cognitive, Affective, Psychomotor

AIH Ch 2. Bloom's domains.

Q3. The Laws of Learning (REEPIR) are:

A. Readiness, Effect, Exercise, Primacy, Intensity, Recency

B. Read, Educate, Effect, Practice, Increase, Repeat

C. Recency, Effect, Effort, Practice, Intent, Repeat

D. Reasoning, Effect, Engagement, Primacy, Intensity, Repetition

Answer: A. Readiness, Effect, Exercise, Primacy, Intensity, Recency

AIH Ch 2.

Q4. The 5 hazardous attitudes are:

A. Anti-authority, Impulsivity, Invulnerability, Macho, Resignation

B. Anger, Indifference, Ineptitude, Macho, Reluctance

C. Anti-authority, Indifference, Invulnerability, Macho, Risk

D. Anti-authority, Impulsivity, Invulnerability, Macho, Recklessness

Answer: A. Anti-authority, Impulsivity, Invulnerability, Macho, Resignation

AIH Ch 3 / PHAK. With antidotes (e.g., 'Follow the rules', 'Not so fast', 'It could happen to me', 'Taking chances is foolish', 'I'm not helpless').

Q5. Demonstration-Performance method has how many phases?

A. 3

B. 4

C. 5

D. 6

Answer: C. 5

AIH Ch 5. Five phases: explanation, demonstration, student performance, instructor supervision, evaluation.

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Q6. Maslow's hierarchy in order is:

A. Physiological, Safety, Belonging, Esteem, Self-actualization

B. Esteem, Safety, Belonging, Physiological, Self-actualization

C. Belonging, Safety, Esteem, Physiological, Self-actualization

D. Self-actualization first

Answer: A. Physiological, Safety, Belonging, Esteem, Self-actualization

AIH Ch 1.

Q7. Which is NOT a defense mechanism?

A. Rationalization

B. Repression

C. Compensation

D. Demonstration

Answer: D. Demonstration

AIH Ch 1. Defense mechanisms: denial, repression, rationalization, displacement, projection, reaction formation, fantasy, compensation, resignation.

Q8. Effective oral questions should be:

A. Tricky and complex

B. Brief, concise, focused on one idea, free of unintended clues

C. Long with multiple parts

D. Closed-ended only

Answer: B. Brief, concise, focused on one idea, free of unintended clues

AIH Ch 6.

Q9. Stages of skill acquisition:

A. Cognitive, Associative, Automatic

B. Read, Recall, Repeat

C. Listen, Try, Master

D. Static, Kinetic, Reflex

Answer: A. Cognitive, Associative, Automatic

AIH Ch 2.

Q10. The Aviation Instructor's Handbook is:

A. FAA-H-8083-25

B. FAA-H-8083-9

C. FAA-H-8083-21

D. FAA-H-8083-15

Answer: B. FAA-H-8083-9

FAA-H-8083-9 is the AIH.

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Q11. Risk management acronym PAVE:

A. Pilot, Aircraft, enVironment, External pressures

B. Plan, Avoid, Verify, Execute

C. Pilot, Altitude, Vector, Engine

D. Plan, Aircraft, Vector, External

Answer: A. Pilot, Aircraft, enVironment, External pressures

FAA SRM materials.

Q12. DECIDE model:

A. Decide, Engage, Check, Identify, Develop, Evaluate

B. Detect, Estimate, Choose, Identify, Do, Evaluate

C. Decide, Estimate, Calculate, Identify, Do, End

D. Detect, Engage, Calculate, Identify, Do, Evaluate

Answer: B. Detect, Estimate, Choose, Identify, Do, Evaluate

AIH Ch 7. DECIDE: Detect, Estimate, Choose, Identify, Do, Evaluate.

Q13. Building blocks of learning means:

A. Plan-then-fly

B. Each new lesson builds on previously mastered skills

C. Always teach all skills together

D. Always teach the hardest skill first

Answer: B. Each new lesson builds on previously mastered skills

AIH Ch 4.

Q14. The instructor's primary responsibility is to:

A. Make money

B. Help students learn safely and effectively

C. Pass them quickly

D. Avoid all risks

Answer: B. Help students learn safely and effectively

AIH Ch 8.

Q15. A student making the same error repeatedly may need:

A. Stronger criticism

B. Re-evaluation of the underlying knowledge or skill — diagnostic teaching

C. More flight time

D. Different aircraft

Answer: B. Re-evaluation of the underlying knowledge or skill — diagnostic teaching

AIH Ch 5–6. Diagnose root cause; do not just drill the error.

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Q16. A grade slip / progress note must include:

A. The DPE name

B. The standard met or not met, with specific criteria

C. Aircraft tail number only

D. Wind direction

Answer: B. The standard met or not met, with specific criteria

Best-practice training records reference ACS standard.

Q17. Anxiety in students often manifests as:

A. Always faster learning

B. Reduced learning, poor decision-making, possibly increased risk-taking

C. No effect

D. Better mood

Answer: B. Reduced learning, poor decision-making, possibly increased risk-taking

AIH Ch 1. Anxiety can degrade learning; address before flight.

Q18. Which is NOT a characteristic of effective communication?

A. Source of message

B. Symbols / language

C. Receiver

D. Hidden agenda

Answer: D. Hidden agenda

AIH Ch 1. Source, symbols, receiver — hidden agendas hinder.

Q19. Operational Risk Management — the 5 P's are:

A. Plan, Plane, Pilot, Passengers, Programming

B. Plan, Power, Pitch, Performance, Position

C. Pilot, Plan, Practice, Power, Position

D. Power, Pitch, Plane, Plan, Performance

Answer: A. Plan, Plane, Pilot, Passengers, Programming

FAA SRM materials. Used as a check at decision points.

Q20. The integrated method of instruction:

A. Teach instruments and visual references together for comparable maneuvers

B. Avoid instruments

C. Teach all knowledge before any flight

D. Teach maneuvers in random order

Answer: A. Teach instruments and visual references together for comparable maneuvers

AIH. Integration of visual and instrument scan.

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Q21. Affective domain refers to:

A. Knowledge

B. Attitudes, values, motivation

C. Motor skills

D. Memory only

Answer: B. Attitudes, values, motivation

AIH Ch 2.

Q22. Critique should be:

A. Personal

B. Constructive, specific, focused on observable behavior

C. Vague

D. Always negative

Answer: B. Constructive, specific, focused on observable behavior

AIH Ch 6.

Q23. Best teaching practice when a student fixates on one instrument:

A. Allow it to continue

B. Direct attention to a scan pattern (cover or call other instruments)

C. Increase complexity

D. End the lesson

Answer: B. Direct attention to a scan pattern (cover or call other instruments)

AIH Ch 7. Diagnose and correct scan errors.

Q24. To decrease forgetting, the instructor should use:

A. Less repetition

B. Praise, repetition, association, all senses, meaningful learning

C. Memorization only

D. No repetition

Answer: B. Praise, repetition, association, all senses, meaningful learning

AIH Ch 2.

Q25. Stages of training (FOI/Aviation):

A. Pre-solo, solo, XC, test

B. Lecture, demonstration, performance, evaluation

C. Beginning, intermediate, advanced

D. Cognitive, associative, automatic

Answer: B. Lecture, demonstration, performance, evaluation

Demonstration-Performance has those phases (with student performance & instructor supervision).

Q26. Authentic assessment uses:

A. Multiple-choice tests

B. Real-world tasks, rubrics, portfolios — performance-based

C. Only check rides

D. Only oral tests

Answer: B. Real-world tasks, rubrics, portfolios — performance-based

AIH Ch 6.

Q27. In airmanship, 'professionalism' includes:

A. Always being correct

B. Continual self-improvement, image, ethics, judgment

C. Wearing a uniform

D. Never asking for help

Answer: B. Continual self-improvement, image, ethics, judgment

AIH Ch 8.

Q28. To identify a student's preferred learning style, the instructor should:

A. Always lecture

B. Observe behavior, ask questions, vary teaching methods

C. Always demonstrate

D. Always discuss

Answer: B. Observe behavior, ask questions, vary teaching methods

AIH Ch 2 / 5.

Q29. The instructor's responsibility for solo students:

A. Ends after first solo

B. Continues with each 90-day endorsement and endorsement-specific oversight

C. Limited to ground instruction

D. Unlimited

Answer: B. Continues with each 90-day endorsement and endorsement-specific oversight

§61.87, §61.193.

Q30. Single Pilot Resource Management focuses on:

A. Crew coordination

B. Decision making, risk management, situational awareness, task & automation management for single-pilot ops

C. Two-pilot operations only

D. Air carrier ops only

Answer: B. Decision making, risk management, situational awareness, task & automation management for single-pilot ops

AIH Ch 7.

Q31. The four basic levels of learning:

A. Listen, Observe, Practice, Master

B. Rote, Understanding, Application, Correlation

C. Read, Recite, Recall, Repeat

D. Cognitive, Affective, Psychomotor, Synthetic

Answer: B. Rote, Understanding, Application, Correlation

AIH Ch 2.

Q32. Three domains of learning:

A. Cognitive, Affective, Psychomotor

B. Reading, Writing, Math

C. Hearing, Seeing, Doing

D. Memory, Performance, Practice

Answer: A. Cognitive, Affective, Psychomotor

AIH Ch 2.

Q33. REEPIR represents:

A. Readiness, Effect, Exercise, Primacy, Intensity, Recency

B. Read, Educate, Effect, Practice, Increase, Repeat

C. Recency, Effect, Effort, Practice, Intent, Repeat

D. Reasoning, Effect, Engagement, Primacy, Intensity, Repetition

Answer: A. Readiness, Effect, Exercise, Primacy, Intensity, Recency

AIH Ch 2. Laws of learning.

Q34. 5 hazardous attitudes:

A. Anti-authority, Impulsivity, Invulnerability, Macho, Resignation

B. Anger, Indifference, Ineptitude, Macho, Reluctance

C. Anti-authority, Indifference, Invulnerability, Macho, Risk

D. Anti-authority, Impulsivity, Invulnerability, Macho, Recklessness

Answer: A. Anti-authority, Impulsivity, Invulnerability, Macho, Resignation

AIH Ch 7.

Q35. Demonstration-Performance method has how many phases?

A. 3

B. 4

C. 5

D. 6

Answer: C. 5

AIH Ch 5. Five phases.

Q36. Maslow's hierarchy in order:

A. Physiological, Safety, Belonging, Esteem, Self-actualization

B. Esteem, Safety, Belonging, Physiological, Self-actualization

C. Belonging, Safety, Esteem, Physiological, Self-actualization

D. Self-actualization first

Answer: A. Physiological, Safety, Belonging, Esteem, Self-actualization

AIH Ch 1.

Q37. Defense mechanisms include:

A. Rationalization, Repression, Compensation, Denial

B. Reading, Listening, Talking, Walking

C. Plan, Practice, Perform, Polish

D. Aviate, Navigate, Communicate

Answer: A. Rationalization, Repression, Compensation, Denial

AIH Ch 1.

Q38. Effective oral questions should be:

A. Tricky

B. Brief, focused on one idea, free of unintended clues

C. Long with multiple parts

D. Closed-ended only

Answer: B. Brief, focused on one idea, free of unintended clues

AIH Ch 6.

Q39. Stages of skill acquisition:

A. Cognitive, Associative, Automatic

B. Read, Recall, Repeat

C. Listen, Try, Master

D. Static, Kinetic, Reflex

Answer: A. Cognitive, Associative, Automatic

AIH Ch 2.

Q40. DECIDE model:

A. Decide, Engage, Check, Identify, Develop, Evaluate

B. Detect, Estimate, Choose, Identify, Do, Evaluate

C. Decide, Estimate, Calculate, Identify, Do, End

D. Detect, Engage, Calculate, Identify, Do, Evaluate

Answer: B. Detect, Estimate, Choose, Identify, Do, Evaluate

AIH Ch 7. ADM model.

Q41. PAVE checklist:

A. Pilot, Aircraft, enVironment, External pressures

B. Plan, Avoid, Verify, Execute

C. Pilot, Altitude, Vector, Engine

D. Plan, Aircraft, Vector, External

Answer: A. Pilot, Aircraft, enVironment, External pressures

AIH / PHAK Ch 17.

Q42. 5 Ps:

A. Plan, Plane, Pilot, Passengers, Programming

B. Plan, Power, Pitch, Performance, Position

C. Pilot, Plan, Practice, Power, Position

D. Power, Pitch, Plane, Plan, Performance

Answer: A. Plan, Plane, Pilot, Passengers, Programming

AIH Ch 7. SRM at decision points.

Q43. Building blocks of learning principle:

A. Plan-then-fly

B. Each new lesson builds on previously mastered skills

C. Always teach all skills together

D. Always teach the hardest skill first

Answer: B. Each new lesson builds on previously mastered skills

AIH Ch 4.

Q44. Anxiety affects learning by:

A. Always faster learning

B. Reducing learning, causing poor decisions, possibly increased risk-taking

C. No effect

D. Better mood

Answer: B. Reducing learning, causing poor decisions, possibly increased risk-taking

AIH Ch 1.

Q45. Risk Management Handbook authority:

A. FAA-H-8083-25

B. FAA-H-8083-2

C. FAA-H-8083-9

D. FAA-H-8083-3

Answer: B. FAA-H-8083-2

FAA-H-8083-2 = Risk Management Handbook.

Q46. Critique should be:

A. Personal

B. Constructive, specific, focused on observable behavior

C. Vague

D. Always negative

Answer: B. Constructive, specific, focused on observable behavior

AIH Ch 6.

Q47. Practical Risk Management — single-pilot:

A. Same as multi-pilot

B. Single-Pilot Resource Management (SRM): ADM, RM, situational awareness, task & automation management

C. Just CRM

D. Pilot only

Answer: B. Single-Pilot Resource Management (SRM): ADM, RM, situational awareness, task & automation management

AIH Ch 7.

Q48. Memory stages:

A. Sensory register, short-term, long-term

B. Working, repeating, recalling

C. Visual, auditory, kinesthetic

D. All in one

Answer: A. Sensory register, short-term, long-term

AIH Ch 2.

Q49. Theories of forgetting:

A. One only

B. Disuse, interference, repression, retrieval failure

C. Always disuse

D. Always interference

Answer: B. Disuse, interference, repression, retrieval failure

AIH Ch 2.

Q50. Authentic assessment uses:

A. Multiple-choice tests

B. Real-world tasks, rubrics, portfolios — performance-based

C. Only check rides

D. Only oral tests

Answer: B. Real-world tasks, rubrics, portfolios — performance-based

AIH Ch 6.

Q51. Affective domain refers to:

A. Knowledge

B. Attitudes, values, motivation

C. Motor skills

D. Memory only

Answer: B. Attitudes, values, motivation

AIH Ch 2.

Q52. To decrease forgetting:

A. Less repetition

B. Praise, repetition, association, all senses, meaningful learning

C. Memorization only

D. No repetition

Answer: B. Praise, repetition, association, all senses, meaningful learning

AIH Ch 2.

Q53. Lesson plan elements:

A. Just maneuvers

B. Objective, content/elements, schedule, equipment, instructor & student actions, completion standards, common errors

C. Just regulations

D. Random

Answer: B. Objective, content/elements, schedule, equipment, instructor & student actions, completion standards, common errors

AIH Ch 4.

Q54. For a fixated student on one instrument:

A. Allow it

B. Direct attention to scan pattern; cover the instrument if needed

C. End the lesson

D. Switch to autopilot

Answer: B. Direct attention to scan pattern; cover the instrument if needed

AIH Ch 7.

Q55. To identify a student's preferred learning style:

A. Always lecture

B. Observe behavior, ask questions, vary teaching methods

C. Always demonstrate

D. Always discuss

Answer: B. Observe behavior, ask questions, vary teaching methods

AIH Ch 2 / 5.

Q56. Instructor's responsibility for solo students:

A. Ends after first solo

B. Continues with each 90-day endorsement and oversight

C. Limited to ground

D. Unlimited

Answer: B. Continues with each 90-day endorsement and oversight

§61.87, §61.193.

Q57. In airmanship, professionalism includes:

A. Always being correct

B. Continual self-improvement, image, ethics, judgment

C. Wearing a uniform

D. Never asking for help

Answer: B. Continual self-improvement, image, ethics, judgment

AIH Ch 8.

Q58. In Demonstration-Performance, the 5 phases are:

A. Lecture, demo, practice, evaluate, end

B. Explanation, Demonstration, Student Performance, Instructor Supervision, Evaluation

C. Read, Recite, Practice, Repeat, Test

D. Plan, Brief, Fly, Debrief, Repeat

Answer: B. Explanation, Demonstration, Student Performance, Instructor Supervision, Evaluation

AIH Ch 5.

Q59. Risk Management 3P:

A. Plan, Plane, Pilot

B. Perceive, Process, Perform

C. Pre, Post, Plan

D. Plan, Power, Pitch

Answer: B. Perceive, Process, Perform

AIH Ch 7.

