CAAP PRIVATE PILOT LICENSE (PPL) OPERATIONAL PROCEDURES (OP) PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 is the purpose of engine run-up checks prior to takeoff?

A. Check weather forecast before run-up.

B. Verify engine performance, magnetos, propeller, and flight instrument status.

C. Inspect cabin air filters.

D. Verify seating arrangement.

2. After securing the aircraft, what should be done with the transponder or radio?

A. Turn off as required

B. Leave on for tracking

C. Test by turning on

D. Power down after shutting engine

3. To verify that the ELT has not been activated during after-landing checks, which action is recommended?

A. Ask the airport tower if they are receiving the ELT signal

B. Check the ELT status using the cockpit indicator

C. Monitor 121.5 before engine shutdown

D. Turn off the aircraft ELT after landing

4. According to the airport diagram, which statement is true?

A. The takeoff and landing portion of Runway 12 begins at position B

B. Runway 30 is equipped at position E with emergency arresting gear to provide a means of stopping military aircraft

C. Runway 12 is not in use

D. Takeoffs may be started at position A on Runway 12, and the landing portion of this runway begins at position B

5. If instructed by ground control to taxi to Runway 9, the pilot may proceed

A. Via taxiways and across runways to, but not onto, Runway 9.

B. To the next intersecting runway where further clearance is required

C. Via taxiways and across runways to Runway 9, where an immediate takeoff may be made

D. Only after obtaining explicit clearance from a facility director

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6. Each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall

A. Maintain an altitude at or above the glide slope

B. Stay high until the runway can be reached in a power-off landing

C. Maintain a 3° glide to the runway

D. Descend to touchdown using power-off method

7. The LAHSO minimum visibility requirement is stated in which context?

A. The Weather Almanac

B. The AIM

C. The FAA internal memo

D. The A/FD

8. What is the correct response to a loss of radio communications in VFR conditions?

A. Squawk 7700; continue to attempt ATC contact on 121.5

B. Maintain 1200 and land at your home field

C. Squawk 7600, continue to fly VFR at a safe altitude and heading, and attempt communications on other frequencies; land at a suitable airport when able

D. Squawk 7500 and proceed IFR route

9. If the calculated CG is outside limits, what should you do?

A. Do not fly until CG is within limits and weight/balance is corrected.

B. Proceed with the flight and correct CG in flight.

C. Move fuel to adjust CG.

D. Ignore CG limits and land at the nearest airfield.

10. A below glide slope indication from a pulsating approach slope indicator is indicated by which signal?

A. Amber light signal

B. White light signal

C. Green light signal

D. Red light signal

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Answers

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

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Explanations

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1. What is the purpose of engine run-up checks prior to takeoff?

A. Check weather forecast before run-up.

B. Verify engine performance, magnetos, propeller, and flight instrument status.

C. Inspect cabin air filters.

D. Verify seating arrangement.

Engine run-up checks are done to make sure the engine and its critical systems will behave properly at takeoff power. By briefly increasing to a test power level, you verify ignition performance with the magnetos (look for a acceptable RPM drop and smooth operation on each magneto), confirm the propeller system responds correctly, and ensure the flight instruments and engine gauges (oil pressure, oil temperature, fuel/air/readiness indicators, tachometer, etc.) are all within normal limits. This helps catch potential issues—like magneto faults, rough running, fuel or ignition problems, or instrument malfunctions—before you commit to takeoff. Weather forecasts before flight planning, cabin air filters, or seating arrangements aren't part of this pre-takeoff check.

2. After securing the aircraft, what should be done with the transponder or radio?

A. Turn off as required

B. Leave on for tracking

C. Test by turning on

D. Power down after shutting engine

The key idea is to conserve electrical power and prevent inadvertent operation after you've finished with the aircraft. Once you've shut the engine, you should power down the transponder and radio. This sequence ensures the aircraft isn't wasting battery power while it's parked and unattended, and it reduces the chance of accidental transmissions or squawks from equipment that's no longer in use. Leaving the avionics on would slowly drain the battery and isn't necessary once you're securing the airplane. Turning them on again simply to "test" after securing isn't part of the normal post flight procedure. And while it's important to turn off radios and transponders when required in specific situations, the standard practice after engine shutdown and securing is to power them down.

3. To verify that the ELT has not been activated during after-landing checks, which action is recommended?

A. Ask the airport tower if they are receiving the ELT signal

B. Check the ELT status using the cockpit indicator

C. Monitor 121.5 before engine shutdown

D. Turn off the aircraft ELT after landing

Listening on 121.5 MHz before you shut down is the best way to verify an ELT hasn't activated. 121.5 is the standard distress frequency; by monitoring it you can directly hear if the beacon is transmitting, which would indicate inadvertent activation or a problem that needs attention. Relying solely on the cockpit ELT indicator can be unreliable or slow to update, and turning the ELT off after landing would remove its critical emergency signaling capability when it might still be needed. Asking the tower isn't a dependable way to confirm your own aircraft's ELT status. If you hear nothing on 121.5, you can proceed with your after-landing checks with confidence that the ELT isn't transmitting.

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4. According to the airport diagram, which statement is true?

