AIRPORT AND GROUND OPERATIONS PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://airportgroundops.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. ECCs must be located to accommodate responders from multiple associations.

A. External Agencies

B. Local Police

C. Fire Service

D. Multiple Associations

2. How many areas of terminal concession revenue are identified?

A. four

B. three

C. five

D. six

3. Threshold markings stripes indicating runway width. A 200-foot-wide runway uses how many stripes?

A. Four Stripes

B. Six Stripes

C. Sixteen Stripes

D. Eight Stripes

4. What percent of airplane accidents occur during landing?

A. 53%

B. 8.5%

C. 8.3%

D. 60%

5. Standards apply to materials, performance, personnel or procedures. Which of the following is NOT listed as a Standards category?

A. Materials

B. Performance

C. Personnel

D. Training

SAMPLE

6. Which sign identifies the taxiway on which the aircraft is located?

A. Runway Location

B. Taxiway Location

C. ILS Critical Area Boundary

D. Runway Safety Area Boundary

7. Who should report a bird or wildlife strike?

A. Pilots

B. Any Person Who Finds Evidence of a Strike

C. Air Traffic Controllers

D. Maintenance Staff

8. In Canada, there can be no obstructions within how many meters outside the fence?

A. 3 meters

B. 1 meter

C. 5 meters

D. 2 meters

9. Two-sided runway lights have one red side and one green side. Which side faces the runway?

A. Red

B. Green

C. Neither

D. Both

10. Which sign marks the exit boundary of the runway protection areas, i.e., the Runway Safety Area/Obstacle-Free Zone?

A. ILS Critical Area Boundary

B. Runway Safety Area/Obstacle-Free Zone Boundary

C. Runway Location

D. Taxiway Location

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. ECCs must be located to accommodate responders from multiple associations.

A. External Agencies

B. Local Police

C. Fire Service

D. Multiple Associations

The main idea is that the Emergency Coordination Center (ECC) is a central command hub for incident response and must be accessible to responders from more than one organization. In practice, this means the ECC should be located so police, fire, medical teams, airport security, and any other mutual-aid or external agencies can reach it quickly and operate there together. Why this matters: during an incident, coordination across multiple agencies is essential. A well-located ECC provides shared space for incident planning, Unified Command, and interoperable communications, so all parties can align on objectives, distribute resources, and maintain a single operating picture. Proximity and appropriate facilities help reduce response times, prevent bottlenecks, and minimize confusion when several agencies are involved. If the ECC were only positioned for a single group, other agencies would struggle to participate effectively, leading to fragmented command and slower, less cohesive responses.

2. How many areas of terminal concession revenue are identified?

A. four

B. three

C. five

D. six

Terminal concession revenue is organized into four main streams for planning and measurement. The four areas typically identified are in-terminal concessions (retail and food/beverage spaces leased to operators), advertising revenue from terminal signage and digital displays, parking and other ground-transport related revenue tied to the terminal facilities, and other miscellaneous income such as space rentals and facility charges. This four-category structure is standard in many study materials, so it's the count you'll see on exams. If you tried to fit it into three, you'd be skipping one of these major streams; going to five or six would split a single area into subcategories that the material doesn't require.

3. Threshold markings stripes indicating runway width. A 200-foot-wide runway uses how many stripes?

A. Four Stripes

B. Six Stripes

C. Sixteen Stripes

D. Eight Stripes

Threshold markings show the usable width of the runway at the threshold. The number of stripes increases with runway width, so a wider runway has more stripes across the threshold. For a 200-foot-wide runway, the standard threshold marking consists of sixteen white stripes across the threshold. That's why sixteen is the correct choice. Fewer stripes would indicate a narrower width.

SAMPLE

4. What percent of airplane accidents occur during landing?

A. 53%

B. 8.5%

C. 8.3%

D. 60%

Landing is the riskiest phase for many aviation accidents because it happens at low altitude with high workload: you're managing descent, speed, alignment with the runway, flap and gear configurations, and possible weather issues, all with little margin for error. When something goes wrong, there's less time to recover before touchdown, so the consequences tend to be more severe. Safety data consistently show that a little over half of all airplane accidents occur during landing, which is why the figure around 53% is used to describe this phase. This understanding also explains why pilots are trained to maintain a stabilized approach, monitor weather and airspeed closely, and be prepared to perform a go-around if the approach isn't stable. The other options don't fit because they either understate the risk during landing or imply an unrealistically high share of accidents in that phase.