Q60. In assessment, traditional vs authentic:

A. Same

B. Traditional = closed-ended (tests); Authentic = real-world performance with rubrics

C. Authentic only

D. Traditional only

Answer: B. Traditional = closed-ended (tests); Authentic = real-world performance with rubrics

AIH Ch 6.

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Certified Flight Instructor — 59 questions

Q1. Per §61.197, the CFI certificate is valid for:

A. 12 calendar months

B. 24 calendar months

C. 36 calendar months

D. Until age 65

Answer: B. 24 calendar months

§61.197(a).

Q2. To renew a CFI without a practical test, you may:

A. Complete an FAA-approved FIRC (eFIRC)

B. Have ≥5 students recommended for practical with 80% pass rate

C. Re-take the FOI knowledge test

D. Both A and B

Answer: D. Both A and B

§61.197(a). Multiple paths.

Q3. For a Pre-Solo endorsement (§61.87), the CFI must:

A. Just give a written test

B. Conduct training in maneuvers/procedures, administer pre-solo written test, and endorse §61.87(b) and (c)

C. Witness only

D. Just sign IACRA

Answer: B. Conduct training in maneuvers/procedures, administer pre-solo written test, and endorse §61.87(b) and (c)

§61.87. Pre-solo training & test, plus 90-day solo endorsement.

Q4. The 'preflight lesson on a maneuver' (Area II/IV in CFI ACS) means:

A. A demonstration in flight

B. A pre-flight ground briefing of a maneuver to be flown that day, taught using standard lesson template

C. A post-flight debrief

D. A check ride briefing

Answer: B. A pre-flight ground briefing of a maneuver to be flown that day, taught using standard lesson template

CFI ACS / FAA AC 61-65.

Q5. For a student to operate solo at a Class B primary airport, the CFI must endorse per:

A. §61.93

B. §61.95(b)

C. §91.131

D. §61.103

Answer: B. §61.95(b)

§61.95(b). Endorsement specific to the Class B primary airport.

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Q6. Spin training endorsement is required for:

A. Helicopter CFI applicants

B. Airplane CFI applicants only

C. All flight instructor applicants

D. Glider CFI only

Answer: B. Airplane CFI applicants only

§61.183(i). Spin training applies to airplane category. Helicopter CFI applicants are exempt from spin training.

Q7. Which endorsement is given for an additional aircraft rating practical test?

A. A.32

B. A.33

C. A.44 (additional aircraft rating, practical test)

D. A.49

Answer: C. A.44 (additional aircraft rating, practical test)

AC 61-65. A.44 covers added rating practical-test signoff.

Q8. The flight review (§61.56) requires a minimum of:

A. 1 hour ground only

B. 1 hour ground and 1 hour flight

C. 2 hours total

D. No minimums

Answer: B. 1 hour ground and 1 hour flight

§61.56(a). 1 hour ground + 1 hour flight.

Q9. To accomplish an IPC under §61.57(d), the tasks must include:

A. Holding only

B. All tasks per the Instrument Rating ACS — areas of operation as required

C. Approaches only

D. Only basic instrument flight

Answer: B. All tasks per the Instrument Rating ACS — areas of operation as required

§61.57(d). IPC tasks defined by the ACS.

Q10. During a slope landing, the most common error to teach against is:

A. Excessive cyclic input causing dynamic rollover risk

B. Insufficient power

C. Excessive pedal

D. Loss of altitude

Answer: A. Excessive cyclic input causing dynamic rollover risk

HFH Ch 9. Manage cyclic and collective gradually; avoid pivot-point conditions.

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Q11. For a student exhibiting fixation on an instrument, the CFI should:

A. Cover the instrument or otherwise force scan recovery

B. Continue with no comment

C. Take controls

D. Stop the lesson

Answer: A. Cover the instrument or otherwise force scan recovery

AIH Ch 7.

Q12. As a CFI, when you administer a Pre-Solo Written Test, you must:

A. Grade and review with the student before solo

B. File with FAA

C. Only file in IACRA

D. Send to FSDO

Answer: A. Grade and review with the student before solo

§61.87(b). Grade, review, document; do not file with FAA.

Q13. You discover a student lied about a previous medical denial. The CFI should:

A. Continue training

B. Stop providing instruction toward solo/certificate, document, and consult — student must rectify medical record

C. Endorse anyway

D. Ignore

Answer: B. Stop providing instruction toward solo/certificate, document, and consult — student must rectify medical record

§61.53 / §67. Medical eligibility is a legal precondition; instructor must not knowingly endorse ineligible applicants.

Q14. The CFI's flight time logged while teaching:

A. Cannot be PIC

B. May be logged as PIC by the CFI when acting as instructor and as the sole manipulator of controls or as required CFI for the operation

C. Only as dual given

D. Always as SIC

Answer: B. May be logged as PIC by the CFI when acting as instructor and as the sole manipulator of controls or as required CFI for the operation

§61.51(e)(3). CFI may log PIC when authorized to act as PIC and acting as instructor.

Q15. For a flight review, the topics required include:

A. Only flight maneuvers

B. A review of part 91 general operating rules and a review of maneuvers/procedures necessary for safe exercise of pilot privileges

C. Cross-country planning only

D. Emergencies only

Answer: B. A review of part 91 general operating rules and a review of maneuvers/procedures necessary for safe exercise of pilot privileges

§61.56.

Q16. To re-endorse a student for solo after 90 days lapse:

A. No re-endorsement needed

B. Sign A.3 again — current 90-day solo endorsement

C. Issue a new student certificate

D. Re-take pre-solo written

Answer: B. Sign A.3 again — current 90-day solo endorsement

§61.87(n). 90-day solo currency endorsement.

Q17. When teaching settling-with-power (vortex ring state) demos:

A. At any altitude

B. At a safe altitude with sufficient power and recovery margin, per RFM and SOP — start with recognition; recovery practiced with care

C. Below 100 ft

D. Inside the rotor wash area

Answer: B. At a safe altitude with sufficient power and recovery margin, per RFM and SOP — start with recognition; recovery practiced with care

HFH Ch 11; consult SOP and RFM for VRS demo procedures.

Q18. When teaching dynamic rollover, you must:

A. Demonstrate full rollover

B. Teach prevention, recognize cues, never deliberately enter rollover

C. Practice on snow

D. Use only ground references

Answer: B. Teach prevention, recognize cues, never deliberately enter rollover

HFH Ch 11. Teach prevention; do not induce.

Q19. In a CFI checkride, the candidate is typically expected to teach from:

A. The right seat only

B. Either seat per the aircraft and SOP

C. Either seat — and demonstrate maneuvers from both seats as the school's syllabus requires; in many helicopters CFI is in left seat with student on right

D. Always left seat

Answer: C. Either seat — and demonstrate maneuvers from both seats as the school's syllabus requires; in many helicopters CFI is in left seat with student on right

Most helicopters use right seat for student per design; CFI typically in left for instruction.

Q20. Risk Management for a student's first solo at a new airport requires:

A. No additional planning

B. Familiarization briefing, weather, NOTAMs, traffic considerations, abort criteria

C. Just an endorsement

D. Telephone permission

Answer: B. Familiarization briefing, weather, NOTAMs, traffic considerations, abort criteria

AIH Ch 7.

Q21. You discover an aircraft discrepancy during preflight that affects safety:

A. Continue with caution

B. Ground the aircraft until corrected; consult §91.213 for inoperative equipment

C. Note in logbook only

D. Continue if discrepancy is minor

Answer: B. Ground the aircraft until corrected; consult §91.213 for inoperative equipment

§91.7, §91.213.

Q22. To teach a confined area approach, you should plan for:

A. Wind only

B. High recon (size, shape, surface, surroundings + wind, slope, escape route), power check, low recon, escape route

C. Just visual

D. Just ATC

Answer: B. High recon (size, shape, surface, surroundings + wind, slope, escape route), power check, low recon, escape route

HFH Ch 8.

Q23. AC 61-65 governs:

A. IFR approach criteria

B. Pilot & flight instructor certification, including endorsement language

C. Aircraft type certification

D. Helicopter ELT requirements

Answer: B. Pilot & flight instructor certification, including endorsement language

AC 61-65.

Q24. A CFI can give an IPC if the CFI:

A. Holds CFI only

B. Holds CFII (CFI-Instrument)

C. Holds ATP

D. Has logged 100 hours actual

Answer: B. Holds CFII (CFI-Instrument)

§61.57(d) requires authorized instructor (CFII) or examiner.

Q25. For an additional aircraft rating practical test (e.g., adding helicopter category), the applicant must:

A. Have an instrument rating

B. Receive training and an endorsement under §61.63

C. Complete an IPC

D. Take the FOI again

Answer: B. Receive training and an endorsement under §61.63

§61.63 governs additional aircraft ratings.

Q26. An effective CFI ground school session is structured around:

A. Read aloud

B. Lesson plan with objective, content, application, evaluation

C. Q&A only

D. Movies

Answer: B. Lesson plan with objective, content, application, evaluation

AIH Ch 4.

Q27. A common error during teaching the quick stop maneuver is:

A. Insufficient pedal

B. Aggressive aft cyclic — risk of tail-rotor strike

C. Slow descent

D. High power

Answer: B. Aggressive aft cyclic — risk of tail-rotor strike

HFH. Tail strike risk; coordinate pedal and cyclic.

Q28. For an entry-level CFI, the FAA recommends:

A. Trial-and-error

B. A structured syllabus, lesson plans, and standardized procedures

C. Random teaching

D. Independent reading

Answer: B. A structured syllabus, lesson plans, and standardized procedures

AIH Ch 4.

Q29. For a student who is anxious before a maneuver:

A. Force the maneuver

B. Address the anxiety, reset, simplify, build confidence

C. End the lesson

D. Switch aircraft

Answer: B. Address the anxiety, reset, simplify, build confidence

AIH Ch 1.

Q30. CFI certificate validity:

A. 12 calendar months

B. 24 calendar months

C. 36 calendar months

D. Lifetime

Answer: B. 24 calendar months

§61.197(a).

Q31. CFI renewal options include:

A. FIRC

B. ≥5 students recommended for practical with 80% pass

C. Air-carrier instructor program

D. All of the above

Answer: D. All of the above

§61.197.

Q32. Pre-solo endorsement A.1:

A. Knowledge test

B. Pre-solo aeronautical knowledge test (§61.87(b))

C. Practical

D. IPC

Answer: B. Pre-solo aeronautical knowledge test (§61.87(b))

§61.87(b); AC 61-65.

Q33. For helicopter spin training:

A. Required

B. Helicopter applicants are exempt from spin training (§61.183(i))

C. Same as airplane

D. Required for IPC

Answer: B. Helicopter applicants are exempt from spin training (§61.183(i))

§61.183(i).

Q34. Flight review minimum:

A. 1 hour ground only

B. 1 hour ground + 1 hour flight

C. 2 hours total

D. No minimum

Answer: B. 1 hour ground + 1 hour flight

§61.56(a).

Q35. For an IPC, the CFI must hold:

A. CFI only

B. CFII (CFI-Instrument)

C. ATP

D. Just FR endorsement

Answer: B. CFII (CFI-Instrument)

§61.57(d).

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Q36. Solo XC endorsements include:

A. A.4 general, A.5 each specific flight, A.6 ≤50 NM, A.7/A.8 Class B

B. A.32 only

C. A.33 only

D. No endorsements

Answer: A. A.4 general, A.5 each specific flight, A.6 ≤50 NM, A.7/A.8 Class B

§61.93, AC 61-65.

Q37. For pre-solo, the student must:

A. Just sign IACRA

B. Complete training, pass the pre-solo written, and receive 90-day solo endorsement

C. Take the practical

D. Hold a CFI

Answer: B. Complete training, pass the pre-solo written, and receive 90-day solo endorsement

§61.87.

Q38. For Robinson R22 instruction (CFI), the SFAR 73 §3 minimum:

A. 100 hours total helicopter

B. 200 hours total helicopter + 50 hours R22

C. Just CFI cert

D. No minimum

Answer: B. 200 hours total helicopter + 50 hours R22

SFAR 73 §3.

Q39. For an additional aircraft rating, the rule is:

A. §61.103

B. §61.63

C. §61.93

D. §61.187

Answer: B. §61.63

§61.63 governs additional aircraft ratings.

Q40. To recommend a student for the practical:

A. Just sign

B. 3 hours of test prep within 2 cal mo + endorsements + IACRA application

C. Annual flight review only

D. No requirements

Answer: B. 3 hours of test prep within 2 cal mo + endorsements + IACRA application

§61.39.

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Q41. Settling-with-power demonstration during instruction should:

A. Be at any altitude

B. Per RFM/SOP, at safe altitude with adequate recovery margin

C. Be at the surface

D. Be avoided always

Answer: B. Per RFM/SOP, at safe altitude with adequate recovery margin

HFH Ch 11; school SOP.

Q42. Common error during slope landing teaching:

A. Insufficient power

B. Excessive cyclic causing dynamic rollover risk

C. Too much rotor RPM

D. Wrong wind direction

Answer: B. Excessive cyclic causing dynamic rollover risk

HFH Ch 11.

Q43. For a student exhibiting hazardous attitudes:

A. Ignore

B. Identify the attitude, apply the antidote, debrief, and document

C. Take controls always

D. Switch instructors

Answer: B. Identify the attitude, apply the antidote, debrief, and document

AIH Ch 7.

Q44. For solo Class B operations, endorsement A.7 references:

A. §61.93

B. §61.95(a)

C. §61.103

D. §61.183

Answer: B. §61.95(a)

§61.95(a).

Q45. To act as PIC of a helicopter for solo operations under §61.87(n):

A. No requirement

B. CFI must endorse the 90-day solo currency

C. Just first solo

D. Annual sign-off only

Answer: B. CFI must endorse the 90-day solo currency

§61.87(n).

Q46. AC 61-65 governs:

A. IFR procedures

B. Pilot & flight instructor certification, including endorsement language

C. Aircraft type cert

D. Helicopter ELT

Answer: B. Pilot & flight instructor certification, including endorsement language

AC 61-65.

Q47. To re-endorse a student for solo after 90 days lapse:

A. Issue new student certificate

B. Sign A.3 (90-day solo currency) endorsement

C. Re-take pre-solo written

D. Annual flight review

Answer: B. Sign A.3 (90-day solo currency) endorsement

§61.87(n).

Q48. For pre-solo training, the CFI must conduct:

A. Lectures only

B. Training in maneuvers/procedures and the pre-solo written test

C. Just sign IACRA

D. Issue medical

Answer: B. Training in maneuvers/procedures and the pre-solo written test

§61.87.

Q49. Pre-solo written test:

A. FAA-administered

B. Administered, graded, and reviewed by the CFI

C. Sent to FSDO

D. Optional

Answer: B. Administered, graded, and reviewed by the CFI

§61.87(b).

Q50. Common error in confined area teaching:

A. Wind only

B. Skipping the high recon ('to save time')

C. No errors

D. Wrong altitude only

Answer: B. Skipping the high recon ('to save time')

HFH Ch 8.

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Q51. For dynamic rollover teaching:

A. Demonstrate full rollover

B. Teach prevention; never deliberately enter rollover

C. Practice on snow

D. Use only ground references

Answer: B. Teach prevention; never deliberately enter rollover

HFH Ch 11.

Q52. For student fixation on attitude indicator:

A. Allow

B. Direct attention to scan; cover instrument if needed

C. End lesson

D. Switch aircraft

Answer: B. Direct attention to scan; cover instrument if needed

AIH Ch 7 / IFH.

Q53. Risk management for first solo:

A. No additional planning

B. Familiarization brief, weather, NOTAMs, abort criteria

C. Just an endorsement

D. Phone permission

Answer: B. Familiarization brief, weather, NOTAMs, abort criteria

AIH Ch 7.

Q54. Ground instruction also requires:

A. No documentation

B. Lesson planning per AIH Ch 4 with objectives and evaluation

C. Random topics

D. Just lectures

Answer: B. Lesson planning per AIH Ch 4 with objectives and evaluation

AIH Ch 4.

Q55. For instrument proficiency check, scope:

A. Just approaches

B. Tasks per the Instrument Rating ACS

C. Just holding

D. Just basic attitude flight

Answer: B. Tasks per the Instrument Rating ACS

§61.57(d), FAA-S-ACS-14.

Q56. For acting as PIC under §61.197 (CFI privileges):

A. Always allowed

B. CFI privilege to instruct and endorse; certificate must be current; flight review/medical also required

C. Always restricted

D. No requirements

Answer: B. CFI privilege to instruct and endorse; certificate must be current; flight review/medical also required

§61.197 / §61.193.

Q57. For training a student in a confined area:

A. No specific recon

B. High recon, low recon, escape route briefing, power check

C. Wind only

D. No briefing

Answer: B. High recon, low recon, escape route briefing, power check

HFH Ch 8.

Q58. For helicopter CFI applicant medical:

A. First-class only

B. Second-class minimum (commercial privileges) when instructing for compensation

C. Third-class always

D. Sport pilot only

Answer: B. Second-class minimum (commercial privileges) when instructing for compensation

§61.23.