A. The takeoff and landing portion of Runway 12 begins at position B

B. Runway 30 is equipped at position E with emergency arresting gear to provide a means of stopping military aircraft

C. Runway 12 is not in use

D. Takeoffs may be started at position A on Runway 12, and the landing portion of this runway begins at position B

Understanding airport diagrams that show takeoff and landing portions helps you know where you can safely start a takeoff and where landings are intended to begin. In Runway 12, the diagram indicates a takeoff segment starting at the first position and a landing segment beginning at a later position. This means you may initiate a takeoff from the initial marker, and landings are designated to begin at the later marker. That alignment matches the statement that takeoffs may be started at the starting point on Runway 12 and the landing portion begins at the later point. The other options aren't supported by the diagram: there's no indication of emergency arresting gear on Runway 30, Runway 12 is shown as in use, and the diagram does not place both takeoff and landing portions starting from the same point.

5. If instructed by ground control to taxi to Runway 9, the pilot may proceed

A. Via taxiways and across runways to, but not onto, Runway 9.

B. To the next intersecting runway where further clearance is required

C. Via taxiways and across runways to Runway 9, where an immediate takeoff may be made

D. Only after obtaining explicit clearance from a facility director

When ground control clears you to taxi to a specific runway, you may move using the airport's taxiways and, if necessary, cross other runways to reach that runway, but you must not enter or cross the surface of the specified runway itself without explicit clearance to do so. So taxiing to Runway 9 means you can navigate via taxiways and may cross other runways along the way, but you cannot step onto Runway 9 or depart from it until you receive a separate clearance. This is why the best answer describes proceeding via taxiways and crossing other runways to Runway 9, but not onto Runway 9. The other options imply actions that require additional clearance or authority that ATC does not grant simply by a taxi-to instruction.

6. Each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall

A. Maintain an altitude at or above the glide slope

B. Stay high until the runway can be reached in a power-off landing

C. Maintain a 3° glide to the runway

D. Descend to touchdown using power-off method

VASI provides vertical guidance to keep your descent path safe during the final approach. When a runway has a VASI, you should fly so your altitude is at or above the glide slope it indicates. This preserves obstacle clearance and gives you control to adjust your descent, rather than dropping below the safe path too early. Descending below the glide slope or forcing a fixed 3° path isn't required by VASI guidance, and the method of landing (powered vs power-off) isn't dictated by the indicator.

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7. The LAHSO minimum visibility requirement is stated in which context?

A. The Weather Almanac

B. The AIM

C. The FAA internal memo

D. The A/FD

LAHSO minimum visibility is stated in the Airport/Facility Directory. The A/FD provides airport-specific data, including the published LAHSO minimums for each hold-short configuration. These minima can vary by airport and by the particular landing/hold-short combination, so you must check the exact values for the airport you're operating at. The Weather Almanac or AIM cover general information, not the exact airport specific minima, and FAA internal memos are not the official source used for day-to-day planning. Always verify the published LAHSO visibility in the A/FD and check for any NOTAMs.

8. What is the correct response to a loss of radio communications in VFR conditions?

A. Squawk 7700; continue to attempt ATC contact on 121.5

B. Maintain 1200 and land at your home field

C. Squawk 7600, continue to fly VFR at a safe altitude and heading, and attempt communications on other frequencies; land at a suitable airport when able

D. Squawk 7500 and proceed IFR route

When radio communications are lost in VFR, you first indicate the situation by setting your transponder to 7600. That signals a loss of communications to ATC and other aircraft. After that, continue the flight under visual rules using see-and-avoid, maintaining a safe altitude and a safe heading so you can navigate on your own. attempt to reestablish contact on other frequencies and proceed toward a suitable airport where you can land when able. The emphasis is on continuing VFR flight safely with independent navigation while trying to resume communications, then landing as soon as practical. Avoid using 7700 unless you actually have an emergency needing immediate assistance, and don't rely on staying at a specific field or following IFR routing when you've lost comms; both would ignore the need to signal the comms failure and maintain safe, independent navigation.

9. If the calculated CG is outside limits, what should you do?

A. Do not fly until CG is within limits and weight/balance is corrected.

B. Proceed with the flight and correct CG in flight.

C. Move fuel to adjust CG.

D. Ignore CG limits and land at the nearest airfield.

Center of gravity must stay inside the certified range to keep the airplane stable and controllable. If the calculated CG is outside those limits, the aircraft can respond unpredictably to controls, may have insufficient elevator authority for rotation or pitch control, and can exhibit unsafe stall characteristics. Because of that, you must not fly until the weight and balance are corrected to bring the CG within the approved envelope. This usually means redistributing payload, moving ballast or fuel, or adjusting baggage so that the gross weight and the CG are within limits, and then rechecking. Once everything is within limits, you may proceed with the flight. Trying to fly with the CG off limits or correcting it in flight is unsafe and not permitted, and ignoring the limits would also create a dangerous situation.

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10. A below glide slope indication from a pulsating approach slope indicator is indicated by which signal?

A. Amber light signal

B. White light signal

C. Green light signal

D. Red light signal

A pulsating approach slope indicator uses color and pulsation to show where you are relative to the glide path. When you're below the glide slope, the signal is a pulsating amber light. This bright, flashing cue is designed to grab your attention and prompt you to pitch up to intercept the glide path. (On the glide path you'd see a steady signal, and above the glide slope the indication is different.) So the pulsating amber light is the specific cue that you're below 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:

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

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