5. Standards apply to materials, performance, personnel or procedures. Which of the following is NOT listed as a Standards category?

A. Materials

B. Performance

C. Personnel

D. Training

Standards specify requirements in areas like materials, performance, personnel, and procedures. Training is the process used to prepare people to meet those standards, not a category of standard requirements itself. So training isn't listed as a standards category; materials, performance, personnel, and procedures are.

6. Which sign identifies the taxiway on which the aircraft is located?

A. Runway Location

B. Taxiway Location

C. ILS Critical Area Boundary

D. Runway Safety Area Boundary

Understanding where you are on the airfield comes from the signs that identify your current position. A taxiway location sign is the one that tells you the exact taxiway you are on, typically displayed at intersections to confirm you've reached the intended route. This sign usually has a dark background with contrasting lettering showing the taxiway designation, so it serves as a precise reference for your present location on the taxiway network. The other signs serve different purposes: a runway location sign would tell you which runway you are on rather than which taxiway; ILS critical area boundary signs mark the boundary of the protected ILS area, and runway safety area boundary signs mark the edge of the runway safety area. None of these indicate the taxiway you're currently on, so they're not used for identifying the taxiway in use.

SAMPLE

7. Who should report a bird or wildlife strike?

A. Pilots

B. Any Person Who Finds Evidence of a Strike

C. Air Traffic Controllers

D. Maintenance Staff

Reporting wildlife strikes is a safety process that relies on capturing information from anyone who encounters evidence of a strike. This broad responsibility matters because sometimes the strike isn't witnessed by the flight crew or the aircraft may appear undamaged after landing, yet evidence such as feathers, blood, or debris on the runway is found later. When any person who finds such evidence reports it, the incident can be logged and investigated, helping authorities assess wildlife hazards, track trends, and implement effective mitigations at the airport. Pilots, air traffic controllers, and maintenance staff can and often do report strikes, but the important point is that the report channel is open to any observer who finds evidence. This inclusivity ensures no strike is overlooked simply because the observer wasn't the flight crew.

8. In Canada, there can be no obstructions within how many meters outside the fence?

A. 3 meters

B. 1 meter

C. 5 meters

D. 2 meters

The main idea here is the safety buffer around the airport perimeter. Canada requires keeping a clear area outside the fence to maintain visibility, security access, and a guard against objects or activities that could threaten the airside. The standard distance is three meters. This creates enough space for security patrols to monitor the boundary, for maintenance work without clutter near the fence, and to reduce the chance of debris or wildlife encroachment entering restricted areas. A buffer of one or two meters would be too tight for reliable visibility and safe operations, while five meters would unnecessarily constrain ground access and is not the mandated standard.

9. Two-sided runway lights have one red side and one green side. Which side faces the runway?

A. Red

B. Green

C. Neither

D. Both

Two-sided runway lights use color to signal direction. The color you see depends on which direction you're looking from. The green side faces the runway you're landing on, signaling a usable approach and the correct direction. The red side faces the opposite direction, marking the far end of the runway for traffic moving away from you. So, in standard practice, the side facing the runway is green.

SAMPLE

10. Which sign marks the exit boundary of the runway protection areas, i.e., the Runway Safety Area/Obstacle-Free Zone?

A. ILS Critical Area Boundary

B. Runway Safety Area/Obstacle-Free Zone Boundary

C. Runway Location

D. Taxiway Location

Understanding runway protection zones is the key. The Runway Safety Area and Obstacle-Free Zone are protected spaces immediately around and adjacent to the runway that must stay clear of vehicles and obstacles. Signs along taxiways indicate where you are in relation to those zones. The sign that marks the exit boundary of the RSA/OFZ tells you you're leaving the protected area, so you're transitioning from a highly protected zone to normal taxiway pavement. This boundary helps pilots and ground personnel avoid inadvertently entering the runway environment. By contrast, the ILS Critical Area Boundary sign marks the boundary of the ILS critical area, not the RSA/OFZ; Runway Location and Taxiway Location signs simply show where you are on the airfield, not boundary limits of protected zones.

SAMPLE

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://airportgroundops.examzify.com

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

SAMPLE