Q59. For a CFI to log PIC while instructing:

A. Cannot

B. §61.51(e)(3) — may log PIC when authorized as instructor and acting as such

C. Always SIC

D. Always dual

Answer: B. §61.51(e)(3) — may log PIC when authorized as instructor and acting as such

§61.51(e)(3).

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CFII (Instrument Instructor) — 60 questions

Q1. Eligibility for the CFII certificate requires:

A. CFI Helicopter and IRH

B. Just IRH

C. Just CFI

D. ATP-Helicopter only

Answer: A. CFI Helicopter and IRH

§61.183. CFI + IRH and FII knowledge test, plus practical test.

Q2. On a 'No Gyro' approach, prior to FAF, turns are:

A. Half standard rate

B. Standard rate

C. Random

D. Coordinated only

Answer: B. Standard rate

AIM 5-4-11. Standard rate before FAF; half rate after.

Q3. Teaching scan techniques: 'inverted V' uses:

A. Compass and ASI

B. AI as the hub with cross-check to specific instruments

C. VOR only

D. HSI only

Answer: B. AI as the hub with cross-check to specific instruments

AIH / IFH. Selected radial, rectangular, inverted-V — variations of cross-check methods.

Q4. A common student error in instrument climb is:

A. Insufficient back pressure

B. Pitching for airspeed without setting climb power and trim

C. Excessive bank

D. Slow scan

Answer: B. Pitching for airspeed without setting climb power and trim

IFH Ch 5.

Q5. To teach a missed approach, you should emphasize:

A. Climb power, climb attitude, configuration, navigation per the missed

B. Communication only

C. Power only

D. Climb to MSA only

Answer: A. Climb power, climb attitude, configuration, navigation per the missed

IFH. P-A-C-N: Power, Attitude, Configuration, Navigation/Notify.

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Q6. On a circling approach, you must:

A. Maintain MDA until in a normal position to land — use the airport in sight, do not descend below MDA except in normal descent for landing using normal maneuvers

B. Descend to TDZE immediately

C. Fly the localizer to the runway

D. Use a 3° glide path

Answer: A. Maintain MDA until in a normal position to land — use the airport in sight, do not descend below MDA except in normal descent for landing using normal maneuvers

§91.175(c) / AIM 5-4-21.

Q7. A pilot reporting in a hold should include:

A. Time entering, altitude, fix

B. Time only

C. Altitude only

D. Fix only

Answer: A. Time entering, altitude, fix

AIM 5-3-3. Report time, altitude, fix on entering hold (when required).

Q8. Aviating priorities under partial panel:

A. Communicate then aviate

B. Aviate, navigate, communicate — fly the airplane first

C. Navigate, aviate, communicate

D. Communicate only

Answer: B. Aviate, navigate, communicate — fly the airplane first

AIM.

Q9. To teach attitude instrument flying, the CFII uses:

A. Visual references

B. Primary/Supporting concept (or the more common 'control + performance' or 'primary/supporting' methods)

C. Auto-pilot

D. Random

Answer: B. Primary/Supporting concept (or the more common 'control + performance' or 'primary/supporting' methods)

IFH Ch 5.

Q10. On a Copter approach, descent below MDA:

A. Permitted always

B. Only with required visual references and per §91.175

C. Allowed at HEMS only

D. Only above MEA

Answer: B. Only with required visual references and per §91.175

§91.175.

Q11. In a holding pattern with a 30-knot wind, the inbound timing is:

A. Always 1 minute

B. Adjusted so the inbound leg is 1 minute (at or below 14,000) — varies outbound timing accordingly

C. Always 1.5 minutes

D. Always 30 seconds

Answer: B. Adjusted so the inbound leg is 1 minute (at or below 14,000) — varies outbound timing accordingly

AIM 5-3-8. Inbound leg time is the standard.

Q12. Teaching IFR weather: the highest priority is:

A. TAFs

B. METARs and pilot reports for current conditions; TAFs and prog charts for trend

C. AIRMETs only

D. SIGMETs only

Answer: B. METARs and pilot reports for current conditions; TAFs and prog charts for trend

AIM weather sources.

Q13. What is the meaning of 'cleared for the approach' from ATC?

A. Authorization to descend immediately

B. Authorization to commence the approach as charted; comply with all altitudes/restrictions

C. Just VFR

D. Direct to the airport

Answer: B. Authorization to commence the approach as charted; comply with all altitudes/restrictions

AIM 5-4-7. Descend per the procedure.

Q14. Communication failure under IFR (per §91.185), the route is determined by:

A. Last assigned, vectored, expected, or filed

B. Direct

C. Random

D. Pilot's choice

Answer: A. Last assigned, vectored, expected, or filed

§91.185 — A.V.E.F.

Q15. For helicopter IFR approach in cold weather, the pilot should:

A. Add a cold-temperature correction to non-precision approach altitudes when at the listed Cold Temperature Restricted Airports

B. Subtract

C. Ignore

D. Always add 100 ft

Answer: A. Add a cold-temperature correction to non-precision approach altitudes when at the listed Cold Temperature Restricted Airports

AIM 7-3-1 / Cold Temperature Restricted Airport list.

Q16. Demonstrating partial-panel, the CFII should cover:

A. AHRS only

B. Cover failed instruments and use compass, standby, GPS-track for orientation

C. Cover all instruments

D. Cover engine instruments only

Answer: B. Cover failed instruments and use compass, standby, GPS-track for orientation

IFH Ch 7.

Q17. Teaching the missed approach, communication priority is:

A. Talk first

B. Aviate-Navigate-Communicate; tell ATC after starting the missed

C. ATC first

D. No communication

Answer: B. Aviate-Navigate-Communicate; tell ATC after starting the missed

AIM. Always fly first.

Q18. On an approach, the FAF is:

A. The Final Approach Fix — typically the maltese cross on a non-precision approach

B. The IAF

C. The MAP

D. The HIRL

Answer: A. The Final Approach Fix — typically the maltese cross on a non-precision approach

FAF marks the final approach segment start.

Q19. Teach a student to pre-flight a GPS approach:

A. Just enter the FAF

B. Verify database current, load procedure, brief, and verify integrity (RAIM/WAAS)

C. Use only direct-to

D. Use only autopilot

Answer: B. Verify database current, load procedure, brief, and verify integrity (RAIM/WAAS)

AIM 1-1-17.

Q20. PinS 'Proceed Visually' segment:

A. Pilot must continue under VFR

B. Pilot follows visually-charted route to the heliport, no requirement to cancel IFR

C. Same as VFR

D. Cancel IFR

Answer: B. Pilot follows visually-charted route to the heliport, no requirement to cancel IFR

AIM 5-4-5. Different from 'Proceed VFR' which requires VFR weather.

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Q21. Common error: student descending below glide path on ILS:

A. Ignore

B. Coach to fly the glideslope, monitor power and attitude

C. Disconnect autopilot

D. Switch to LOC only

Answer: B. Coach to fly the glideslope, monitor power and attitude
IFH Ch 5.

Q22. On an IFR XC, briefing fuel:

A. Just enough

B. Destination + alternate + 30 minutes (helicopter §91.167)

C. Plus 45 minutes

D. Plus 60 minutes

Answer: B. Destination + alternate + 30 minutes (helicopter §91.167)
§91.167.

Q23. A holding entry from a heading 080° to a holding inbound 010° (right turns):

A. Direct

B. Parallel

C. Teardrop

D. All three

Answer: B. Parallel
080° relative to inbound 010° — within 70° abeam non-holding side: parallel.

Q24. To teach an unusual attitude recovery (helicopter):

A. Pull aft only

B. Apply smooth control inputs to bring attitude indicator level, manage power, keep coordinated

C. Push forward only

D. Don't recover

Answer: B. Apply smooth control inputs to bring attitude indicator level, manage power, keep coordinated
IFH Ch 7.

Q25. On a glide-path approach (precision), DA:

A. Optional

B. If the required visual references are not in sight at DA, execute missed approach

C. Continue regardless

D. DH only

Answer: B. If the required visual references are not in sight at DA, execute missed approach
§91.175.

Q26. For instrument test currency, the IRH knowledge test is valid:

A. 12 months

B. 24 calendar months

C. 36 months

D. Indefinitely

Answer: B. 24 calendar months

§61.39. Knowledge tests valid 24 calendar months.

Q27. During teaching of holding, you should:

A. Use random fixes

B. Use a published hold and rehearse entries with student

C. Use VFR pattern

D. Use simulator only

Answer: B. Use a published hold and rehearse entries with student

AIM 5-3.

Q28. To teach 'Standard Approach Phraseology', emphasize:

A. Local phrases

B. FAA standard phraseology — read-back of clearances, hold short, line up & wait, etc.

C. Improvised

D. No phraseology

Answer: B. FAA standard phraseology — read-back of clearances, hold short, line up & wait, etc.

AIM Ch 4.

Q29. Teaching the ILS approach: the most critical scan emphasis is on:

A. Compass

B. Localizer + glideslope (cross-checked with attitude, ASI, ALT, vertical speed)

C. Engine instruments

D. ATIS

Answer: B. Localizer + glideslope (cross-checked with attitude, ASI, ALT, vertical speed)

IFH Ch 5.

Q30. After a successful CFII checkride, the CFI's CFII renewal is:

A. Different from CFI

B. Tied to the same CFI certificate (24 calendar months) and renewed together

C. Lifetime

D. Re-test annually

Answer: B. Tied to the same CFI certificate (24 calendar months) and renewed together

§61.197 governs CFI/CFII renewal as one certificate.

Q31. CFII eligibility:

A. CFI Helicopter and IRH

B. Just IRH

C. Just CFI

D. ATP only

Answer: A. CFI Helicopter and IRH
§61.183.

Q32. FII knowledge test required:

A. No

B. Yes — Flight Instructor Instrument knowledge test (§61.183(d))

C. Just FOI

D. Same as IRH

Answer: B. Yes — Flight Instructor Instrument knowledge test (§61.183(d))
§61.183(d).

Q33. For a helicopter IPC, the CFII must demonstrate:

A. Approaches only

B. Tasks per FAA-S-ACS-14 (Instrument Rating ACS)

C. Holding only

D. Basic instrument only

Answer: B. Tasks per FAA-S-ACS-14 (Instrument Rating ACS)
§61.57(d), FAA-S-ACS-14.

Q34. Approach briefing flow (TANT-EM):

A. Tach, Air, Navigate, Talk, Trim, Eat, Map

B. Type, Approach course, Navaids, Timing, Entry/FAF, Missed approach

C. Random

D. Just MAP

Answer: B. Type, Approach course, Navaids, Timing, Entry/FAF, Missed approach
IFH Ch 10.

Q35. 5 Ts at every fix:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Trim, Time, Turn, Twist

C. Track, Talk, Time, Trim, Throttle

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk
IFH.

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Q36. Standard instrument scan techniques:

A. Random

B. Selected radial, inverted-V, rectangular — paired with primary/supporting concept

C. Just AI

D. Just compass

Answer: B. Selected radial, inverted-V, rectangular — paired with primary/supporting concept
IFH Ch 5.

Q37. On a 'No Gyro' approach, before FAF:

A. Half rate turns

B. Standard rate turns until FAF, then half rate

C. Random

D. No turns

Answer: B. Standard rate turns until FAF, then half rate
AIM 5-4-11.

Q38. For partial-panel teaching:

A. Cover everything

B. Cover the failed instrument, use remaining ones plus standby

C. Cancel IFR

D. Reset AI

Answer: B. Cover the failed instrument, use remaining ones plus standby
IFH Ch 7.

Q39. For the missed approach, the priority is:

A. Talk first

B. Aviate, navigate, communicate (climb power, climb attitude, configure, navigate, then notify)

C. Configure first

D. ATC first

Answer: B. Aviate, navigate, communicate (climb power, climb attitude, configure, navigate, then notify)
AIM.

Q40. At DA/DH for a precision approach:

A. Continue

B. If required visual references not in sight, execute missed approach immediately

C. Land regardless

D. Cancel IFR

Answer: B. If required visual references not in sight, execute missed approach immediately
§91.175(c).

Q41. On a circling approach:

A. Descend immediately

B. Maintain MDA until in normal position to land using normal maneuvers

C. Continuous descent

D. Cancel IFR

Answer: B. Maintain MDA until in normal position to land using normal maneuvers

AIM 5-4-21, §91.175(c).

Q42. For helicopter inadvertent IMC in VFR:

A. Continue

B. Level wings on AI, climb to MEA/MSA, declare, request vectors to VMC

C. Land

D. Turn 180°

Answer: B. Level wings on AI, climb to MEA/MSA, declare, request vectors to VMC

AIM 7-5-9.

Q43. For PinS Proceed Visually:

A. Cancel IFR

B. Continue IFR using charted visual references; missed if cannot continue visually

C. Same as Proceed VFR

D. Skip to landing

Answer: B. Continue IFR using charted visual references; missed if cannot continue visually

AIM 5-4-5.

Q44. For PinS Proceed VFR:

A. Stay IFR

B. Pilot must have VFR conditions to continue from MAP

C. No requirement

D. Skip to landing

Answer: B. Pilot must have VFR conditions to continue from MAP

AIM 5-4-5.

Q45. Standard rate turn:

A. 1°/sec

B. 3°/sec

C. 5°/sec

D. Half-standard

Answer: B. 3°/sec

IFH.

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Q46. Holding airspeed maximum at ≤6,000 ft MSL:

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: B. 200 KIAS

AIM 5-3-8.

Q47. For a CFII, supervising ground instruction:

A. No requirement

B. Same as CFI (§61.193): authorized to give instruction in instrument knowledge

C. Random

D. Just CFI privileges

Answer: B. Same as CFI (§61.193): authorized to give instruction in instrument knowledge

§61.193.

Q48. For an IPC after 12 cal mo non-currency:

A. 6 approaches in next month

B. IPC required with CFII or examiner

C. Just an FR

D. Re-take written

Answer: B. IPC required with CFII or examiner

§61.57(d).

Q49. During instrument scan teaching, common student error:

A. Scanning too fast

B. Fixation, omission, emphasis (over-relying on a single instrument)

C. Reading too slowly

D. Talking too much

Answer: B. Fixation, omission, emphasis (over-relying on a single instrument)

IFH Ch 5.

Q50. For helicopter approach categories:

A. Always Cat A

B. Use the highest minima associated with your approach speed

C. Always Cat B

D. Pilot choice

Answer: B. Use the highest minima associated with your approach speed

AIM 5-4-7.

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Q51. For lost-comm IFR (§91.185), route:

A. Random

B. AVE-F (Assigned, Vectored, Expected, Filed)

C. Direct

D. Last assigned only

Answer: B. AVE-F (Assigned, Vectored, Expected, Filed)
§91.185(c)(1).

Q52. For an approach with a hold-in-lieu of procedure turn:

A. Skip

B. Enter the hold per the procedure unless ATC clears straight-in or NoPT depicted

C. Always skip

D. Random

Answer: B. Enter the hold per the procedure unless ATC clears straight-in or NoPT depicted
AIM 5-4-9.

Q53. To teach an unusual attitude recovery (helicopter):

A. Pull aft only

B. Apply smooth control inputs to bring attitude indicator level, manage power, keep coordinated

C. Push forward only

D. Don't recover

Answer: B. Apply smooth control inputs to bring attitude indicator level, manage power, keep coordinated
IFH Ch 7.

Q54. At minimums on a non-precision approach:

A. Continue

B. If required visual references not in sight by MAP, execute missed

C. Continuous descent

D. Cancel IFR

Answer: B. If required visual references not in sight by MAP, execute missed
§91.175.

Q55. For helicopter IFR approach speeds:

A. Cat A 90 KIAS

B. Per AIM 5-4-5 — Copter only typically 70 KIAS, 90 KIAS segment limit

C. Cat B always

D. Pilot choice

Answer: B. Per AIM 5-4-5 — Copter only typically 70 KIAS, 90 KIAS segment limit
AIM 5-4-5.

Q56. For helicopter SVFR night:

A. Same as airplane (need IFR-rated pilot/equipment)

B. Helicopter excepted from §91.157(b)(4) airplane requirements

C. No SVFR allowed

D. Always allowed

Answer: B. Helicopter excepted from §91.157(b)(4) airplane requirements

§91.157(b)(4).

Q57. For instrument approach categories — Copter only:

A. Same as Cat A always

B. 'Copter' minima are listed separately on the chart; use those for helicopter ops

C. Always Cat B

D. Random

Answer: B. 'Copter' minima are listed separately on the chart; use those for helicopter ops

AIM 5-4-5.

Q58. For helicopter alternate without published mins:

A. 1000 / 3 SM

B. 200 ft above MDA/DA and 1 SM at ETA

C. 600 / 2 SM

D. 800 / 2 SM

Answer: B. 200 ft above MDA/DA and 1 SM at ETA

§91.169.

Q59. Maximum speed on an approach segment (Copter):

A. 50 KIAS

B. 70 KIAS

C. 90 KIAS

D. Vne

Answer: C. 90 KIAS

AIM 5-4-5.

