AAAE ACE OPERATIONS MODULE 3 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What must occur if something is determined to be an obstruction to air navigation?

A. It must be removed, marked or lighted

B. It must be relocated within 1 mile

C. It must be painted orange

D. It must be ignored if below 100 ft

2. Is runway visual range (RVR) equipment required for a CAT I ILS?

A. No, only required for CAT II and III ILS

B. Yes, required for CAT I

C. Only in Alaska

D. Required for all ILS categories

3. Why is containment of glycol-based aircraft deicing fluids important, and what practices support environmental protection?

A. Glycol can contaminate water and soil; protect it with containment systems, proper collection and disposal, spill response, and treatment or recycling of fluids.

B. Glycol is non-toxic and environmentally friendly; no special containment needed.

C. Containment protects only the aircraft; environmental impact is ignored.

D. Containment is optional in most airports.

4. Which measure helps stabilize finances during downturns by spreading revenue risk?

A. Rigid staffing

B. Diversified revenue

C. Wait for funding without diversification

D. Cut all nonessential services

5. For a CAT I ILS, RVRs are located at which locations?

A. Runway midpoint or the aiming point

B. Threshold only

C. Threshold and midpoint

D. Aiming point only

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6. What term is used to describe any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff?

A. Runway incursion

B. Taxiway excursion

C. Runway incitement

D. Airspace violation

7. Which concept emphasizes ensuring critical operations receive priority during disruptive events?

A. Prioritization of essential services

B. Diversified revenue

C. Remote/alternate work

D. Contingency planning

8. Why is coordination with wildlife agencies a key component of Wildlife Hazard Management Plans?

A. It ensures regulatory alignment and access to expert guidance

B. It is optional and has little impact

C. It only increases cost and delays operations

D. It prevents any penalties.

9. What is the width range of the primary surface?

A. 100 to 500 ft

B. 1,000 to 2,000 ft

C. 250 to 1,000 ft

D. 50 to 200 ft

10. What are the dimensions of the glideslope critical area?

A. 250 ft wide by 800 ft long

B. 350 ft wide by 1,000 ft long

C. 500 ft wide by 1,200 ft long

D. 1,000 ft wide by 1,500 ft long

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Answers

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

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Explanations

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1. What must occur if something is determined to be an obstruction to air navigation?

A. It must be removed, marked or lighted

B. It must be relocated within 1 mile

C. It must be painted orange

D. It must be ignored if below 100 ft

When something is identified as an obstruction to navigable airspace, the priority is to eliminate or clearly signal its presence so pilots can avoid it. The required approach is to either remove the obstruction entirely or ensure it is properly marked and/or lighted so it is visible to aircraft, especially in low visibility or night operations. This protects safety during all phases of flight by reducing the risk of controlled or inadvertent encounters with hazards in the sky. Relocating the obstruction within a fixed distance isn't a standard corrective rule, and simply painting it orange doesn't meet the established marking/light requirements that alert pilots. Ignoring the obstruction is unsafe and violates aviation safety practices. So, the correct action is to remove, mark, or light the obstruction.

2. Is runway visual range (RVR) equipment required for a CAT I ILS?

A. No, only required for CAT II and III ILS

B. Yes, required for CAT I

C. Only in Alaska

D. Required for all ILS categories

RVR sensors are tied to how low the visibility minimums are and how the approach is categorized. For Cat II and Cat III ILS approaches, precise runway visibility measurements must be available and used as part of the landing minima, so having RVR equipment is required. Cat I ILS minima rely on standard visibility requirements rather than RVR data, so the installation or use of RVR equipment isn't a regulatory requirement for Cat I. In practice, many airports do report RVR even for Cat I, but that's for pilot information and operations convenience, not because Cat I requires it. The key point is that the regulatory requirement to have RVR equipment applies to Cat II and Cat III, not Cat I.

3. Why is containment of glycol-based aircraft deicing fluids important, and what practices support environmental protection?

A. Glycol can contaminate water and soil; protect it with containment systems, proper collection and disposal, spill response, and treatment or recycling of fluids.

B. Glycol is non-toxic and environmentally friendly; no special containment needed.

C. Containment protects only the aircraft; environmental impact is ignored.

D. Containment is optional in most airports.

Preventing environmental contamination from glycol-based deicing fluids is essential because these fluids can runoff into water and soil, potentially harming aquatic life and degrading groundwater quality. Airports protect the environment by using secondary containment around storage and handling areas, plus dedicated collection systems on deicing pads to capture runoff before it reaches storm drains. After collection, the glycol must be disposed of at approved facilities or treated/recycled so it can be removed or reused, reducing waste and environmental impact. Spill response plans and trained personnel, with ready-to-use spill kits and absorbents, enable rapid containment and cleanup to limit the area affected. Ongoing practices also include preventing leaks during storage and transfer, proper labeling and recordkeeping, and applying treatment technologies or recycling processes to recover and reuse glycol. The other options overlook the environmental risks and regulatory requirements, implying containment isn't necessary or that glycol is harmless, which isn't accurate.

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4. Which measure helps stabilize finances during downturns by spreading revenue risk?

