CASA PRIVATE PILOT LICENSE (PPL) PRE-LICENSE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://casapplprelicense.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 16

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. What is the minimum age requirement to obtain a CASA Private Pilot License (PPL)?

A. 15 years

B. 17 years

C. 18 years

D. 21 years

2. What is the maximum structural cruising speed (VNO) for aircraft?

A. 129 KIAS

B. 90 KIAS

C. 163 KIAS

D. 105 KIAS

3. What is the required visibility for VFR flight in Class G airspace?

A. 3 kilometers

B. 5 kilometers

C. 8 kilometers

D. 10 kilometers

4. What is the engine type of the Cessna 172?

A. Turbocharged, Direct Drive

B. Normally Aspirated, Direct Drive

C. Supercharged, Horizontally Opposed

D. Radial, Fuel Injected

5. What safety equipment must be available in the aircraft during flight?

A. Only a parachute

B. First aid kit, fire extinguisher, and operational safety equipment

C. Navigation tools and maps

D. Extra fuel supplies

SAMPLE

6. What is the recommended approach speed for a light aircraft during landing?

A. About 1.0 times the stall speed

B. Approximately 1.3 times the stall speed in the landing configuration

C. At stall speed regardless of configuration

D. Two times the cruise speed of the aircraft

7. What should be turned OFF for a wing fire emergency situation?

A. Fuel Pump

B. Land and Taxi Lights

C. Airspeed Indicator

D. Altitude Transponder

8. For what reason would maintenance release items fall under category B1 or B2?

A. Fuel checks only

B. General aircraft inspection

C. Specific repairs only

D. Checking schedule 8 items

9. What is required for landing width for aircrafts other than agricultural operations by day?

A. Equal or Greater Than Performance Chart

B. Equal or Greater Than 10m

C. Equal to 70% of Take-off Distance

D. Equal to 15m Minimum Width

10. What is the legal alcohol limit before operating an aircraft?

A. 0.00

B. 0.02

C. 0.05

D. 0.08

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the minimum age requirement to obtain a CASA Private Pilot License (PPL)?

A. 15 years

B. 17 years

C. 18 years

D. 21 years

To obtain a CASA Private Pilot License (PPL), the minimum age requirement is 17 years. This age requirement is in place to ensure that applicants have reached a level of maturity and cognitive ability necessary for the responsibilities that come with piloting an aircraft. The age of 17 aligns with international aviation standards and reflects the typical developmental stage at which individuals can grasp the complexities and safety considerations involved in aviation. Meeting this age criterion, along with completing the required training and examinations, allows a candidate to fully understand and implement the regulations, the operational skills, and the decision-making processes necessary for flying safely. Being younger than 17 may not provide the individual with the necessary maturity to handle the responsibilities of operating an aircraft, which is why a minimum age of 17 is established in this context.

2. What is the maximum structural cruising speed (VNO) for aircraft?

A. 129 KIAS

B. 90 KIAS

C. 163 KIAS

D. 105 KIAS

The maximum structural cruising speed, commonly denoted as VNO, is an important speed limit for pilots during flight. This speed signifies the upper limit of the green arc on the airspeed indicator, which is the normal operating range. When flying at or below VNO, the aircraft is capable of withstanding turbulent air without risking structural damage. For many light aircraft, VNO is often set around 129 knots indicated airspeed (KIAS), which allows pilots to operate efficiently and safely. Exceeding this speed can lead to potential structural issues and reduce the maneuverability of the aircraft. Additionally, flying at VNO enables pilots to have more control and ensures they stay well within the performance limits during typical flying conditions. As for the other speeds listed, while they might represent different operational or performance limits for various aircraft, none align with the typical VNO for the aircraft in question as closely as 129 KIAS does, establishing it as a critical benchmark for safe flight.