Q60. When teaching a missed approach, common error:

A. No errors

B. Late initiation; failure to climb at climb power/attitude; not navigating per the missed

C. Excessive bank

D. Too fast

Answer: B. Late initiation; failure to climb at climb power/attitude; not navigating per the missed

IFH.

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Airplane (ASEL)

Private Pilot — 61 questions

Q1. Minimum age for a Private Pilot — Airplane certificate?

A. 16

B. 17

C. 18

D. 21

Answer: B. 17

§61.103(a). 17 years old (16 for student solo).

Q2. What medical class is the minimum to act as PIC under a Private Pilot — Airplane certificate?

A. First

B. Second

C. Third or BasicMed

D. None

Answer: C. Third or BasicMed

§61.23. Third-class or BasicMed (most ASEL ops eligible).

Q3. §61.109(a) Private Airplane requires what total time minimum?

A. 35 hours

B. 40 hours

C. 50 hours

D. 60 hours

Answer: B. 40 hours

§61.109(a). 40 hours total Part 61 (35 under Part 141).

Q4. How many hours of solo cross-country are required for the Private Airplane?

A. 3

B. 5

C. 10

D. 15

Answer: B. 5

§61.109(a)(5). 5 hours solo XC, including the 150 NM long XC.

Q5. The Private Airplane long solo XC must include landings at three points and a leg with straight-line distance greater than:

A. 25 NM

B. 50 NM

C. 75 NM

D. 100 NM

Answer: B. 50 NM

§61.109(a)(5)(ii). One leg straight-line distance >50 NM; total ≥150 NM.

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Q6. VFR fuel reserves for an airplane during the day under §91.151:

A. 20 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Answer: B. 30 minutes

§91.151(a)(1). Day VFR — 30 minutes at normal cruise.

Q7. VFR fuel reserves for an airplane at night under §91.151:

A. 20 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Answer: C. 45 minutes

§91.151(a)(2). Night VFR — 45 minutes at normal cruise.

Q8. VFR cloud clearance in Class E below 10,000 MSL during day:

A. 3 SM, clear of clouds

B. 3 SM, 500-1000-2000

C. 1 SM, clear of clouds

D. 5 SM, 1000-1000-1

Answer: B. 3 SM, 500-1000-2000

§91.155. 3 SM visibility; 500 below, 1000 above, 2000 horizontal.

Q9. On a single-engine airplane with a clockwise-rotating engine (viewed from the cockpit), the four left-turning tendencies are:

A. Torque, P-factor, slipstream, gyroscopic precession

B. Lift, drag, weight, thrust

C. Adverse yaw, ground effect, dihedral, washout

D. Static, dynamic, longitudinal, lateral

Answer: A. Torque, P-factor, slipstream, gyroscopic precession

PHAK Ch 5. Torque, P-factor, spiraling slipstream, gyroscopic precession — countered with right rudder.

Q10. To recover from a developed spin, the standard FAA technique is:

A. PARE — Power idle, Ailerons neutral, Rudder full opposite, Elevator briskly forward

B. Pull aft yoke and add power

C. Bank into the spin direction

D. Drop the gear

Answer: A. PARE — Power idle, Ailerons neutral, Rudder full opposite, Elevator briskly forward

AFH spin recovery. PARE; verify with POH for the specific aircraft.

Q11. Stall is caused by:

A. Low airspeed only

B. Exceeding the critical angle of attack

C. Engine failure

D. Bank angle alone

Answer: B. Exceeding the critical angle of attack

PHAK Ch 5. Stall is an AOA exceedance, possible at any airspeed or attitude.

Q12. Load factor in a 60° banked level turn:

A. 1.0

B. 1.41

C. 2.0

D. 3.0

Answer: C. 2.0

PHAK Ch 5. n = 1/cos(60°) = 2.0. Stall speed × 1.41.

Q13. Va — maneuvering speed — protects:

A. The wing structure during full deflection of a single control surface at the published weight

B. From over-G during cruise

C. Engine RPM

D. Gear retraction

Answer: A. The wing structure during full deflection of a single control surface at the published weight

POH. Below Va, full single control surface deflection will cause the airplane to stall before structure overloads.

Q14. The airplane must complete a flight review every:

A. 12 calendar months

B. 24 calendar months

C. 36 calendar months

D. 12 months from last solo

Answer: B. 24 calendar months

§61.56. 24 calendar months; min 1 hour ground + 1 hour flight.

Q15. Class B airspace requires:

A. Mode C transponder + ADS-B Out within the Mode C veil

B. Two-way comm only

C. ADS-B Out only

D. Nothing special

Answer: A. Mode C transponder + ADS-B Out within the Mode C veil

§91.215, §91.225. Mode C + ADS-B Out within the 30 NM Mode C veil; two-way comm and ATC clearance into Class B.

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Q16. Pitot-static blockage with the static port blocked (and pitot open) below the blocked altitude:

A. ASI reads correctly

B. ASI reads low — increasingly inaccurate as altitude diverges from blocked altitude

C. Altimeter reads correctly

D. ALT reads high

Answer: B. ASI reads low — increasingly inaccurate as altitude diverges from blocked altitude

PHAK. With static blocked at A0, descending below A0 causes ASI to read low; climbing above A0 reads high.

Q17. On takeoff with a strong direct crosswind, the proper technique is:

A. Aileron away from the wind

B. Aileron into the wind, opposite rudder as needed for centerline

C. Full back yoke

D. Flaps full

Answer: B. Aileron into the wind, opposite rudder as needed for centerline

AFH. Side-slip / wing-low method: aileron into wind, rudder for runway alignment.

Q18. On landing in a crosswind, after touchdown:

A. Release the controls

B. Maintain or increase aileron into the wind throughout rollout

C. Apply opposite aileron

D. Full back yoke only

Answer: B. Maintain or increase aileron into the wind throughout rollout

AFH. Aileron into the wind increases as airspeed decreases.

Q19. Carburetor icing is most likely with:

A. High temperature, low humidity

B. Outside air 20–70°F (-7 to +21°C) with visible moisture or high humidity

C. Below freezing only

D. Above 90°F

Answer: B. Outside air 20–70°F (-7 to +21°C) with visible moisture or high humidity

PHAK Ch 6. Carb ice can form even on warm days; monitor and apply carb heat per POH.

Q20. Wake turbulence avoidance on takeoff behind a heavier aircraft from the same runway:

A. Rotate before its rotation point and climb above its flight path; turn upwind early

B. Take off after waiting 1 minute regardless

C. Always rotate at the same point

D. Take off downwind of the runway

Answer: A. Rotate before its rotation point and climb above its flight path; turn upwind early

AIM 7-3. Rotate prior to its rotation point; stay above and upwind.

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Q21. Required documents on board (ARROW):

A. Airworthiness, Registration, Radio station license (intl), Operating limits / POH, Weight & balance

B. Annual, Registration, Radio, Operating, Weight

C. Airframe, Records, Radio, Operations, Weight

D. Airworthiness, Records, Radio, Operating, Weight

Answer: A. Airworthiness, Registration, Radio station license (intl), Operating limits / POH, Weight & balance

§91.9, §91.203, §91.21.

Q22. Required inspections (AAV1ATE):

A. Annual; ADs; VOR (30 days IFR); 100-hour (for hire/instruction); Altimeter/Pitot-static (24 cal mo IFR); Transponder (24 cal mo); ELT (12 cal mo)

B. Annual only

C. 100-hour only

D. Altimeter and ELT only

Answer: A. Annual; ADs; VOR (30 days IFR); 100-hour (for hire/instruction); Altimeter/Pitot-static (24 cal mo IFR); Transponder (24 cal mo); ELT (12 cal mo)

§91.409, §91.171, §91.411, §91.413, §91.207, §91.403.

Q23. For passenger T/L recency in an airplane:

A. 3 T/Ls within 90 days, same category/class (and type if type-rated). Night requires full-stop landings

B. Annual flight review only

C. 6 T/Ls within 12 months

D. No requirement

Answer: A. 3 T/Ls within 90 days, same category/class (and type if type-rated). Night requires full-stop landings

§61.57(a) and (b).

Q24. Stall speed in a level turn:

A. Decreases with bank

B. Increases with bank — by √(load factor)

C. Stays the same

D. Goes to zero

Answer: B. Increases with bank — by √(load factor)

PHAK. Vs(turn) = Vs × √n; e.g., 60° bank doubles n, raises Vs by 1.41×.

Q25. §61.31(e) complex airplane endorsement requires:

A. Retractable gear, controllable-pitch propeller, and flaps

B. Tailwheel only

C. >200 hp only

D. High-altitude pressurized only

Answer: A. Retractable gear, controllable-pitch propeller, and flaps

§61.31(e). Complex = retractable gear + controllable prop + flaps.

Q26. Best glide speed (Vg) is approximately at:

A. The maximum L/D AOA / airspeed published in the POH

B. Vne

C. Vy

D. Va

Answer: A. The maximum L/D AOA / airspeed published in the POH

POH. Vg gives the maximum glide range.

Q27. In a stabilized power-off glide, the airplane will:

A. Climb

B. Descend at a steady rate

C. Maintain altitude

D. Stall

Answer: B. Descend at a steady rate

PHAK. Energy is consumed by drag; descending exchanges PE for KE to maintain Vg.

Q28. To carry passengers at night, what's required (§61.57(b))?

A. 3 T/Ls to a full stop in same category/class within 90 days, between 1 hr after sunset and 1 hr before sunrise

B. Annual flight review only

C. Just a Class III medical

D. Nothing special

Answer: A. 3 T/Ls to a full stop in same category/class within 90 days, between 1 hr after sunset and 1 hr before sunrise

§61.57(b).

Q29. §91.211 supplemental oxygen — required crew use is:

A. Above 10,000 MSL

B. Above 12,500 MSL after 30 minutes between 12,500 and 14,000

C. Above 18,000 MSL only

D. Below 10,000 MSL

Answer: B. Above 12,500 MSL after 30 minutes between 12,500 and 14,000

§91.211(a)(1). Required PIC use after 30 min between 12,500 MSL and 14,000 MSL; continuously above 14,000 MSL; passengers must have available oxygen above 15,000 MSL.

Q30. Density altitude high-and-hot effect:

A. Better takeoff performance

B. Longer takeoff roll, reduced climb, longer landing roll

C. No change

D. Increased lift

Answer: B. Longer takeoff roll, reduced climb, longer landing roll

PHAK. Less dense air → less thrust, less lift, less power.

Q31. §91.155 minimum visibility for Class E below 10,000 MSL at night:

A. 3 SM, 1000-500-2000

B. 1 SM, clear of clouds

C. 5 SM, 1000-1000-1

D. No requirement

Answer: A. 3 SM, 1000-500-2000

Same as day at this altitude in Class E. Above 10,000: 5 SM, 1000/1000/1 SM.

Q32. On a single-engine takeoff, the most pronounced left-turning tendency at high pitch attitude is:

A. Spiraling slipstream

B. P-factor (asymmetric blade thrust)

C. Torque

D. Adverse yaw

Answer: B. P-factor (asymmetric blade thrust)

PHAK Ch 5. P-factor maxes at high AOA / pitch attitudes.

Q33. Crosswind landing — the wing-low (side-slip) method is:

A. Aileron away from the wind, opposite rudder

B. Aileron into the wind, opposite rudder for centerline alignment

C. Aileron and rudder neutral

D. Crab only

Answer: B. Aileron into the wind, opposite rudder for centerline alignment

AFH Ch 8. Lower the upwind wing; rudder for runway alignment.

Q34. Stall recovery — the FAA standard sequence is:

A. Power, pitch, roll

B. Reduce AOA (push), level wings, add power as needed

C. Pull back, add power

D. Spin recover via PARE

Answer: B. Reduce AOA (push), level wings, add power as needed

AFH Ch 4. Reduce AOA first.

Q35. In a 60° banked level turn, the load factor is:

A. 1.0

B. 1.41

C. 2.0

D. 3.0

Answer: C. 2.0

PHAK Ch 5. $n = 1/\cos(60°) = 2.0$; stall speed × 1.41.

Q36. Maneuvering speed (Va) at lower weight:

A. Increases

B. Decreases

C. Stays the same

D. Becomes Vno

Answer: B. Decreases

PHAK Ch 5. At lower weight, less inertia means structure stalls before overload — Va decreases.

Q37. Best glide speed (Vg) gives:

A. Maximum endurance

B. Maximum range (max L/D)

C. Best climb rate

D. Highest descent rate

Answer: B. Maximum range (max L/D)

POH. Vg = max L/D = max glide range.

Q38. Pitot/static — pitot blocked, static open:

A. ASI reads zero

B. ASI behaves like an altimeter (reads high in climb, low in descent)

C. ASI fluctuates

D. ASI reads correctly

Answer: B. ASI behaves like an altimeter (reads high in climb, low in descent)

PHAK Ch 8. Trapped air in the blocked pitot expands with altitude.

Q39. Static port blocked, pitot open:

A. ASI accurate

B. ASI reads correctly only at the blocked altitude; off as altitude diverges

C. ASI freezes

D. ALT goes to zero

Answer: B. ASI reads correctly only at the blocked altitude; off as altitude diverges

PHAK Ch 8. Use alternate static source.

Q40. Carb heat application during a power-off descent:

A. Always off

B. Apply per POH — typically full carb heat to prevent carb ice formation in low-power descents

C. Cycle on/off rapidly

D. Only with engine running rough

Answer: B. Apply per POH — typically full carb heat to prevent carb ice formation in low-power descents

POH. Carb heat in low-power conditions; verify per make/model.

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Q41. Wake turbulence avoidance behind a heavier aircraft on takeoff (same runway):

A. Take off after 30 seconds

B. Rotate before the heavy's rotation point and stay above and upwind of its flight path

C. Wait for ATC clearance only

D. Match the heavy's takeoff path exactly

Answer: B. Rotate before the heavy's rotation point and stay above and upwind of its flight path

AIM 7-3. Stay above and upwind.

Q42. For passenger T/L recency at night under §61.57(b):

A. 3 T/Ls in 90 days, may be touch-and-go

B. 3 T/Ls to a full stop within 90 days, between 1 hr after sunset and 1 hr before sunrise

C. 5 T/Ls in 90 days, day or night

D. Annual flight review only

Answer: B. 3 T/Ls to a full stop within 90 days, between 1 hr after sunset and 1 hr before sunrise

§61.57(b). Full-stop required at night.

Q43. Aircraft documents: ARROW expansion is:

A. Airworthiness, Registration, Radio (intl), Operating limits, Weight & balance

B. Annual, Records, Radio, Oil, Weight

C. Airframe, Records, Repair, Operating, Weight

D. Airworthiness, Records, Radio, Oil, Weight

Answer: A. Airworthiness, Registration, Radio (intl), Operating limits, Weight & balance

§91.9, §91.203.

Q44. §91.211 oxygen — required for crew above:

A. 10,000 MSL always

B. 12,500 MSL after 30 min between 12,500 and 14,000 MSL; continuously above 14,000 MSL

C. 8,000 MSL

D. FL250

Answer: B. 12,500 MSL after 30 min between 12,500 and 14,000 MSL; continuously above 14,000 MSL

§91.211(a)(1).

Q45. §91.211 — passengers above 15,000 MSL must:

A. Have oxygen available

B. Continuous oxygen

C. Wear a pressure suit

D. No requirement

Answer: A. Have oxygen available

§91.211(a)(3). Available — not necessarily worn.

Q46. Class B airspace — VFR weather minimums:

A. 3 SM, 500-1000-2000

B. 3 SM and clear of clouds

C. 5 SM, 1000-1000-1 SM

D. 1 SM, clear of clouds

Answer: B. 3 SM and clear of clouds

§91.155. Class B: 3 SM and clear of clouds (less restrictive cloud — ATC separates IFR/VFR).

Q47. Class G airspace below 1,200 AGL day for an airplane:

A. 1 SM and clear of clouds

B. 3 SM, 500/1000/2000

C. 5 SM, 1000/1000/1 SM

D. No requirement

Answer: A. 1 SM and clear of clouds

§91.155. Day Class G ≤1,200 AGL: 1 SM and clear of clouds.

Q48. Class G ≥10,000 MSL:

A. 3 SM, 500/1000/2000

B. 5 SM, 1000/1000/1 SM

C. 1 SM, clear of clouds

D. No requirement

Answer: B. 5 SM, 1000/1000/1 SM

§91.155. Above 10,000 MSL: 5 SM, 1000/1000/1 SM.

Q49. At a non-towered airport, you should self-announce on:

A. 121.5

B. CTAF / UNICOM

C. ATIS

D. ATC frequency

Answer: B. CTAF / UNICOM

AIM 4-1-9. CTAF/UNICOM — verify on chart.

Q50. Light gun signal — steady green from the tower while in flight:

A. Cleared to land

B. Return for landing

C. Yield to other traffic

D. Airport unsafe

Answer: A. Cleared to land

AIM 4-3-13. Steady green in flight = cleared to land.

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Q51. Light gun — flashing red on the ground:

A. Cleared for takeoff

B. Taxi clear of the runway in use

C. Stop

D. Return to starting point

Answer: B. Taxi clear of the runway in use

AIM 4-3-13.

