

PRIVATE PILOT GROUND SCHOOL

MODULE 3-7 — THE FAA WRITTEN

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FACTS TO REMEMBER

KNOW THESE COLD

- The private pilot airplane knowledge test is test code PAR, with 60 scored questions.
*Source: Testing Matrix 10/22/25 KTF**
- The allotted time is 2.0 hours.
*Source: Testing Matrix KTF**
- The passing score is 70.
*Source: Testing Matrix KTF**
- The minimum age to take the private pilot knowledge test (PAR) is 15.
*Source: Testing Matrix KTF**
- The private pilot certificate itself requires age 17 — passing the written early does not move that date.
*Source: 61.103(a) eCFR**
- Test content aligns to the ACS, which is incorporated by reference into part 61 — the ACS is the study map.
*Source: 61.14(b)(3); ACS-6C App 1 KTF**
- The AKTR prints an ACS code for every question you missed.
*Source: ACS-6C App 1; Testing Matrix KTF**
- Your examiner reads those AKTR codes too: deficient areas get retested at the practical, and the pre-checkride endorsement must certify they were retrained.
*Source: 61.39(a)(6)(iii) eCFR**
- Authorization to test is an instructor's endorsement certifying ground training or home study completed and the applicant prepared.
*Source: 61.35(a)(1), 61.103(d) eCFR**
- You need an FTN (Federal Tracking Number) from IACRA before you can sit the test.
*Source: Testing Matrix KTF**
- Bring identification with photo, signature, date of birth, and residential address.
Source: 61.35(a)(3) eCFR; Testing Matrix KTF**
- The knowledge test must be passed within the 24 calendar months preceding the month of the practical test.
*Source: 61.39(a)(1)(i) eCFR**
- You present the AKTR when you apply for the practical test.
*Source: 61.39(a)(2) eCFR**
- After a failure, retesting requires additional training and an endorsement from the instructor who gave it.
*Source: 61.49(a) eCFR**
- The test is taken at PSI centers; the FAA points applicants to PSI's free sample tests to learn the interface.
Source: KTF (faa.psiexams.com)*
- Read the final sentence of the stem first — it is the actual question; the paragraph above it is scenery until you know what is being asked.
Source: NA (genre convention)

- Every figure on the test comes from the published testing supplement (FAA-CT-8080-2H) — practice with the real supplement so its print quality never surprises you.

Source: Testing Matrix KTF; NA*

- Compute your answer before reading the choices — the distractors are correct answers to adjacent mistakes.

Source: NA (genre convention)

- Choose the answer closest to your computation; rounding differences between your method and the FAA's are expected.

Source: NA (genre convention)

- Never leave a question blank — an unanswered question is scored wrong, and a guess costs nothing extra.

Source: NA (genre convention)

- Budget two minutes per question; flag and move past anything that stalls you, then return.

Source: NA (genre convention)

- North Aero students sit the written at the Phase 3/4 boundary — Phase 4 rides on a passed written.

Source: MODULES.md (ADR 0018 ruling 3) NA

GOING DEEPER

- The 2.5 hours printed inside ACS-6C Appendix 1 is an FAA misprint; the corrected time is 2.0.

*Source: FAA ACS Knowledge Test Table correction KTF**

- Tests may include unscored validation questions: they never count for or against you, and the allotted time already covers them.

*Source: Testing Matrix KTF**

- A graduation certificate from an FAA-certificated pilot school is the alternative authorization.

*Source: 61.71(a); Testing Matrix KTF**

- The written rewards precise number recall; the oral rewards understanding — study the numbers for this test, the mechanisms for the checkride.

Source: NA (genre convention)

- The knowledge test is one of three evaluations; K and R elements are primarily evaluated at the knowledge test, then probed again orally.

*Source: ACS-6C App 1 KTF**

THE REGULATIONS BEHIND THIS MODULE

14 CFR 61.35 – Knowledge test: Prerequisites and passing grades

An applicant for a knowledge test must hold an instructor endorsement certifying that the appropriate ground training or home study is complete and the applicant is prepared, and must present identification carrying a photograph, a signature, and a date of birth.

Where it goes deeper: This module, in the Leg on getting to the test center.

14 CFR 61.39(a)(1) and (a)(2) – Prerequisites for practical tests

The knowledge test must be passed within the 24 calendar months preceding the month the applicant completes the checkride, and the test report must be presented at the time of application for it.

Where it goes deeper: This module, in the Leg on the test report.

14 CFR 61.39(a)(6) – Prerequisites for practical tests

The pre-checkride endorsement certifies that the applicant received and logged training within the 2 calendar months preceding the month of application, is prepared for the checkride, and has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the knowledge test.

Where it goes deeper: This module, in the Leg on the test report.

14 CFR 61.49 – Retesting after failure

An applicant who fails a knowledge test can reapply only after receiving the necessary training from an authorized instructor who has determined the applicant proficient to pass, and an endorsement from the instructor who gave that training.

Where it goes deeper: This module, in the Leg on the test report.

14 CFR 61.103 – Eligibility requirements: General

A private pilot certificate requires an applicant at least 17 years of age, a logbook endorsement from the instructor who conducted the ground training or reviewed the home study, and a passing grade on the knowledge test covering the aeronautical knowledge areas of 61.105(b).

Where it goes deeper: This module, in the Legs on the test and on who can sit it.