Learn to Fly Course

FAA Test Prep Question Updates (March 2024)

Thank you for choosing Sporty's as your online course provider as you train toward your Private Pilot license. We are always working to improve your course by adding new HD and 4K video content, pilot training resources, and test preparation tools – all included with your course access.

Below are the latest questions that have been added to the FAA Test Prep section of your course, based on recent changes to the test. Remember, the FAA does not publish the actual test questions you will see on the test, so it's important to understand the "why" behind each question and correct answer to ensure you're thoroughly prepared.

Click on the question text to view that question directly in your course. To access these questions in an interactive study session, go to Test Prep, Start a New Study Session, select the Question Search mode and enter the Question ID in the search field.

Best,
Bret Koebbe
Senior Flight Instructor
Sporty's

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1. When operating under BasicMed, where do you need to retain a copy of the Comprehensive Medical Examination Checklist (CMEC)?

Category: Pilot Qualifications
Question ID: deedc516da0f

In your logbook (paper or electronic).
The completed checklist shall be retained in the individual's logbook (in any legible paper or electronic format) and made available on request.

In your possession when operating as PIC on a flight.
You do not need to keep the checklist in your possession in the aircraft, but it does need to be kept in your logbook.

At the office of the medical professional who performed your assessment.
The checklist should be retained in your logbook.

FAA Reference: Advisory Circular 68-1A

2. How can a pilot use GPS altitude in flight?

Category: Navigation Systems and Radar Services
Question ID: 5037d71c3529

GPS should not be used as a primary source of altitude data.
While GPS altitude can be very accurate, it should not be used as a primary source of altitude data in flight. GPS altitude does not correct for non-standard temperature or pressure, which can cause it to differ by several hundred feet from what's displayed on the primary barometric altimeter set to the current altimeter setting.

GPS altitude can be used as a primary altitude indicator.
GPS altitude is subject to additional errors and is not corrected for non-standard temperature or pressure, so it should not be used as a primary altitude source.

GPS altitude should only be used in IFR conditions.
GPS altitude should only be used for backup purposes, regardless of flight conditions.

FAA Reference: Pilot's Handbook of Aeronautical Knowledge (Chapter 16)

3. What are the reporting requirements for a pilot convicted of possessing and selling marijuana?

Category: Pilot Qualifications
Question ID: b03760a824da

You must report the offense to the FAA Aeromedical Certification Division when applying for a medical certificate.
If the offense was unrelated to a motor vehicle action, you do not need to make a special report to the FAA. You do need to report the drug conviction the next time you apply for an airman medical certificate.

There are no reporting requirements related to marijuana offenses.
You must report drug and alcohol convictions when applying for a medical certificate.

You must send a notification letter with details of the conviction within 60 days to the Aerospace Medical Certification Division.
You must only submit a notification letter within 60 days if the conviction involved a motor vehicle action, as described in FAR 61.15. Also, the notification needs to be made to the Security and Hazardous Materials Safety Office, not the Aeromedical Division.

FAA Reference: FAR 61.15

4. What will happen during takeoff if you attempt to leave ground effect without sufficient airspeed?

Category: Takeoff and Climb
Question ID: 461bd64b3835

The airplane will settle back to the ground.
If the aircraft climbs out of ground effect without sufficient airspeed, the increased induced drag may result in marginal initial climb performance. In extreme conditions, such as high gross weight, high-density altitude, and high temperature, a deficiency of airspeed during takeoff may permit the aircraft to become airborne while in ground effect, but the aircraft but could settle back on the runway once out of ground effect

The airplane will experience a nose-down change in moment.
An aircraft leaving ground effect will experience a decrease in stability and a nose-up change in moment.

The airplane will require a decrease in angle of attack to maintain the same amount of lift.
An aircraft leaving ground effect will require an increase in angle of attack to maintain the same amount of lift.

FAA Reference: Pilot's Handbook of Aeronautical Knowledge (Chapter 5)

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5. What is the difference between a normal landing and a crosswind landing?

Category: Approach and Landing
Question ID: 7bc17afc2312

Aileron up on the upwind wing
Landing in a crosswind requires that the pilot use flight control inputs to align the longitudinal axis of the airplane with the runway to prevent side loads on the landing gear during touchdown. This is accomplished by lowering the upwind wing into the wind (aileron up) and applying opposite rudder to keep the airplane tracking the runway centerline. The wing-low method is also referred to as a sideslip.

Aileron down on the upwind wing
When using the sideslip technique to land in a crosswind, the aileron should be up on the upwind wing, which lowers the upwind wing into the wind.