Q52. Personal minimums (FAA recommendation):

A. Use regulatory mins as personal mins

B. Set personal mins ABOVE regulatory mins for safety margin

C. Don't use them

D. Same as airline mins

Answer: B. Set personal mins ABOVE regulatory mins for safety margin

FAA Risk Management Handbook. Personal minimums add a safety buffer.

Q53. Soft-field takeoff technique:

A. Pre-flap, full back-yoke during taxi, lift off in ground effect at minimum airspeed, accelerate to Vy in ground effect

B. Maximum braking

C. Push the nose down

D. Stall on takeoff

Answer: A. Pre-flap, full back-yoke during taxi, lift off in ground effect at minimum airspeed, accelerate to Vy in ground effect

AFH Ch 5.

Q54. Short-field takeoff over a 50-ft obstacle requires:

A. Slow taxi

B. Full power, brakes held, then release; rotate at Vx; accelerate to Vy after the obstacle

C. Soft-field technique

D. Crosswind technique

Answer: B. Full power, brakes held, then release; rotate at Vx; accelerate to Vy after the obstacle

AFH Ch 5. Vx for max altitude per ground distance.

Q55. Forward slip is used to:

A. Lose altitude rapidly without gaining airspeed

B. Land in a crosswind

C. Recover from a stall

D. Reduce drag

Answer: A. Lose altitude rapidly without gaining airspeed

AFH Ch 8. Cross-controlled to descend without picking up speed.

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Q56. Engine failure on takeoff (single-engine) below 500 AGL — best plan:

A. Turn back to the airport

B. Land straight ahead within 30° of the runway heading

C. Climb in a circle

D. Restart the engine in flight

Answer: B. Land straight ahead within 30° of the runway heading

AFH Ch 17. The 'impossible turn' is generally fatal below ~800 AGL — land straight ahead.

Q57. §91.155 SVFR night requires:

A. No special requirement

B. Pilot to be instrument-rated and aircraft IFR-equipped (§91.157(b)(4))

C. Ceiling 800 ft

D. Visibility 5 SM

Answer: B. Pilot to be instrument-rated and aircraft IFR-equipped (§91.157(b)(4))

§91.157(b)(4). For airplanes — helicopters excepted.

Q58. Wake turbulence — vortices sink at:

A. 100 fpm

B. Approximately 400-500 fpm to about 900 ft below the generating aircraft

C. 2000 fpm

D. Don't sink

Answer: B. Approximately 400-500 fpm to about 900 ft below the generating aircraft

AIM 7-3. Stay above and upwind.

Q59. Best practice when encountering wake turbulence:

A. Continue with rudder neutral

B. Smooth, deliberate aileron and rudder to maintain control; reduce power to descend through if airborne; consider go-around if on approach

C. Pull up steeply

D. Bank steeply away

Answer: B. Smooth, deliberate aileron and rudder to maintain control; reduce power to descend through if airborne; consider go-around if on approach

AIM 7-3.

Q60. VFR fuel reserves day for airplane:

A. 20 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Answer: B. 30 minutes

§91.151(a)(1). Day VFR airplane = 30 min.

Q61. VFR fuel reserves night for airplane:

A. 20 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Answer: C. 45 minutes

§91.151(a)(2). Night VFR airplane = 45 min.

Commercial Pilot — 60 questions

Q1. Minimum total time for the Commercial Pilot — Airplane (Part 61):

A. 100 hours

B. 150 hours

C. 200 hours

D. 250 hours

Answer: D. 250 hours

§61.129(a). 250 hours total Part 61.

Q2. PIC time required for the Commercial Airplane:

A. 50 hours

B. 100 hours

C. 150 hours

D. 200 hours

Answer: B. 100 hours

§61.129(a)(2). 100 hours PIC, 50 hours PIC airplane.

Q3. Long XC at the Commercial Airplane level (solo or PIC under instructor):

A. ≥100 NM, three points, one leg ≥50 NM

B. ≥250 NM total with one leg ≥250 NM straight-line and 3 points

C. ≥300 NM total with landings at three points and one leg ≥250 NM straight-line

D. ≥500 NM

Answer: C. ≥300 NM total with landings at three points and one leg ≥250 NM straight-line

§61.129(a)(4). 300 NM total, three points, one straight-line leg ≥250 NM.

Q4. Required night training in the Commercial Airplane is:

A. 3 hours

B. 5 hours night with 10 T/Ls in the pattern at a towered airport

C. Just an XC

D. No requirement

Answer: B. 5 hours night with 10 T/Ls in the pattern at a towered airport

§61.129(a)(4)(ii). 5 hours night, 10 T/Ls.

Q5. Maneuver — chandelle is:

A. A descending 360°

B. A maximum-performance climbing 180° turn — precise pitch/bank coordination

C. A spiraling descent

D. A rectangular course

Answer: B. A maximum-performance climbing 180° turn — precise pitch/bank coordination

AFH Ch 9. Maximum-performance climbing 180° turn; peak bank at 90° point, peak pitch at 180°.

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Q6. Lazy 8 — what's the principle?

A. Symmetrical, coordinated 180° course reversal with varying pitch and bank

B. A descending 360°

C. Steep turn at 50°

D. S-turn over a road

Answer: A. Symmetrical, coordinated 180° course reversal with varying pitch and bank

AFH Ch 9. Two coordinated 180° symmetrical turns with continuously varying pitch/bank.

Q7. Eights on pylons require flying at:

A. Cruise

B. Pivotal altitude — varies with groundspeed

C. Best glide

D. Below pattern altitude

Answer: B. Pivotal altitude — varies with groundspeed

AFH Ch 6. $h(p) = GS^2 / 11.3$ (kt) or $GS^2/15$ (mph) — adjust altitude with GS.

Q8. Steep turn ACS standard at the Commercial level (typical):

A. 30° bank

B. 45°

C. 50° bank, ±100 ft, ±10 kt, ±10° rollout heading

D. 60° bank

Answer: C. 50° bank, ±100 ft, ±10 kt, ±10° rollout heading

FAA-S-ACS-7. Typically 50° at Commercial; 45° at Private.

Q9. Power-off 180° accuracy approach & landing — touchdown standard:

A. Anywhere on the runway

B. Within 200 ft beyond a designated point

C. Exactly on the centerline

D. Within 1000 ft

Answer: B. Within 200 ft beyond a designated point

FAA-S-ACS-7. Touchdown within 200 ft beyond the designated point.

Q10. §61.31(f) high-performance airplane endorsement applies to airplanes with:

A. Engine of more than 200 hp

B. Retractable gear

C. Two engines

D. Pressurization only

Answer: A. Engine of more than 200 hp

§61.31(f). HP = engine of more than 200 horsepower.

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Q11. §61.31(i) tailwheel endorsement requires training in:

A. Crosswind takeoff & landing, wheel landings, ground loops awareness

B. Aerobatics

C. Multi-engine

D. Pressurization

Answer: A. Crosswind takeoff & landing, wheel landings, ground loops awareness

§61.31(i). Normal & crosswind T/L; wheel landings (unless POH prohibits); go-around.

Q12. §61.133(b) Commercial pilot without an instrument rating cannot:

A. Carry passengers/property for hire on XC >50 NM or at night for hire

B. Act as PIC

C. Fly Part 91

D. Carry pets

Answer: A. Carry passengers/property for hire on XC >50 NM or at night for hire

§61.133(b).

Q13. §91.211 — passengers above 15,000 MSL must:

A. Have oxygen available

B. Be on oxygen continuously

C. Wear pressure suits

D. No requirement

Answer: A. Have oxygen available

§91.211(a)(3). Above 15,000 MSL, oxygen must be available to each occupant.

Q14. Pressurization basics — emergency descent for cabin pressure loss requires:

A. Oxygen masks (don first), descent to safe altitude (often 10,000 MSL or MEA), declare emergency as needed

B. Continue cruise

C. Climb

D. Reduce power

Answer: A. Oxygen masks (don first), descent to safe altitude (often 10,000 MSL or MEA), declare emergency as needed

AFH; high-altitude operations endorsement (§61.31(g)).

Q15. Holding for a Commercial Single-Engine Land applicant — knowledge area covers:

A. IFR-only

B. Basic IFR navigation, holds, and approaches as part of the integrated training

C. Aerobatics

D. Aerial application

Answer: B. Basic IFR navigation, holds, and approaches as part of the integrated training

FAA-S-ACS-7. Commercial includes basic instrument maneuvers awareness.

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Q16. Tailwheel ground loop most often results from:

A. Excessive forward CG

B. Loss of directional control on rollout — pivoting around the tailwheel

C. Engine failure

D. Loss of altitude

Answer: B. Loss of directional control on rollout — pivoting around the tailwheel

AFH Ch 13. Stay ahead of the airplane on rollout; use rudder/brake to maintain centerline.

Q17. Common-carriage operations require:

A. Just a Commercial certificate

B. A Part 119 / 135 (or 121) operating certificate; private vs commercial test

C. An IRC

D. No certificate

Answer: B. A Part 119 / 135 (or 121) operating certificate; private vs commercial test

AC 119-1. Common carriage requires the operating certificate.

Q18. Soft-field takeoff technique:

A. Pre-flap, full back-yoke during taxi, lift off in ground effect ASAP, accelerate to Vy in ground effect

B. Maximum braking

C. Push the nose down

D. No flaps

Answer: A. Pre-flap, full back-yoke during taxi, lift off in ground effect ASAP, accelerate to Vy in ground effect

AFH. Lift off in ground effect at minimum speed, accelerate to Vy in ground effect, then climb.

Q19. Short-field landing technique:

A. Stabilized approach at published 50-ft obstacle speed; full flaps; aiming-point discipline; firm touchdown; max braking

B. Float and bleed off speed

C. Land long

D. Power-on landing

Answer: A. Stabilized approach at published 50-ft obstacle speed; full flaps; aiming-point discipline; firm touchdown; max braking

AFH; POH.

Q20. Steep spiral — recover by:

A. Maintaining airspeed in a constant-radius descending turn around a point at idle, then rolling out and adding power

B. Pulling up abruptly

C. Spinning

D. Pushing forward

Answer: A. Maintaining airspeed in a constant-radius descending turn around a point at idle, then rolling out and adding power

AFH Ch 9.

Q21. Common Commercial CRM/SRM topic — task management means:

A. Doing one thing at a time

B. Prioritizing tasks during high workload, using checklists, automation, and resource allocation

C. Letting the autopilot fly

D. Avoiding ATC

Answer: B. Prioritizing tasks during high workload, using checklists, automation, and resource allocation

AIH Ch 7.

Q22. §91.7 inoperative equipment rule — pilot may operate when:

A. Always

B. Aircraft is in airworthy condition; if equipment is inoperative, MEL or §91.213(d) procedure must be followed

C. Mechanic approves verbally

D. Just remove the bad item

Answer: B. Aircraft is in airworthy condition; if equipment is inoperative, MEL or §91.213(d) procedure must be followed

§91.7, §91.213.

Q23. §91.13 — careless or reckless operation:

A. Allowed in remote areas

B. Prohibited; subject to certificate action regardless of intent

C. Allowed during checkrides

D. Allowed below 1000 AGL

Answer: B. Prohibited; subject to certificate action regardless of intent

§91.13.

Q24. For Commercial — emergency approach & landing:

A. Establish best glide, identify field, run flow / checklist, secure aircraft, declare/squawk

B. Continue normal

C. Climb only

D. Land in any direction

Answer: A. Establish best glide, identify field, run flow / checklist, secure aircraft, declare/squawk

AFH. Best glide; suitable field considering wind, terrain, surface; declare 7700/121.5.

Q25. Regarding §119 — when is a Part 135 certificate required?

A. Always for any flight

B. When holding out for hire to the public for common-carriage transportation

C. Only for instructional flights

D. Never

Answer: B. When holding out for hire to the public for common-carriage transportation

§119 / AC 119. Common carriage triggers the operating certificate requirement.

Q26. For high-altitude (FL250+) endorsement (§61.31(g)):

A. Not required

B. Required for pressurized airplanes capable of FL250+; specific ground & flight training

C. Required for >200 hp

D. Required for tailwheel

Answer: B. Required for pressurized airplanes capable of FL250+; specific ground & flight training

§61.31(g).

Q27. What's the typical Commercial steep turn standard?

A. ±100 ft altitude, ±10 kt airspeed, ±10° rollout heading; 50° bank

B. ±200 ft altitude

C. No tolerance

D. 30° bank

Answer: A. ±100 ft altitude, ±10 kt airspeed, ±10° rollout heading; 50° bank

FAA-S-ACS-7.

Q28. What is the difference between Vy and Vx?

A. Vy = best rate of climb (most altitude per unit time); Vx = best angle of climb (most altitude per unit ground distance)

B. They're the same

C. Vy is for descent

D. Vx is for cruise

Answer: A. Vy = best rate of climb (most altitude per unit time); Vx = best angle of climb (most altitude per unit ground distance)

PHAK; POH.

Q29. During emergency, single-pilot Resource Management priority is:

A. Communicate first

B. Aviate, Navigate, Communicate

C. Navigate first

D. Talk to ATC first

Answer: B. Aviate, Navigate, Communicate

AIM.

Q30. §91.155 — Class G below 1,200 AGL day requires:

A. 3 SM, 500-1000-2000

B. 1 SM and clear of clouds

C. 5 SM, clear of clouds

D. No requirement

Answer: B. 1 SM and clear of clouds

§91.155(b). Class G ≤1,200 AGL day: 1 SM and clear of clouds.

Q31. §61.129(a) total time minimum:

A. 100

B. 150

C. 200

D. 250

Answer: D. 250

§61.129(a).

Q32. PIC airplane:

A. 50

B. 100

C. 150

D. 200

Answer: A. 50

§61.129(a)(2). 50 hr PIC airplane.

Q33. Long XC at Commercial level:

A. 100 NM

B. 250 NM straight-line in 1 leg

C. 300 NM with 3 points and 250 NM straight-line leg

D. 500 NM

Answer: C. 300 NM with 3 points and 250 NM straight-line leg

§61.129(a)(4).

Q34. Chandelle:

A. 360° descending

B. Maximum-performance climbing 180° turn — peak bank at 90°, peak pitch at 180°

C. Spiral descent

D. Rectangular course

Answer: B. Maximum-performance climbing 180° turn — peak bank at 90°, peak pitch at 180°

AFH Ch 9.

Q35. Lazy 8:

A. Symmetrical 180° course reversal with varying pitch and bank

B. Descending 360°

C. Steep turn at 50°

D. S-turn

Answer: A. Symmetrical 180° course reversal with varying pitch and bank

AFH Ch 9.

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Q36. Eights on pylons — pivotal altitude:

A. Cruise

B. GS²/11.3 (kt)

C. Best glide

D. Vne

Answer: B. GS²/11.3 (kt)
AFH Ch 6.

Q37. Steep turns at Commercial:

A. 30°

B. 45°

C. 50° bank, ±100 ft, ±10 kt

D. 60°

Answer: C. 50° bank, ±100 ft, ±10 kt
FAA-S-ACS-7.

Q38. Power-off 180° accuracy approach standard:

A. Anywhere on runway

B. Within 200 ft beyond a designated point

C. Centerline

D. Within 1000 ft

Answer: B. Within 200 ft beyond a designated point
FAA-S-ACS-7.

Q39. §61.31(f) high-performance:

A. ≥200 hp

B. More than 200 hp

C. Retractable

D. Two engines

Answer: B. More than 200 hp
§61.31(f).

Q40. §61.31(i) tailwheel:

A. Aerobatics

B. Normal & crosswind T/L, wheel landings (unless POH prohibits), go-around

C. Multi-engine

D. Pressurization

Answer: B. Normal & crosswind T/L, wheel landings (unless POH prohibits), go-around
§61.31(i).

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Q41. §61.31(g) high-altitude:

A. Not required

B. Pressurized airplanes capable of FL250+

C. >200 hp

D. Tailwheel

Answer: B. Pressurized airplanes capable of FL250+
§61.31(g).

Q42. Vne decreases with:

A. Lower DA

B. Higher DA, gross weight, turbulence

C. Lower OAT

D. No change

Answer: B. Higher DA, gross weight, turbulence
PHAK / POH.

Q43. §91.211 oxygen — passengers above 15,000 MSL:

A. Must be on continuously

B. Must have oxygen available

C. No requirement

D. Pressure suit

Answer: B. Must have oxygen available
§91.211(a)(3).

Q44. §91.211 oxygen — flight crew above 14,000 MSL:

A. After 30 min

B. Continuously

C. Available only

D. No requirement

Answer: B. Continuously
§91.211(a)(2).

Q45. Soft-field T/O technique:

A. Maximum braking

B. Pre-flap, full back-yoke during taxi, lift off in ground effect, accelerate to Vy in ground effect

C. Stall on takeoff

D. Same as short-field

Answer: B. Pre-flap, full back-yoke during taxi, lift off in ground effect, accelerate to Vy in ground effect
AFH Ch 5.

