COMMERCIAL PILOT AIRPLANE (CAX) ORAL PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://caxoral.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. What does a NOTAM stand for?

A. Notice to Air Managers

B. Notice to Airmen

C. Notification of Airfield Maintenance

D. Notice of Aircraft Maneuverability

2. Which instruments utilize Pitot Static pressure?

A. Airspeed and Altimeter

B. Altimeter and VSI

C. Airspeed, Altimeter, and VSI

D. Only Airspeed

3. When does a stall occur in aviation?

A. Exceeding Critical Angle of Attack

B. Dropping below minimum safe speed

C. A sudden change in aircraft control input

D. When lift is no longer sufficient

4. What is the altitude range for small aircraft under 14 CFR Part 91?

A. Less than 6,000 lbs

B. Less than 12,500 lbs

C. Less than 18,000 lbs

D. Less than 25,000 lbs

5. What is required for a student pilot to operate in Class B airspace?

A. A private pilot certificate

B. A student pilot certificate with an endorsement

C. A commercial pilot certificate

D. No special requirements needed

6. What is the maximum ramp weight for the Arrow aircraft?

A. 2500 lb

B. 2750 lb

C. 3000 lb

D. 3200 lb

SAMPLE

7. Why are weight and balance calculations important in aviation?

A. To determine fuel efficiency

B. To ensure aircraft is loaded within weight limits

C. To increase passenger comfort

D. To enhance radio communication

8. Which of the following is NOT a type of aircraft maintenance check?

A. Annual inspections

B. 100-hour inspections

C. Preventative maintenance

D. Emergency procedures check

9. What does the term "adverse yaw" describe?

A. The tendency to roll towards the wing with more lift

B. The tendency of an aircraft to yaw opposite to the direction of turn

C. The effect of increased airspeed on flight stability

D. The effect of turbulence on directed flight paths

10. What is the P Factor in aviation?

A. A left turning tendency due to unequal thrust

B. A right turning tendency due to engine torque

C. A neutral effect during level flight

D. A forward motion transmitted by the prop

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What does a NOTAM stand for?

A. Notice to Air Managers

B. Notice to Airmen

C. Notification of Airfield Maintenance

D. Notice of Aircraft Maneuverability

A NOTAM stands for "Notice to Airmen." This term is used in aviation to refer to information that is crucial for the safety of flight operations. NOTAMs provide pilots and other relevant personnel with updates about changes or significant information that may affect flight operations, such as runway closures, airspace restrictions, and navigational aids that are temporarily out of service. The purpose of a NOTAM is to ensure that all aircraft operations are conducted safely by keeping pilots informed about current conditions that may impact their flight. The nomenclature is grounded in a tradition that reflects the historical perspective that primarily involved male pilots; however, the term encompasses all aviators, regardless of gender. The other potential definitions do not accurately describe the purpose or scope of a NOTAM. Notice to Air Managers, Notification of Airfield Maintenance, and Notice of Aircraft Maneuverability do not encapsulate the comprehensive range of information that a NOTAM provides, leading to misunderstandings if one were to use those terms in place of the well-established term "Notice to Airmen."

2. Which instruments utilize Pitot Static pressure?

A. Airspeed and Altimeter

B. Altimeter and VSI

C. Airspeed, Altimeter, and VSI

D. Only Airspeed

The correct answer is that airspeed, altimeter, and vertical speed indicator (VSI) all utilize Pitot Static pressure. Understanding how these instruments work in conjunction with the Pitot Static system is crucial for a commercial pilot. The airspeed indicator is directly connected to the Pitot tube, which measures dynamic air pressure as the aircraft moves through the air. This dynamic pressure is then compared to the static pressure from the static port, allowing the airspeed indicator to display the aircraft's speed relative to the surrounding air. The altimeter also relies on static pressure; it measures the atmospheric pressure outside the aircraft to determine altitude. As the aircraft ascends or descends, the change in static pressure is what allows the altimeter to provide an accurate reading of altitude above sea level. The VSI functions similarly, using static pressure to measure the rate of climb or descent. It detects changes in static pressure over time, providing the pilot with a visual indication of whether the aircraft is climbing or descending and at what rate. In summary, the integration of both dynamic and static pressures from the Pitot and static systems is essential for these instruments. They provide critical flight information necessary for safe aircraft operation.