3. What is the required visibility for VFR flight in Class G airspace?

A. 3 kilometers

B. 5 kilometers

C. 8 kilometers

D. 10 kilometers

For VFR (Visual Flight Rules) flight in Class G airspace, the required visibility is indeed 5 kilometers. This standard is established to ensure that pilots can maintain a clear visual reference to the ground and surrounding terrain, which is essential for safe navigation and obstacle avoidance while flying. In Class G airspace, which typically exists at lower altitudes and is less congested, the 5-kilometer visibility requirement balances the need for safety with the flexibility to operate under visual conditions. Pilots must be able to see far enough to navigate effectively and to detect any other aircraft, ensuring a safe flying environment. Other options such as 3 kilometers, 8 kilometers, and 10 kilometers do not reflect the established regulations for Class G airspace under VFR. The distinctions in visibility requirements are determined by different airspace classes and specific conditions, such as time of day or type of operation, but for Class G, the 5-kilometer requirement is the standard recognized to enhance flight safety.

SAMPLE

4. What is the engine type of the Cessna 172?

A. Turbocharged, Direct Drive

B. Normally Aspirated, Direct Drive

C. Supercharged, Horizontally Opposed

D. Radial, Fuel Injected

The engine type of the Cessna 172 is classified as normally aspirated and direct drive. A normally aspirated engine relies on ambient air pressure for its air intake without the use of a supercharger or turbocharger, which means it performs best at lower altitudes due to decreasing air density at higher altitudes. In direct drive engines, the crankshaft is directly connected to the propeller, allowing for a straightforward power transfer from the engine to the propeller without additional gearing. This configuration is characteristic of the Cessna 172, which typically features a four-cylinder, horizontally opposed engine design. The direct drive system, along with being normally aspirated, contributes to the aircraft's reliability and is well-suited for the general aviation flying that the Cessna 172 is known for, making it a popular choice for flight training and recreational flying. Understanding this engine type can help pilots appreciate the performance characteristics and operational limitations of the Cessna 172, particularly how altitude and engine power affect flight capabilities.

5. What safety equipment must be available in the aircraft during flight?

A. Only a parachute

B. First aid kit, fire extinguisher, and operational safety equipment

C. Navigation tools and maps

D. Extra fuel supplies

The requirement for safety equipment in an aircraft during flight is critical for ensuring the safety and well-being of both the pilot and passengers. A first aid kit, fire extinguisher, and operational safety equipment are essential items that must be onboard to handle emergencies. The first aid kit is necessary for treating minor injuries that can occur during flight, while a fire extinguisher is crucial for managing potential fire hazards, whether from an inflight emergency or maintenance issue. Operational safety equipment encompasses items like life vests or survival gear, which are vital for flights over water or in remote areas. Availability of these safety tools aligns with regulatory standards designed to protect everyone on board, making them a fundamental component of a responsible flying operation. On the other hand, while navigation tools and maps are important for flight operation, they do not pertain directly to safety in emergencies in the same way that safety equipment does. Extra fuel supplies may provide a safety margin for range but are not categorized as safety equipment, and a parachute, while useful in specific circumstances, is not a standard requirement for all flights. Thus, the inclusion of first aid kits, fire extinguishers, and operational safety equipment is the most comprehensive answer to the question regarding safety equipment needed during flight.

SAMPLE

6. What is the recommended approach speed for a light aircraft during landing?

A. About 1.0 times the stall speed

B. Approximately 1.3 times the stall speed in the landing configuration

C. At stall speed regardless of configuration

D. Two times the cruise speed of the aircraft

The recommended approach speed for a light aircraft during landing is approximately 1.3 times the stall speed in the landing configuration. This speed provides an adequate margin above the stall speed, ensuring that the aircraft maintains control and stability throughout the approach phase. When flying at 1.3 times the stall speed, a pilot has a buffer that helps prevent unintentional stalls during critical phases of landing. The landing configuration typically involves extending flaps and retracting the landing gear, which can increase drag and alter the stall characteristics of the aircraft. As such, using this speed allows pilots to account for these changes while maintaining a safe approach. Achieving this speed ensures the aircraft is at a controllable level, which is crucial as pilots need to make adjustments for wind conditions, turbulence, and any required maneuvers as they prepare to land. The recommended approach speed also facilitates better response times and allows for more forgiving handling as the pilot approaches the runway.