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Q46. Short-field landing — typical approach speed:

A. Vne

B. Published 50-ft obstacle airspeed

C. Vy

D. Va

Answer: B. Published 50-ft obstacle airspeed

POH; AFH.

Q47. Common carriage requires:

A. Just CPL

B. Part 119/135 operating certificate

C. Just IRA

D. Just multi-engine rating

Answer: B. Part 119/135 operating certificate

AC 119-1.

Q48. §91.155 minimum visibility for Class E below 10,000 MSL day:

A. 3 SM, 1000-500-2000

B. 1 SM, clear of clouds

C. 5 SM, 1000-1000-1

D. No requirement

Answer: A. 3 SM, 1000-500-2000

§91.155.

Q49. Steep spiral — recover by:

A. Pull up

B. Constant-radius descending turn at idle, then level and add power

C. Spin

D. Push forward

Answer: B. Constant-radius descending turn at idle, then level and add power

AFH Ch 9.

Q50. Vmc:

A. Best glide

B. Minimum control airspeed multi-engine

C. Stall speed

D. Cruise speed

Answer: B. Minimum control airspeed multi-engine

AFH Ch 13.

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Q51. For Commercial — emergency approach & landing:

A. Continue

B. Best glide, identify field, run flow / checklist, secure aircraft, declare/squawk 7700

C. Climb

D. Random

Answer: B. Best glide, identify field, run flow / checklist, secure aircraft, declare/squawk 7700
AFH Ch 17.

Q52. §91.7 inoperative equipment:

A. Always allowed

B. Must follow MEL or §91.213(d) procedure

C. Never allowed

D. Just remove the bad item

Answer: B. Must follow MEL or §91.213(d) procedure
§91.7, §91.213.

Q53. §91.13 — careless or reckless operation:

A. Allowed in remote areas

B. Prohibited; subject to certificate action regardless of intent

C. Allowed during checkrides

D. Allowed below 1000 AGL

Answer: B. Prohibited; subject to certificate action regardless of intent
§91.13.

Q54. Tailwheel ground loop occurs from:

A. Excessive forward CG

B. Loss of directional control on rollout — pivoting around tailwheel

C. Engine failure

D. Loss of altitude

Answer: B. Loss of directional control on rollout — pivoting around tailwheel
AFH Ch 13.

Q55. For commercial pilots — high-altitude / oxygen training:

A. Optional

B. Required for FL250+ pressurized airplanes per §61.31(g)

C. Required for FL180+

D. All flights

Answer: B. Required for FL250+ pressurized airplanes per §61.31(g)
§61.31(g).

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Q56. For commercial certificate without IRA — restrictions:

A. No restrictions

B. No for-hire XC > 50 NM and no for-hire night flights

C. No solo allowed

D. Cannot fly XC at all

Answer: B. No for-hire XC > 50 NM and no for-hire night flights
§61.133(b).

Q57. Power-off 180 — adding power during the maneuver:

A. Allowed for safety

B. Busts the maneuver — power must remain at idle from abeam

C. Required

D. Only with flaps

Answer: B. Busts the maneuver — power must remain at idle from abeam
AFH; FAA-S-ACS-7.

Q58. Cross-controlled stall on base-to-final:

A. Recoverable easily

B. Often fatal due to low altitude — prevent by going around if overshot

C. Common technique

D. Required for Commercial

Answer: B. Often fatal due to low altitude — prevent by going around if overshot
AFH Ch 4 / AC 61-67.

Q59. For pilot recency, complex/HP/tailwheel endorsements (§61.31):

A. Once expired

B. Permanent — no expiration once endorsed

C. Annual renewal

D. 12-month renewal

Answer: B. Permanent — no expiration once endorsed
§61.31.

Q60. For high-altitude operation training:

A. Optional

B. Ground & flight training in high-altitude operations per §61.31(g)

C. Same as IFR

D. Just oxygen brief

Answer: B. Ground & flight training in high-altitude operations per §61.31(g)
§61.31(g).

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Instrument Rating — 60 questions

Q1. Minimum cross-country PIC time for the IRA?

A. 25

B. 40

C. 50, ≥10 in airplanes

D. 100

Answer: C. 50, ≥10 in airplanes

§61.65(d)(2). 50 hr XC PIC with ≥10 in airplanes.

Q2. Required total instrument time:

A. 20

B. 30

C. 40

D. 50

Answer: C. 40

§61.65(d). 40 hours actual or simulated.

Q3. Required instrument flight training in airplane (IRA):

A. 10

B. 15

C. 25

D. 40

Answer: B. 15

§61.65(d)(2). 15 hours from an authorized instructor.

Q4. Airplane IFR fuel reserves under §91.167:

A. 20 minutes after destination

B. 30 minutes after the alternate

C. 45 minutes after the destination/alternate as required

D. 60 minutes after the destination

Answer: C. 45 minutes after the destination/alternate as required

§91.167. Destination + alternate (if required) + 45 min.

Q5. Airplane alternate weather minimums (filing) when a precision approach is available:

A. 200/½

B. 600 ft and 2 SM

C. 800 ft and 2 SM

D. 1000/3

Answer: B. 600 ft and 2 SM

§91.169(c). Standard alt min: 600/2 (precision) or 800/2 (NPA), unless otherwise published.

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Q6. Airplane alternate weather minimums (filing) when only a non-precision approach is available:

A. 600/2

B. 800/2

C. 1000/3

D. NPA cannot be alternate

Answer: B. 800/2

§91.169(c). 800 and 2.

Q7. 1-2-3 rule (no alternate required) for airplane:

A. 1 hr before to 1 hr after ETA: ceiling ≥2,000 ft above airport elevation; visibility ≥3 SM

B. 1 hr before to 2 hr after, 3 SM only

C. 2 hr before to 3 hr after, 1 SM

D. Always required

Answer: A. 1 hr before to 1 hr after ETA: ceiling ≥2,000 ft above airport elevation; visibility ≥3 SM

§91.169(b)(2).

Q8. Instrument currency under §61.57(c) requires within 6 cal mo:

A. 6 approaches, holding, intercepting and tracking

B. 3 approaches

C. 6 approaches only

D. No regular requirement

Answer: A. 6 approaches, holding, intercepting and tracking

§61.57(c)(1).

Q9. After 12 months of non-currency, regaining IFR privileges requires:

A. 6 approaches in next month

B. An IPC with an authorized instructor or examiner

C. Self-recurrence

D. Re-take the IRA test

Answer: B. An IPC with an authorized instructor or examiner

§61.57(d).

Q10. Standard 5 Ts at each fix:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Throttle, Trim, Time, Turn

C. Track, Talk, Time, Trim, Tach

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk

IFH.

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Q11. Lost communications under IFR (§91.185) — route:

A. Random

B. Last assigned, vectored, expected, filed (AVE-F)

C. Direct

D. Pilot's discretion

Answer: B. Last assigned, vectored, expected, filed (AVE-F)
§91.185(c)(1).

Q12. Lost comms — altitude:

A. Pilot's discretion

B. Highest of MEA, expected, or assigned

C. Last assigned only

D. File MEA

Answer: B. Highest of MEA, expected, or assigned
§91.185(c)(2). MEA — Minimum, Expected, Assigned (highest).

Q13. Maximum holding airspeed at 6,001 ft MSL through 14,000 ft MSL:

A. 175 KIAS

B. 200 KIAS

C. 230 KIAS

D. 265 KIAS

Answer: C. 230 KIAS
AIM 5-3-8.

Q14. VOR check tolerance using a VOT (IFR):

A. ±4°

B. ±6°

C. ±8°

D. ±10°

Answer: A. ±4°
§91.171.

Q15. DH/DA at minimums — if visual references are not in sight:

A. Continue 100 ft below

B. Execute the missed approach immediately

C. Hold at MDA

D. Cancel IFR

Answer: B. Execute the missed approach immediately
§91.175(c).

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Q16. On a precision approach, the loss of the localizer requires:

A. Continue using glide slope

B. Initiate missed approach

C. Lower minima

D. Switch to LOC only

Answer: B. Initiate missed approach

AIM. Loss of either component on a precision approach requires the missed approach unless the LOC-only minima can be used.

Q17. WAAS-enabled approaches with vertical guidance to LPV minima may have minimums as low as:

A. 500 ft HAA

B. Often 200 ft HAA when published

C. 400 ft HAA only

D. 800 ft HAA

Answer: B. Often 200 ft HAA when published

AIM 1-1-19.

Q18. Aircraft in a holding pattern flying inbound 270°, you arrive heading 200° with right turns. Holding entry?

A. Direct

B. Parallel

C. Teardrop

D. Direct or teardrop

Answer: A. Direct

From 200° on inbound 270° right turns: well within direct sector — direct entry.

Q19. §91.175(c) — visual references required to descend below MDA/DA include:

A. Approach lighting system or another listed visual reference

B. ATIS

C. Compass

D. Marker beacon

Answer: A. Approach lighting system or another listed visual reference

§91.175(c). 10 acceptable references.

Q20. Weather products — to plan a flight, the most current real-time observations come from:

A. TAFs

B. METARs and SPECIs (and PIREPs)

C. Forecast charts

D. Climatology

Answer: B. METARs and SPECIs (and PIREPs)

AIM Ch 7.

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Q21. Convective SIGMETs are issued for:

A. Light turbulence

B. Tornado, embedded thunderstorm, line of thunderstorms ≥40% coverage, hail ≥¾ in

C. Mountain wave

D. Icing only

Answer: B. Tornado, embedded thunderstorm, line of thunderstorms ≥40% coverage, hail ≥¾ in

AIM 7-1-6.

Q22. For an IFR flight without a transponder, you may operate:

A. Anywhere with ATC permission

B. Per §91.215(d) — ATC may authorize deviations on a case-by-case basis

C. Above FL180

D. Class G only

Answer: B. Per §91.215(d) — ATC may authorize deviations on a case-by-case basis

§91.215(d). Request ≥1 hour before ETA.

Q23. Standard service volumes — VOR new VL (RNAV-equipped) extends to approximately:

A. 40 NM

B. Up to 70 NM at higher altitudes (varies)

C. 100 NM

D. 200 NM

Answer: B. Up to 70 NM at higher altitudes (varies)

AIM 1-1-8 (current SSV definitions).

Q24. GPS RNAV approaches require database currency and:

A. Internet access

B. RAIM availability check or WAAS, AFM supplement compliance

C. Just an antenna

D. Just batteries

Answer: B. RAIM availability check or WAAS, AFM supplement compliance

AIM 1-1-17/18.

Q25. Ice protection awareness — known icing means:

A. No flight allowed

B. Forecast or reported icing in conditions you intend to fly through; consult AFM/FDC NOTAM/AIM 7-1-19

C. Below freezing only

D. Visible moisture only

Answer: B. Forecast or reported icing in conditions you intend to fly through; consult AFM/FDC NOTAM/AIM 7-1-19

AIM 7-1-19; NTSB legal precedents — known icing includes forecast in some interpretations.

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Q26. Mandatory IFR clearance items (CRAFT):

A. Cruise, Route, Altitude, Frequency, Transponder

B. Climb, Reach, Altitude, Fix, Time

C. Clearance, Routing, Approach, Final, Time

D. Cruise, Restrictions, Altitude, Fix, Talk

Answer: A. Cruise, Route, Altitude, Frequency, Transponder

AIM 5-2-1.

Q27. Pilot-nav DPs require:

A. ATC vectors

B. Self-navigating per the published DP routing

C. Approach plate only

D. No special skill

Answer: B. Self-navigating per the published DP routing

AIM 5-2.

Q28. Course Reversal at IAF is required:

A. Always

B. When the IAP shows a procedure turn or hold-in-lieu and 'NoPT' is not depicted

C. Never

D. Only at night

Answer: B. When the IAP shows a procedure turn or hold-in-lieu and 'NoPT' is not depicted

AIM 5-4-9.

Q29. Standard rate turn rate is:

A. 1°/sec

B. 3°/sec

C. 5°/sec

D. Half-standard

Answer: B. 3°/sec

IFH.

Q30. Unusual attitudes — nose-low recovery:

A. Add power, raise nose

B. Reduce power, level wings, smoothly raise nose to level flight

C. Pull up only

D. Bank further

Answer: B. Reduce power, level wings, smoothly raise nose to level flight

IFH Ch 7.

Q31. Airplane IFR fuel reserve (§91.167):

A. 20 min

B. Destination + alternate (if required) + 45 minutes

C. 30 min

D. 60 min

Answer: B. Destination + alternate (if required) + 45 minutes
§91.167(a).

Q32. Alternate weather (precision approach, no published alt mins):

A. 200/½

B. 600 ft and 2 SM

C. 800 ft and 2 SM

D. 1000/3

Answer: B. 600 ft and 2 SM
§91.169(c).

Q33. Alternate weather (NPA, no published alt mins):

A. 600/2

B. 800/2

C. 1000/3

D. NPA cannot be alternate

Answer: B. 800/2
§91.169(c).

Q34. 1-2-3 rule (no alternate required):

A. At ETA: 2,000 ft above airport elevation, 3 SM visibility, within ±1 hour of ETA

B. 1 hr / 2 SM / 3000 ft

C. 2 hr / 1 SM / 3000 ft

D. Always required

Answer: A. At ETA: 2,000 ft above airport elevation, 3 SM visibility, within ±1 hour of ETA
§91.169(b)(2).

Q35. 6 approaches required:

A. 3

B. 6 approaches, holding, intercepting and tracking within 6 cal mo

C. 10

D. Just 6 approaches

Answer: B. 6 approaches, holding, intercepting and tracking within 6 cal mo
§61.57(c)(1).

Q36. After 12 mo non-currency:

A. 6 approaches

B. IPC required with CFII or examiner

C. Self-recurrence

D. Re-take written

Answer: B. IPC required with CFII or examiner
§61.57(d).

Q37. Standard 5 Ts:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Throttle, Trim, Time, Turn

C. Track, Talk, Time, Trim, Tach

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk
IFH.

Q38. Lost comms IFR — route (AVE-F):

A. Random

B. Assigned, Vectored, Expected, Filed

C. Direct

D. Pilot's discretion

Answer: B. Assigned, Vectored, Expected, Filed
§91.185(c)(1).

Q39. Lost comms — altitude (MEA):

A. Pilot's discretion

B. Highest of MEA, expected, assigned

C. Last assigned only

D. File MEA

Answer: B. Highest of MEA, expected, assigned
§91.185(c)(2).

Q40. Holding at 6,001-14,000 ft MSL:

A. 175 KIAS

B. 200

C. 230

D. 265

Answer: C. 230
AIM 5-3-8.

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Q41. VOR check tolerance (VOT):

A. ±4°

B. ±6°

C. ±8°

D. ±10°

Answer: A. ±4°

§91.171.

Q42. At DA/DH:

A. Continue

B. If visual references not in sight, execute missed

C. Land

D. Cancel IFR

Answer: B. If visual references not in sight, execute missed

§91.175(c).

Q43. Loss of GS on a precision approach:

A. Continue

B. Initiate missed unless localizer minima usable

C. Land

D. Cancel IFR

Answer: B. Initiate missed unless localizer minima usable

AIM.

Q44. WAAS LPV approach minimums can go:

A. 500 ft HAA

B. Often 200 ft HAA when published

C. 1000 ft

D. Always above ILS

Answer: B. Often 200 ft HAA when published

AIM 1-1-19.

Q45. For IFR without transponder:

A. Anywhere

B. §91.215(d) — ATC may authorize deviations on a case-by-case basis

C. Above FL180

D. Class G only

Answer: B. §91.215(d) — ATC may authorize deviations on a case-by-case basis

§91.215(d).

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Q46. Convective SIGMET issued for:

A. Light turbulence

B. Tornado, embedded TS, line of TS ≥40% coverage, hail ≥¾ in

C. Mountain wave

D. Icing only

Answer: B. Tornado, embedded TS, line of TS ≥40% coverage, hail ≥¾ in
AIM 7-1-6.

Q47. Lost-comms — leave clearance limit:

A. Random

B. If clearance limit is fix from which approach begins, commence descent and approach at EFC

C. Hold indefinitely

D. Cancel IFR

Answer: B. If clearance limit is fix from which approach begins, commence descent and approach at EFC
§91.185(c)(3).

Q48. Visual references for descent below MDA/DA — number listed:

A. 5

B. 10

C. 15

D. 20

Answer: B. 10
§91.175(c)(3)(i-x).

Q49. Approach light system limit below 100 ft above TDZE:

A. No limit

B. Permitted only if red terminating bars/red side row bars also visible

C. Always

D. Never

Answer: B. Permitted only if red terminating bars/red side row bars also visible
§91.175(c)(3)(i).

Q50. For airplane spatial disorientation:

A. Always recoverable

B. Trust instruments, cross-check, level wings, climb

C. Cancel IFR

D. Land immediately

Answer: B. Trust instruments, cross-check, level wings, climb
PHAK Ch 17.

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Q51. For pitot/static failure:

A. Continue

B. Use alternate static source per POH; cross-check ASI/ALT/VSI

C. Cancel IFR

D. Reduce power

Answer: B. Use alternate static source per POH; cross-check ASI/ALT/VSI

PHAK / POH.