Aileron up on the downwind wing
When using the sideslip technique to land in a crosswind, the aileron should be up on the upwind wing and down on the downwind wing, which lowers the upwind wing into the wind.

FAA Reference: Airplane Flying Handbook (Chapter 9)

6. At what minimum distance should a pilot report a near midair collision to the FAA?

Category: Traffic Patterns
Question ID: 3385072f6a5c

500 feet
A near midair collision (NMAC) is defined as an incident associated with the operation of an aircraft in which a possibility of collision occurs due to its proximity of less than 500 feet to another aircraft. Pilots and/or flight crew members involved in NMAC occurrences are urged to report each incident immediately to the nearest FAA ATC facility or by writing to the nearest FAA FSDO office.

600 feet
A report should be sent to the FAA when a possibility of a midair collision occurs due to the proximity of less than 500 feet to another aircraft.

700 feet
A report should be sent to the FAA when a possibility of a midair collision occurs due to the proximity of less than 500 feet to another aircraft.

FAA Reference: Aeronautical Information Manual (Chapter 7)

7. What condition applies when taking off at a high-density altitude?

Category: Takeoff and Climb
Question ID: a48339dc9abb

Higher induced drag
When operating in high-density altitude conditions, the air is less dense due to higher altitudes, higher temperatures, lower atmospheric pressure, or a combination of those conditions. To compensate for the higher air density, a higher angle of attack is needed to achieve sufficient lift. As the angle of attack increases, induced drag increases proportionately since it is a byproduct of the lift being created.

Lower induced drag
Induced drag would increase due to the higher angle of attack needed to liftoff in high-density altitude conditions.

Shorter takeoff roll
The takeoff roll would be longer, not shorter when taking off in high-density altitude conditions.

FAA Reference: Pilot's Handbook of Aeronautical Knowledge (Chapter 5)

8. What is likely to occur if you lift off the runway before reaching rotation speed due to ground effect?

Category: Takeoff and Climb
Question ID: 4cc325ebbde6

Inability to climb
Any attempt to take off below the recommended speed means that the aircraft could stall, be difficult to control, or have a very low initial rate of climb. In some cases, an excessive angle of attack may not allow the aircraft to climb out of ground effect.

Increase in stability
An airplane leaving ground effect will experience a decrease in stability.

Decrease in thrust required to maintain flight
The airplane will require more thrust to maintain the same flight attitude when leaving ground effect.

FAA Reference: Pilot's Handbook of Aeronautical Knowledge (Chapter 5)

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9. While attempting a level turn, you begin to lose altitude. In addition to the natural horizon, what should you reference to make a correction?

Category: Steep Turns
Question ID: c9757a722a01

Flight Instruments
When performing turns, the natural horizon should be used to judge the proper bank angle and pitch position to maintain altitude. Once the initial flight attitude is reached, you should cross-reference the flight instruments to verify the correct bank angle has been achieved and that altitude is being maintained.

Tachometer
The flight instruments should be used to verify bank angle and altitude.

GPS moving map
The flight instruments should be used to verify bank angle and altitude.

FAA Reference: Airplane Flying Handbook (Chapter 3)

10. You're flying in an area of heavy rain with thunderstorms forecast ahead along your route. What is your best course of action?

Category: Weather Information - Hazards
Question ID: 4b631c47d673

Divert
When weather conditions are expected to deteriorate along your route, the best course of action is to divert and wait until the conditions improve. Thunderstorms can reach heights of 50,000 to 60,000 feet, so flying over them is not an option. Flying under thunderstorms can subject aircraft to rain, hail, damaging lightning, and violent turbulence.

Continue On
The best action plan for deteriorating weather conditions is to divert to an alternate airport.

Check PIREPs
Based on the current conditions you're experiencing and what's forecast ahead, your best action plan is to play it safe and divert to an alternate airport.

FAA Reference: Pilot's Handbook of Aeronautical Knowledge (Chapter 12)

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11. Ground Control clears you to taxi to a specific runway for departure. You should:

Category: Communications, Lights and Runways - Airports
Question ID: e7e9ff03c457

Taxi up to the beginning of the runway and hold short.
When ATC issues a clearance to taxi to a runway, you are expected to taxi to the starting point and hold short of the entrance to that runway on the taxiway. A taxi clearance does not authorize the aircraft to enter or cross the assigned runway at any point.

Taxi to the nearest intersection with that runway and hold short.
Unless the taxi clearance includes instructions to taxi to an intersecting taxiway along the runway, you are expected to taxi to the starting point of that runway and hold short.

Pull onto the end of the runway and hold your position.
A taxi clearance does not authorize the aircraft to enter or cross the assigned runway at any point.

FAA Reference: Aeronautical Information Manual (Chapter 4)