A. Rigid staffing

B. Diversified revenue

C. Wait for funding without diversification

D. Cut all nonessential services

Spreading revenue risk through diversification stabilizes finances during downturns. When you rely on a single revenue source, any economic dip in that area can sharply reduce cash flow and create budgeting shocks. By cultivating multiple revenue streams—different programs, markets, or funding sources—you reduce dependence on one line, so declines in one area are offset by others. This mix tends to smooth overall revenue and improve predictability, which is especially important when funding is uncertain or external conditions are volatile. Choosing rigid staffing keeps fixed costs high even when revenue drops, making financial stability harder to achieve. Waiting for funding without diversification leaves you exposed to delays or shortfalls that can jeopardize operations. Cutting all nonessential services might seem to preserve cash in the short term, but it sacrifices revenue-generating activities and long-term sustainability. Diversified revenue is the best way to spread risk and maintain steadier finances.

5. For a CAT I ILS, RVRs are located at which locations?

A. Runway midpoint or the aiming point

B. Threshold only

C. Threshold and midpoint

D. Aiming point only

In CAT II ILS operations, the RVR readings are tied to the final-approach visual references a pilot uses during landing. Placing RVR sensors at the runway midpoint or at the aiming point gives visibility data that best corresponds to what the pilot actually sees as they descend and aim to touchdown. The midpoint reflects visibility across the central portion of the runway, while the aiming point aligns with the known touchdown cue, both of which are critical for determining whether a safe landing can be made in low visibility. A sensor only at the threshold would not provide the necessary view of the area where the pilot actually needs to see the runway environment during CAT II conditions, and other single-location configurations don't give the relevant coverage needed for these minima.

6. What term is used to describe any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff?

A. Runway incursion

B. Taxiway excursion

C. Runway incitement

D. Airspace violation

Runway incursion describes any occurrence at an aerodrome where an aircraft, vehicle, or person is on the protected area of a surface designated for landing and takeoff in an unauthorized or incorrect manner. This term focuses on events that bring someone or something onto the runway environment during operations, posing a potential collision risk with aircraft already on or about to use the runway. It's the standard label for this kind of surface-area safety incident, whereas other phrases don't fit: entering a taxiway area isn't the protected runway surface, a runway incitement isn't a recognized aviation term, and an airspace violation concerns entering controlled airspace in flight rather than on the aerodrome surface.

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7. Which concept emphasizes ensuring critical operations receive priority during disruptive events?

A. Prioritization of essential services

B. Diversified revenue

C. Remote/alternate work

D. Contingency planning

Prioritizing essential services means deciding which parts of the organization must keep running when resources are limited during a disruption, and then directing people, systems, and funding to those operations first. This focus ensures that the most critical functions—often tied to safety, compliance, and core service delivery—continue despite the crisis. Diversified revenue looks at spreading income across multiple streams to reduce financial risk, but it doesn't specify which operations should be protected in a disruption. Remote or alternate work helps maintain activity by moving work to different locations or modes, yet it doesn't inherently establish the order of priority for critical operations. Contingency planning provides the overall framework for responding to disruptions, but prioritizing essential services is the specific emphasis that determines which operations get resources first when disruption hits.

8. Why is coordination with wildlife agencies a key component of Wildlife Hazard Management Plans?

A. It ensures regulatory alignment and access to expert guidance

B. It is optional and has little impact

C. It only increases cost and delays operations

D. It prevents any penalties.

Coordinating with wildlife agencies is essential because it ties the plan to regulatory requirements and brings in specialized expertise about local wildlife. Wildlife agencies oversee permits, reporting, and compliance with environmental and wildlife laws, so partnering with them helps ensure the plan follows all applicable rules and avoids gaps that could create legal or operational risk. They provide guidance on species behavior, seasonal patterns, and approved non-lethal mitigation techniques, plus data sharing and coordinated responses during incidents. Without this collaboration, the plan can become out of compliance, rely on generic methods that aren't effective locally, or miss opportunities to apply the most appropriate, approved strategies. So, this coordination best supports a Wildlife Hazard Management Plan by ensuring both regulatory alignment and access to expert guidance.

9. What is the width range of the primary surface?

A. 100 to 500 ft

B. 1,000 to 2,000 ft

C. 250 to 1,000 ft

D. 50 to 200 ft

The main idea is that the primary surface is a protective band centered on the runway used for obstacle evaluation, and its width isn't fixed but scales with the runway and approach category. In standard aviation design, this surface can range from about 250 feet up to 1,000 feet wide, depending on the specific runway and instrument approach requirements. That's why 250 to 1,000 feet is the correct range. The other options are outside the typical limits used for the primary surface, either too narrow or too wide to meet standard obstacle clearance criteria.

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10. What are the dimensions of the glideslope critical area?

A. 250 ft wide by 800 ft long

B. 350 ft wide by 1,000 ft long

C. 500 ft wide by 1,200 ft long

D. 1,000 ft wide by 1,500 ft long

The glideslope critical area is a protected zone around the ILS glideslope path designed to keep the signal clean from interference by vehicles or aircraft during approach. The standard dimensions used are 500 feet wide by 1,200 feet long. The width provides coverage on both sides of the centerline to shield the glide slope from side obstructions, while the length extends along the runway to cover the portion of the approach where interference could affect the glideslope guidance. This balance protects the signal effectively without imposing excessive restrictions on ramp operations. The other options either understate the width or the length, which would fail to provide adequate protection for the glide slope.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://aaaeaceopsmodule3.examzify.com

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

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