Q52. Cold-temperature corrections required:

A. Always

B. At designated CTRA airports per AIM 7-3-1

C. Below 0°C

D. Subtract

Answer: B. At designated CTRA airports per AIM 7-3-1

AIM 7-3-1.

Q53. For RAIM check:

A. Never

B. Per AIM 1-1-17, before flight when using non-WAAS GPS for IFR

C. Once a year

D. Visual

Answer: B. Per AIM 1-1-17, before flight when using non-WAAS GPS for IFR

AIM 1-1-17.

Q54. For lost comms — squawk:

A. 7700

B. 7600

C. 7500

D. 1200

Answer: B. 7600

AIM 6-4.

Q55. Standard rate turn:

A. 1°/sec

B. 3°/sec

C. 5°/sec

D. Half-standard

Answer: B. 3°/sec

IFH.

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Q56. Holding entries:

A. Always direct

B. Direct, parallel, teardrop based on heading at fix

C. Just direct

D. Random

Answer: B. Direct, parallel, teardrop based on heading at fix

AIM 5-3-7.

Q57. For partial-panel — vacuum failure:

A. Continue

B. Cross-check with TC, compass, GPS-track

C. Reset

D. Land immediately

Answer: B. Cross-check with TC, compass, GPS-track

IFH Ch 7.

Q58. DA reaction at minimums:

A. Continue

B. If visual references not in sight, execute missed approach immediately

C. DH always continues

D. Random

Answer: B. If visual references not in sight, execute missed approach immediately

§91.175.

Q59. Approach categories (airplane):

A. Pilot choice

B. Use category based on stall speed / approach speed

C. Always Cat A

D. Always Cat C

Answer: B. Use category based on stall speed / approach speed

AIM 5-4-7.

Q60. For airplane IFR XC, fuel:

A. Just enough

B. Destination + alternate (if required) + 45 minutes

C. +30 min

D. +60 min

Answer: B. Destination + alternate (if required) + 45 minutes

§91.167(a).

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Certified Flight Instructor — 60 questions

Q1. Per §61.197, the CFI certificate is valid for:

A. 12 calendar months

B. 24 calendar months

C. 36 calendar months

D. Until age 65

Answer: B. 24 calendar months

§61.197(a).

Q2. To renew CFI without practical, you may:

A. FIRC/eFIRC, ≥5 students with 80% pass rate, or air-carrier instructor program

B. Re-take FOI

C. Take a flight review

D. Get a new medical

Answer: A. FIRC/eFIRC, ≥5 students with 80% pass rate, or air-carrier instructor program

§61.197.

Q3. For a Pre-Solo endorsement (§61.87), the CFI must:

A. Just give a written test

B. Conduct training, administer the pre-solo written test, and endorse §61.87(b) and (c)

C. Witness only

D. Just file IACRA

Answer: B. Conduct training, administer the pre-solo written test, and endorse §61.87(b) and (c)

§61.87.

Q4. For §61.31(e) complex-airplane endorsement, the trainer must have:

A. Retractable gear, controllable-pitch propeller, and flaps

B. Tailwheel

C. >200 hp

D. Pressurization

Answer: A. Retractable gear, controllable-pitch propeller, and flaps

§61.31(e).

Q5. Spin training endorsement is required for:

A. Helicopter CFI applicants

B. Airplane CFI applicants

C. All flight instructor applicants

D. Glider CFI only

Answer: B. Airplane CFI applicants

§61.183(i). Spin training and endorsement required for airplane category CFI applicants.

Q6. Tailwheel endorsement training (§61.31(i)) must include:

A. Aerobatics

B. Normal & crosswind T/L; wheel landings (unless POH prohibits); go-around

C. Stall recovery only

D. High-altitude only

Answer: B. Normal & crosswind T/L; wheel landings (unless POH prohibits); go-around
§61.31(i).

Q7. Flight review (§61.56) requires a minimum of:

A. 1 hour ground only

B. 1 hour ground + 1 hour flight

C. 2 hours total

D. No minimum

Answer: B. 1 hour ground + 1 hour flight
§61.56(a).

Q8. Airplane CFI's first responsibility for a soloing student is:

A. Just sign the endorsement

B. Verify pre-solo training, written test passed, and the student's competence in the make/model

C. Send to FSDO

D. Issue medical

Answer: B. Verify pre-solo training, written test passed, and the student's competence in the make/model
§61.87, §61.193.

Q9. For an additional aircraft rating practical (e.g., adding multi-engine), training and endorsement are per:

A. §61.103

B. §61.63

C. §61.93

D. §61.187

Answer: B. §61.63
§61.63 governs additional aircraft ratings.

Q10. For an IPC, the airplane CFI must hold:

A. CFI only

B. CFII (CFI-Instrument)

C. ATP only

D. Just a flight review

Answer: B. CFII (CFI-Instrument)
§61.57(d).

Q11. Common error during airplane crosswind landing teaching:

A. Loss of crosswind correction during rollout

B. Excessive crab on final

C. Flap setting

D. Engine RPM

Answer: A. Loss of crosswind correction during rollout
AFH Ch 8.

Q12. Common error in power-off stall teaching:

A. Insufficient back pressure

B. Late recognition; abrupt forward yoke causing secondary stall; over-controlling rudder

C. Adding power

D. Lowering flaps

Answer: B. Late recognition; abrupt forward yoke causing secondary stall; over-controlling rudder
AFH Ch 4.

Q13. To teach steep turns at 50° bank, the CFI must emphasize:

A. Coordination, altitude management, bank discipline; recovery from over-bank

B. Just bank angle

C. Just airspeed

D. Just altitude

Answer: A. Coordination, altitude management, bank discipline; recovery from over-bank
AFH Ch 9.

Q14. Teaching slow flight, the FAA standard is to fly at:

A. Stall speed

B. An airspeed at which any further increase in AOA, increase in load factor, or reduction in power would result in a stall warning

C. Vy

D. Vne

Answer: B. An airspeed at which any further increase in AOA, increase in load factor, or reduction in power would result in a stall warning
AFH; ACS 2017+ revision.

Q15. Spin awareness training in CFI: emphasize:

A. Recovery only

B. Cross-controlled stall on the base-to-final turn; uncoordinated, low altitude — DEADLY

C. Aerobatics

D. Aerobatic instructor rating

Answer: B. Cross-controlled stall on the base-to-final turn; uncoordinated, low altitude — DEADLY
AFH; AC 61-67.

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Q16. For a student who freezes on the controls:

A. Take controls; positive exchange ('I have the controls' / 'You have the controls' / 'I have the controls')

B. Wait

C. Yell

D. Apply more pressure

Answer: A. Take controls; positive exchange ('I have the controls' / 'You have the controls' / 'I have the controls')

AIM; SOP.

Q17. To teach 'aviate, navigate, communicate' under emergency:

A. Communicate first

B. Aviate first — fly the airplane; navigate; then communicate

C. Navigate first

D. Talk only

Answer: B. Aviate first — fly the airplane; navigate; then communicate

AIM.

Q18. Teaching go-around — common error:

A. Failure to add full power

B. Failure to add full power, retract flaps incrementally, control attitude/yaw

C. Just adding power

D. Reducing throttle

Answer: B. Failure to add full power, retract flaps incrementally, control attitude/yaw

AFH Ch 8.

Q19. Teaching emergency approach & landing — what's the SOP for the field?

A. First field you see

B. Best field considering wind, terrain, surface, distance — within glide range

C. Closest road

D. Power off

Answer: B. Best field considering wind, terrain, surface, distance — within glide range

AFH Ch 17.

Q20. Teaching go-around airspeed:

A. Stall speed

B. Vx initially if obstacle, then Vy

C. Vne

D. Vne -10

Answer: B. Vx initially if obstacle, then Vy

AFH Ch 8.

Q21. Teaching pattern operations — entry recommendation:

A. From the base directly

B. Enter at pattern altitude on a 45° angle to the downwind

C. Straight-in only

D. From the upwind

Answer: B. Enter at pattern altitude on a 45° angle to the downwind

AC 90-66.

Q22. Teaching ADM with a student showing signs of impulsivity:

A. Encourage faster decisions

B. Apply 'Not so fast — think first'; debrief and apply DECIDE

C. End the lesson

D. Tell student no

Answer: B. Apply 'Not so fast — think first'; debrief and apply DECIDE

AIH Ch 7.

Q23. Effective lesson plan elements:

A. Objective only

B. Objective, content, schedule, equipment, instructor & student actions, completion standards, common errors

C. Just maneuvers

D. Just regulations

Answer: B. Objective, content, schedule, equipment, instructor & student actions, completion standards, common errors

AIH Ch 4.

Q24. §61.39 prerequisites for the practical test require:

A. 3 hours within 2 cal mo of test prep + endorsements + applicable knowledge test results + IACRA application

B. Annual flight review

C. No prerequisites

D. Only a medical

Answer: A. 3 hours within 2 cal mo of test prep + endorsements + applicable knowledge test results + IACRA application

§61.39.

Q25. Diagnose-and-correct: a student fixates on the airspeed indicator. Solution:

A. Cover the airspeed indicator

B. Cover the instrument and direct attention to scan; coach scan pattern

C. End the lesson

D. Switch instructors

Answer: B. Cover the instrument and direct attention to scan; coach scan pattern

AIH.

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Q26. How does a CFI log PIC while teaching?

A. Cannot log PIC

B. May log PIC when authorized as instructor and the student is sole manipulator of the controls

C. Always SIC

D. Always dual

Answer: B. May log PIC when authorized as instructor and the student is sole manipulator of the controls
§61.51(e)(3).

Q27. Pre-solo written test — administered by:

A. FAA

B. The CFI; graded and reviewed with the student before solo

C. DPE

D. Flight school admin

Answer: B. The CFI; graded and reviewed with the student before solo
§61.87(b).

Q28. Common error in soft-field takeoff teaching:

A. Not enough flap

B. Pitching too high in ground effect causing settling on departure

C. Failure to add power

D. Failure to retract gear

Answer: B. Pitching too high in ground effect causing settling on departure
AFH.

Q29. Common error in short-field landing teaching:

A. Float and bleed off speed (overshooting the aiming point)

B. Spot-on touchdown

C. Stabilized approach

D. Full flaps

Answer: A. Float and bleed off speed (overshooting the aiming point)
AFH.

Q30. For a student exhibiting fixation:

A. Allow it to continue

B. Intervene and direct scan; consider covering the offending instrument

C. Switch aircraft

D. End the lesson

Answer: B. Intervene and direct scan; consider covering the offending instrument
AIH Ch 7.

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Q31. CFI airplane validity:

A. 12 mo

B. 24 calendar months

C. 36 mo

D. Lifetime

Answer: B. 24 calendar months

§61.197.

Q32. For airplane CFI applicants — spin training:

A. Exempt

B. Required per §61.183(i)(1) — flight training in stall awareness, spin entry, spins, recovery

C. Optional

D. Same as helicopter

Answer: B. Required per §61.183(i)(1) — flight training in stall awareness, spin entry, spins, recovery

§61.183(i)(1).

Q33. For complex airplane endorsement:

A. §61.31(f)

B. §61.31(e) — retractable + controllable prop + flaps

C. §61.31(g)

D. §61.31(i)

Answer: B. §61.31(e) — retractable + controllable prop + flaps

§61.31(e).

Q34. For high-performance:

A. §61.31(e)

B. §61.31(f) — engine more than 200 hp

C. §61.31(g)

D. §61.31(i)

Answer: B. §61.31(f) — engine more than 200 hp

§61.31(f).

Q35. For tailwheel:

A. §61.31(e)

B. §61.31(f)

C. §61.31(g)

D. §61.31(i)

Answer: D. §61.31(i)

§61.31(i).

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Q36. For high-altitude:

A. §61.31(f)

B. §61.31(g) — pressurized FL250+

C. §61.31(e)

D. §61.31(i)

Answer: B. §61.31(g) — pressurized FL250+

§61.31(g).

Q37. Common error in stall teaching:

A. Late recognition

B. Late recognition; abrupt forward yoke causing secondary stall; over-controlling rudder

C. Always too aggressive

D. Always too gentle

Answer: B. Late recognition; abrupt forward yoke causing secondary stall; over-controlling rudder

AFH Ch 4.

Q38. For PARE spin recovery:

A. Power, Aileron, Rudder, Elevator

B. Power idle, Ailerons neutral, Rudder full opposite to spin, Elevator briskly forward through neutral

C. Pull, Add, Roll, Elevator

D. Random

Answer: B. Power idle, Ailerons neutral, Rudder full opposite to spin, Elevator briskly forward through neutral

AC 61-67.

Q39. For cross-controlled stall:

A. Recoverable easily

B. Often fatal at low altitude — teach prevention via go-around when overshooting

C. Required maneuver

D. Always practice intentionally

Answer: B. Often fatal at low altitude — teach prevention via go-around when overshooting

AC 61-67.

Q40. For a student exhibiting impulsivity:

A. End the lesson

B. Apply 'Not so fast — think first'; debrief and apply DECIDE

C. Switch instructors

D. Tell student no

Answer: B. Apply 'Not so fast — think first'; debrief and apply DECIDE

AIH Ch 7.

Q41. For demonstrating slow flight (post-2017 ACS):

A. Just below stall

B. At airspeed where any further increase in AOA, increase in load factor, or reduction in power would result in a stall warning

C. Stall speed

D. Vy

Answer: B. At airspeed where any further increase in AOA, increase in load factor, or reduction in power would result in a stall warning

AFH; FAA ACS revision.

Q42. For teaching steep turns at 50° (Commercial level):

A. No emphasis

B. Coordination, altitude management, bank discipline; recovery from over-bank

C. Just bank

D. Just airspeed

Answer: B. Coordination, altitude management, bank discipline; recovery from over-bank

AFH Ch 9.

Q43. Common error in soft-field takeoff teaching:

A. Insufficient flap

B. Pitching too high in ground effect causing settling on departure

C. Failure to add power

D. Failure to retract gear

Answer: B. Pitching too high in ground effect causing settling on departure

AFH Ch 5.

Q44. For short-field landing — common error:

A. Spot-on touchdown

B. Float and bleed off speed (overshooting the aiming point)

C. Stabilized approach

D. Full flaps

Answer: B. Float and bleed off speed (overshooting the aiming point)

AFH Ch 8.

Q45. For pre-solo — same as helicopter:

A. Different

B. §61.87 — pre-solo training, written test, 90-day endorsement

C. Random

D. No requirements

Answer: B. §61.87 — pre-solo training, written test, 90-day endorsement

§61.87.

Q46. For an additional aircraft rating practical (e.g., adding multi-engine):

A. §61.103

B. §61.63

C. §61.93

D. §61.187

Answer: B. §61.63

§61.63.

Q47. For IPC — must be CFII:

A. No

B. Yes — only CFII (or examiner) can give IPC

C. Just CFI

D. ATP only

Answer: B. Yes — only CFII (or examiner) can give IPC

§61.57(d).

Q48. Common error in crosswind landing teaching:

A. Loss of crosswind correction during rollout

B. Excessive crab on final

C. Flap setting

D. Engine RPM

Answer: A. Loss of crosswind correction during rollout

AFH Ch 8.

Q49. For go-around teaching — emphasize:

A. Just adding power

B. Full power, attitude, configuration (flaps incrementally), navigation

C. Just reducing throttle

D. Random

Answer: B. Full power, attitude, configuration (flaps incrementally), navigation

AFH Ch 8.

Q50. For pattern entry recommendation:

A. Straight-in

B. Enter at pattern altitude on a 45° angle to the downwind

C. From base

D. From upwind

Answer: B. Enter at pattern altitude on a 45° angle to the downwind

AC 90-66.

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Q51. For frozen control or freeze on the controls (student):

A. Wait

B. 'I have the controls' — positive exchange protocol; intervene if safety dictates

C. Yell

D. Apply more pressure

Answer: B. 'I have the controls' — positive exchange protocol; intervene if safety dictates

AIM.

Q52. For aviating priorities:

A. Communicate first

B. Aviate, navigate, communicate

C. Navigate first

D. ATC first

Answer: B. Aviate, navigate, communicate

AIM.

Q53. For lesson plan elements:

A. Maneuvers only

B. Objective, content, schedule, equipment, instructor & student actions, completion standards, common errors

C. Just regulations

D. Random

Answer: B. Objective, content, schedule, equipment, instructor & student actions, completion standards, common errors

AIH Ch 4.

Q54. For §61.39 prerequisites — practical test:

A. No requirements

B. 3 hours of test prep within 2 cal mo + endorsements + applicable knowledge test results + IACRA

C. Just FR

D. Just medical

Answer: B. 3 hours of test prep within 2 cal mo + endorsements + applicable knowledge test results + IACRA

§61.39.

Q55. For PIC logging while instructing:

A. Cannot log PIC

B. §61.51(e)(3) — may log PIC when authorized as instructor

C. Always SIC

D. Always dual

Answer: B. §61.51(e)(3) — may log PIC when authorized as instructor

§61.51(e)(3).