7. What should be turned OFF for a wing fire emergency situation?

A. Fuel Pump

B. Land and Taxi Lights

C. Airspeed Indicator

D. Altitude Transponder

In the event of a wing fire emergency, the primary focus is on reducing the risk of further igniting the fire or exacerbating the situation. Turning off the land and taxi lights is crucial because these lights generate heat, and since the fire is occurring in the wing area, any additional heat source could worsen the situation. By switching off the land and taxi lights, you minimize any risk that could further fuel the fire or cause additional complications during the firefighting process and emergency landing preparations. The fuel pump, while also essential to consider, is managed based on specific training protocols for such emergencies, and while it may be turned off in some procedures, other options are more directly associated with reducing heat. The airspeed indicator and altitude transponder do not pose risks directly related to the fire itself, making the choice of turning off the land and taxi lights more relevant to managing a wing fire scenario effectively.

SAMPLE

8. For what reason would maintenance release items fall under category B1 or B2?

A. Fuel checks only

B. General aircraft inspection

C. Specific repairs only

D. Checking schedule 8 items

Maintenance release items categorized under B1 or B2 relate specifically to regulatory requirements for the airworthiness of aircraft. These categories are significant since they help in determining the scope of maintenance actions performed. Choosing to focus on schedule 8 items stands out because these items pertain to mandatory checks that are crucial for ensuring the ongoing airworthiness of the aircraft. Schedule 8 items usually include adherence to specific maintenance checks and procedures that must be documented properly to validate the operational integrity of the aircraft. This means that if particular tasks associated with schedule 8 items are completed and certified adequately, they fulfill the legal requirements to release the aircraft for flight operations. On the other hand, the other options, while they pertain to maintenance in general, do not specifically target the regulatory processes or the established checklist that is crucial for B1 or B2 categorization status. Fuel checks alone do not encompass the comprehensive nature of maintenance release items. General aircraft inspections are vital but also do not provide sufficient specificity required for determination under B1 or B2 status. Lastly, while specific repairs are critical for aircraft safety, they must align with the comprehensive framework set out in regulations like those guiding schedule 8 items to classify under B1 or B2. Thus, identifying the relevance of

9. What is required for landing width for aircrafts other than agricultural operations by day?

A. Equal or Greater Than Performance Chart

B. Equal or Greater Than 10m

C. Equal to 70% of Take-off Distance

D. Equal to 15m Minimum Width

In the context of landing width requirements for aircraft operations, particularly those not classified as agricultural operations during the day, the regulation stipulates that the landing width must be defined based on performance charts. These performance charts provide specific data related to the aircraft's runway requirements, including dimensions necessary for safe landing operations. This ensures that the runway can accommodate the specific operational characteristics of the aircraft, facilitating a safe landing process. The reference to performance charts is crucial because they take into account various factors such as aircraft size, weight, and performance capabilities. This allows pilots and operators to assess the suitability of a landing surface based on empirical data rather than rough estimates or static measurements. Other options present specific numerical standards or conditions, which don't universally apply across all aircraft types. The correct approach is to utilize performance charts to dynamically assess landing requirements based on the particular aircraft in operation.

SAMPLE

10. What is the legal alcohol limit before operating an aircraft?

A. 0.00

B. 0.02

C. 0.05

D. 0.08

The legal alcohol limit before operating an aircraft is indeed set at a blood alcohol concentration (BAC) of 0.04 for pilots operating under CASA regulations. The choice that best represents the zero-tolerance approach in aviation is 0.02, which is associated with stricter policies that aim to ensure the safety of flight operations. This lower threshold underscores the fact that even small amounts of alcohol can impair a pilot's ability to operate an aircraft safely. Although the more commonly known limit for driving a motor vehicle in many jurisdictions is 0.08, aviation regulations are more stringent due to the increased responsibility and potential consequences of pilot error. Therefore, even a BAC of 0.02 can indicate a violation of aviation alcohol regulations, making the choice of 0.02 aligned with the emphasis on safety in piloting.

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://casapplprelicense.examzify.com

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

SAMPLE