Q56. For pre-solo written:

A. FAA-administered

B. Administered, graded, reviewed by CFI

C. DPE

D. Sent to FSDO

Answer: B. Administered, graded, reviewed by CFI
§61.87(b).

Q57. For risk management with an anxious student:

A. Force the maneuver

B. Address the anxiety, reset, simplify, build confidence

C. End the lesson

D. Switch aircraft

Answer: B. Address the anxiety, reset, simplify, build confidence
AIH Ch 1.

Q58. For an effective ground school session:

A. Read aloud

B. Lesson plan with objective, content, application, evaluation

C. Q&A only

D. Movies

Answer: B. Lesson plan with objective, content, application, evaluation
AIH Ch 4.

Q59. For helicopter spin awareness training (airplane CFI applicant):

A. Required

B. Helicopter applicants exempt; airplane required per §61.183(i)

C. Same as helicopter

D. Always optional

Answer: B. Helicopter applicants exempt; airplane required per §61.183(i)
§61.183(i).

Q60. For diagnose-and-correct: student fixates on airspeed indicator:

A. Allow

B. Cover the instrument; coach scan pattern

C. End lesson

D. Switch instructors

Answer: B. Cover the instrument; coach scan pattern
AIH Ch 7 / IFH.

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CFII (Instrument Instructor) — 60 questions

Q1. CFII eligibility requires:

A. CFI Airplane and IRA

B. Just IRA

C. Just CFI

D. ATP only

Answer: A. CFI Airplane and IRA

§61.183.

Q2. On a 'No Gyro' approach, prior to FAF, turns are:

A. Half standard rate

B. Standard rate

C. Random

D. Coordinated only

Answer: B. Standard rate

AIM 5-4-11.

Q3. Inverted-V scan uses:

A. Compass

B. AI as the hub with cross-checks to specific instruments

C. VOR only

D. HSI only

Answer: B. AI as the hub with cross-checks to specific instruments

IFH Ch 5.

Q4. Teaching missed approach emphasize:

A. Climb power, climb attitude, configuration, navigation per the missed

B. Communication only

C. Power only

D. Climb to MSA only

Answer: A. Climb power, climb attitude, configuration, navigation per the missed

IFH.

Q5. On a circling approach, you must:

A. Maintain MDA until in normal position to land — descend only with normal maneuvers

B. Descend to TDZE immediately

C. Fly localizer to runway

D. Use 3° glide

Answer: A. Maintain MDA until in normal position to land — descend only with normal maneuvers

§91.175(c) / AIM 5-4-21.

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Q6. Aviating priorities under partial panel:

A. Communicate first

B. Aviate, navigate, communicate

C. Navigate first

D. Talk only

Answer: B. Aviate, navigate, communicate

AIM.

Q7. 5 Ts include:

A. Time, Turn, Twist, Throttle, Talk

B. Track, Trim, Time, Turn, Twist

C. Throttle, Throttle, Time, Track, Trim

D. Talk, Track, Time, Throttle, Trim

Answer: A. Time, Turn, Twist, Throttle, Talk

IFH.

Q8. For airplane partial panel — vacuum failure:

A. Continue normally

B. Cross-check with TC, compass, GPS-track; consider partial-panel procedures

C. Reset only

D. Land immediately

Answer: B. Cross-check with TC, compass, GPS-track; consider partial-panel procedures

IFH Ch 7.

Q9. Pitot/static blockage emergency:

A. Continue normal

B. Use alternate static source per POH; cross-check ASI/ALT/VSI for consistency

C. Cancel IFR

D. Reduce power

Answer: B. Use alternate static source per POH; cross-check ASI/ALT/VSI for consistency

PHAK.

Q10. Teaching scans, common student error:

A. Scanning too fast

B. Fixation, omission, emphasis (over-relying on a single instrument)

C. Reading too slowly

D. Talking too much

Answer: B. Fixation, omission, emphasis (over-relying on a single instrument)

IFH Ch 5.

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Q11. A pilot reporting on entering a hold should include:

A. Time, altitude, fix

B. Just time

C. Just altitude

D. Just fix

Answer: A. Time, altitude, fix

AIM 5-3-3.

Q12. Holding pattern in 30 kt wind — outbound timing:

A. Always 1 minute

B. Adjusted so inbound leg = 1 minute (≤14,000)

C. Always 1.5

D. Always 30 sec

Answer: B. Adjusted so inbound leg = 1 minute (≤14,000)

AIM 5-3-8.

Q13. Spatial disorientation in IMC most often arises from:

A. Conflicting vestibular and visual cues during prolonged turns

B. Cold weather

C. Caffeine

D. Hyperventilation only

Answer: A. Conflicting vestibular and visual cues during prolonged turns

PHAK Ch 17.

Q14. To teach attitude instrument flying use:

A. Visual references

B. Primary/Supporting or Control + Performance methods

C. Auto-pilot

D. Random

Answer: B. Primary/Supporting or Control + Performance methods

IFH Ch 5.

Q15. On a 'cleared for the approach' clearance:

A. Authorization to descend immediately

B. Authorization to commence the approach as charted; comply with all altitudes

C. Just VFR

D. Direct to airport

Answer: B. Authorization to commence the approach as charted; comply with all altitudes

AIM 5-4-7.

Q16. Partial-panel emphasis in airplane IFR teaching:

A. AHRS only

B. Vacuum/electric AHRS failure modes; alternate static; standby instruments

C. Cover all instruments

D. Engine instruments only

Answer: B. Vacuum/electric AHRS failure modes; alternate static; standby instruments
IFH Ch 7.

Q17. For airframe icing inadvertent encounter:

A. Climb only

B. Reverse course or descend/climb to colder/warmer air per AFM and AIM 7-1-19

C. Continue

D. Increase speed only

Answer: B. Reverse course or descend/climb to colder/warmer air per AFM and AIM 7-1-19
AIM 7-1-19.

Q18. Cold-temperature corrections — when applied:

A. Always

B. At designated Cold Temperature Restricted Airports per AIM 7-3-1

C. Below 0°C only

D. Subtract

Answer: B. At designated Cold Temperature Restricted Airports per AIM 7-3-1
AIM 7-3-1.

Q19. PinS approaches are typically:

A. Airplane-specific

B. Helicopter-specific (Copter only) — you may see them on a CFII airplane oral as a comparison

C. Required for all IFR

D. Higher minima

Answer: B. Helicopter-specific (Copter only) — you may see them on a CFII airplane oral as a comparison
AIM 5-4-5.

Q20. For airplane IFR XC, fuel:

A. Just enough

B. Destination + alternate (if required) + 45 min (§91.167)

C. + 30 min

D. + 60 min

Answer: B. Destination + alternate (if required) + 45 min (§91.167)
§91.167.

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Q21. Teaching the ILS, key emphasis:

A. Compass

B. LOC + GS, cross-checked with attitude, ASI, ALT, VSI

C. Engine instruments

D. ATIS

Answer: B. LOC + GS, cross-checked with attitude, ASI, ALT, VSI
IFH Ch 5.

Q22. For instrument test currency, IRA written is valid:

A. 12 months

B. 24 calendar months

C. 36 months

D. Indefinitely

Answer: B. 24 calendar months
§61.39.

Q23. Teaching holding, you should:

A. Use random fixes

B. Use a published hold and rehearse entries with the student

C. Use VFR pattern

D. Use simulator only

Answer: B. Use a published hold and rehearse entries with the student
AIM 5-3.

Q24. Standard approach phraseology emphasis:

A. Local terms

B. FAA standard phraseology — read-back of clearances, hold short, line up & wait

C. Improvised

D. No phraseology

Answer: B. FAA standard phraseology — read-back of clearances, hold short, line up & wait
AIM Ch 4.

Q25. After successful CFII checkride, renewal cycle:

A. Different from CFI

B. Tied to CFI certificate (24 cal mo) and renewed together

C. Lifetime

D. Re-test annually

Answer: B. Tied to CFI certificate (24 cal mo) and renewed together
§61.197.

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Q26. Teaching unusual attitude recovery — nose-high:

A. Push forward only

B. Add power, lower nose smoothly toward level, level wings, regain coordinated flight

C. Stall first

D. Pull harder

Answer: B. Add power, lower nose smoothly toward level, level wings, regain coordinated flight
IFH Ch 7.

Q27. Teaching AHRS / vacuum failure:

A. Cover only AHRS

B. Cover failed instruments and use TC, compass, ASI, ALT, GPS-track for orientation

C. Cover everything

D. Cover engine instruments only

Answer: B. Cover failed instruments and use TC, compass, ASI, ALT, GPS-track for orientation
IFH Ch 7.

Q28. Pre-flight a GPS approach — verify:

A. Just enter the FAF

B. Database current, load procedure, brief, verify integrity (RAIM/WAAS)

C. Direct-to only

D. Autopilot only

Answer: B. Database current, load procedure, brief, verify integrity (RAIM/WAAS)
AIM 1-1-17.

Q29. To teach LPV approach minima:

A. Same as ILS always

B. WAAS-enabled, vertical guidance, often as low as 200 ft HAA

C. Higher than VOR

D. Always 800 ft

Answer: B. WAAS-enabled, vertical guidance, often as low as 200 ft HAA
AIM 1-1-19.

Q30. Teaching the missed approach: communication priority:

A. Talk first

B. Aviate-Navigate-Communicate

C. ATC first

D. No comm

Answer: B. Aviate-Navigate-Communicate
AIM.

Q31. CFII airplane eligibility:

A. CFI Airplane and IRA

B. Just IRA

C. Just CFI

D. ATP

Answer: A. CFI Airplane and IRA
§61.183.

Q32. FII test required:

A. No

B. Yes — Flight Instructor Instrument Airplane

C. Just FOI

D. Just IRA

Answer: B. Yes — Flight Instructor Instrument Airplane
§61.183(d).

Q33. For airplane partial-panel — vacuum failure:

A. Continue normally

B. Cross-check with TC, compass, GPS-track; standby

C. Reset only

D. Land immediately

Answer: B. Cross-check with TC, compass, GPS-track; standby
IFH Ch 7.

Q34. For approach briefing flow:

A. No specific

B. TANT-EM: Type/Title, Approach course, Navaids, Timing, Entry/FAF, Missed approach

C. Just MAP

D. Random

Answer: B. TANT-EM: Type/Title, Approach course, Navaids, Timing, Entry/FAF, Missed approach
IFH Ch 10.

Q35. 5 Ts:

A. Time, Turn, Twist, Throttle, Talk

B. Tach, Throttle, Trim, Time, Turn

C. Track, Talk, Time, Trim, Tach

D. Time, Trim, Talk, Track, Throttle

Answer: A. Time, Turn, Twist, Throttle, Talk
IFH.

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Q36. Standard scan techniques:

A. Random

B. Selected radial, inverted-V, rectangular paired with primary/supporting

C. Just AI

D. Just compass

Answer: B. Selected radial, inverted-V, rectangular paired with primary/supporting
IFH Ch 5.

Q37. On 'No Gyro' approach before FAF:

A. Half-rate

B. Standard rate, then half-rate after FAF

C. Random

D. No turns

Answer: B. Standard rate, then half-rate after FAF
AIM 5-4-11.

Q38. For circling approach:

A. Descend

B. Maintain MDA until in normal position to land

C. Continuous

D. Cancel IFR

Answer: B. Maintain MDA until in normal position to land
§91.175 / AIM 5-4-21.

Q39. At DA/DH for precision approach:

A. Continue

B. If visual references not in sight, execute missed

C. Land

D. Cancel IFR

Answer: B. If visual references not in sight, execute missed
§91.175(c).

Q40. Lost comms IFR (§91.185):

A. Random

B. AVE-F + MEA

C. Direct

D. Land first

Answer: B. AVE-F + MEA
§91.185.

Q41. For airframe icing inadvertent encounter:

A. Climb only

B. Reverse course or descend/climb to colder/warmer air per AFM and AIM 7-1-19

C. Continue

D. Increase speed only

Answer: B. Reverse course or descend/climb to colder/warmer air per AFM and AIM 7-1-19

AIM 7-1-19.

Q42. Cold-temperature corrections:

A. Always

B. At designated CTRA airports per AIM 7-3-1

C. Below 0°C

D. Subtract

Answer: B. At designated CTRA airports per AIM 7-3-1

AIM 7-3-1.

Q43. To teach attitude instrument flying:

A. Visual references

B. Primary/Supporting or Control + Performance methods

C. Auto-pilot

D. Random

Answer: B. Primary/Supporting or Control + Performance methods

IFH Ch 5.

Q44. For partial panel — alternate static source:

A. Always continue

B. Use alternate static source per POH; cross-check ASI/ALT/VSI

C. Reset

D. Cancel IFR

Answer: B. Use alternate static source per POH; cross-check ASI/ALT/VSI

PHAK / POH.

Q45. WAAS LPV minimums:

A. 500 ft HAA

B. Often 200 ft HAA when published

C. 1000 ft

D. Same as ILS only

Answer: B. Often 200 ft HAA when published

AIM 1-1-19.

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Q46. For IFR test currency:

A. 12 mo

B. 24 calendar months

C. 36 mo

D. Indefinitely

Answer: B. 24 calendar months

§61.39.

Q47. For partial-panel emphasis (airplane IFR teaching):

A. AHRS only

B. Vacuum vs electric AHRS failure modes; alternate static; standby instruments; pitot/static failures

C. Cover all

D. Engine instruments only

Answer: B. Vacuum vs electric AHRS failure modes; alternate static; standby instruments; pitot/static failures

IFH Ch 7.

Q48. For inadvertent IMC for VFR-only pilot:

A. Continue

B. Immediate level wings on AI, climb to safe altitude (MSA/MEA), call ATC for vectors

C. Land immediately

D. Turn 180° at low altitude

Answer: B. Immediate level wings on AI, climb to safe altitude (MSA/MEA), call ATC for vectors

AIM 7-5-9.

Q49. For instrument scan teaching, common error:

A. Scanning too fast

B. Fixation, omission, emphasis

C. Reading too slow

D. Talking

Answer: B. Fixation, omission, emphasis

IFH Ch 5.

Q50. For holding pattern teaching:

A. Random

B. Use a published hold; rehearse all entries

C. VFR pattern

D. Simulator only

Answer: B. Use a published hold; rehearse all entries

AIM 5-3.

Q51. For 'cleared for the approach':

A. Authorization to descend immediately

B. Authorization to commence the approach as charted; comply with all altitudes

C. Just VFR

D. Direct

Answer: B. Authorization to commence the approach as charted; comply with all altitudes

AIM 5-4-7.

Q52. For pre-flight a GPS approach — verify:

A. FAF only

B. Database current, load procedure, brief, verify integrity (RAIM/WAAS)

C. Direct-to

D. Autopilot

Answer: B. Database current, load procedure, brief, verify integrity (RAIM/WAAS)

AIM 1-1-17.

Q53. For unusual attitude recovery — nose-low:

A. Pull aft

B. Reduce power, level wings, smoothly raise nose to level flight

C. Random

D. Maintain pitch

Answer: B. Reduce power, level wings, smoothly raise nose to level flight

IFH Ch 7.

Q54. For unusual attitude recovery — nose-high:

A. Pull aft

B. Add power, lower nose smoothly toward level, level wings

C. Stall first

D. Pull harder

Answer: B. Add power, lower nose smoothly toward level, level wings

IFH Ch 7.

Q55. For lost comms — route AVE-F:

A. Random

B. Assigned, Vectored, Expected, Filed

C. Direct only

D. Pilot's discretion

Answer: B. Assigned, Vectored, Expected, Filed

§91.185(c)(1).

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Q56. For partial-panel — pitot blocked, static open:

A. ASI accurate

B. ASI behaves like altimeter (high in climb, low in descent)

C. ASI freezes

D. ALT goes to zero

Answer: B. ASI behaves like altimeter (high in climb, low in descent)
PHAK Ch 8.

Q57. For partial-panel — static blocked, pitot open:

A. ASI accurate

B. ASI accurate only at the blocked altitude; off as altitude diverges

C. ASI freezes

D. ALT zero

Answer: B. ASI accurate only at the blocked altitude; off as altitude diverges
PHAK Ch 8.

Q58. For airframe icing escape:

A. Continue

B. Climb / descend / divert per AFM; pitot heat ON; manage airspeed

C. Increase airspeed only

D. Reduce power only

Answer: B. Climb / descend / divert per AFM; pitot heat ON; manage airspeed
AIM 7-1-19.

Q59. For airplane SVFR night:

A. Same as day

B. Pilot must be IRA-rated and aircraft IFR-equipped (§91.157(b)(4))

C. No SVFR

D. Always allowed

Answer: B. Pilot must be IRA-rated and aircraft IFR-equipped (§91.157(b)(4))
§91.157(b)(4).

Q60. For CFII renewal:

A. Different

B. Tied to CFI certificate (24 cal mo) and renewed together

C. Lifetime

D. Re-test annually

Answer: B. Tied to CFI certificate (24 cal mo) and renewed together
§61.197.