3. When does a stall occur in aviation?

A. Exceeding Critical Angle of Attack

B. Dropping below minimum safe speed

C. A sudden change in aircraft control input

D. When lift is no longer sufficient

A stall in aviation primarily occurs when the aircraft exceeds the critical angle of attack. The critical angle of attack is the specific angle at which the airflow over the wings begins to separate from the wing surface, leading to a dramatic reduction in lift. When this angle is exceeded, even if the airspeed is still adequate, the wing can no longer produce sufficient lift to keep the aircraft flying. Understanding this concept is crucial for pilots, as it emphasizes the importance of maintaining a safe angle of attack during flight. The stall can happen at various airspeeds and load factors, depending on the aircraft's configuration, weight, and other factors, but it is fundamentally tied to exceeding the critical angle rather than just the airspeed or control inputs alone.

SAMPLE

4. What is the altitude range for small aircraft under 14 CFR Part 91?

A. Less than 6,000 lbs

B. Less than 12,500 lbs

C. Less than 18,000 lbs

D. Less than 25,000 lbs

Under 14 CFR Part 91, the regulations regarding the operation of small aircraft stipulate that an aircraft categorized as "small" is defined by its maximum certificated takeoff weight being less than 12,500 pounds. This definition is important for applying various regulations that govern flight operations, including those related to altitude restrictions and airspace management. When aircraft weigh less than 12,500 pounds, they are accorded certain privileges and are subject to different regulatory measures compared to heavier aircraft. The operational limitations and requirements, including those concerning instrument flight rules (IFR) and visual flight rules (VFR), can vary significantly. These distinctions are crucial for pilots to understand, as they help determine how flight operations should be conducted safely and legally. The other options suggest weight limits that exceed this standard definition for small aircraft, which would place them into different categories of aircraft performance and operating requirements. Therefore, the designation of small aircraft under 14 CFR Part 91 focuses specifically on that 12,500-pound threshold for operational regulations.

5. What is required for a student pilot to operate in Class B airspace?

A. A private pilot certificate

B. A student pilot certificate with an endorsement

C. A commercial pilot certificate

D. No special requirements needed

To operate in Class B airspace, a student pilot must have a student pilot certificate along with a specific endorsement from a certified flight instructor. This endorsement verifies that the instructor has ensured the student is familiar with the requirements and procedures associated with flying in that airspace. Class B airspace is particularly busy and has stricter regulations compared to other airspace classes, mainly to ensure safety due to the high volume of air traffic. The endorsement process reinforces the importance of understanding these regulations, procedures, and the operational requirements necessary to safely navigate in and out of this airspace. While other pilot certificates might grant access to Class B airspace, each comes with different qualifications. A private pilot certificate allows for general flight operations, including Class B, but is not a requirement for a student pilot. This reinforces the unique nature of student pilot operations, where instructional support and authorization are essential.

6. What is the maximum ramp weight for the Arrow aircraft?

A. 2500 lb

B. 2750 lb

C. 3000 lb

D. 3200 lb

The maximum ramp weight for the Arrow aircraft is 2750 pounds. This weight is critical for ensuring compliance with operational limits and safety regulations. The ramp weight includes the aircraft's total weight while on the ground, accounting for all contents such as fuel, passengers, baggage, and any other cargo. Exceeding this weight can impact performance parameters, such as takeoff distance, climb rate, and handling characteristics. Adhering to the maximum ramp weight ensures that the aircraft operates within its design specifications, promoting safety and efficiency during flight operations. Properly understanding and using this weight limit is essential for a pilot, as it directly relates to the aircraft's performance and compliance with FAA regulations.

SAMPLE

7. Why are weight and balance calculations important in aviation?

A. To determine fuel efficiency

B. To ensure aircraft is loaded within weight limits

C. To increase passenger comfort

D. To enhance radio communication

Weight and balance calculations are crucial in aviation primarily to ensure that the aircraft is loaded within its prescribed weight limits. This is vital because exceeding the maximum weight can adversely affect the aircraft's performance, stability, and safety during flight operations. An aircraft has specific weight limits defined by the manufacturer that are crucial for several operational factors, including takeoff distance, climb rate, and fuel efficiency. Additionally, proper weight distribution influences the center of gravity (CG), which affects control and aerodynamics. If the CG is out of the acceptable range, it could lead to handling issues, making the aircraft difficult to control, and potentially resulting in dangerous situations during flight. While factors such as fuel efficiency and passenger comfort may be influenced by weight and balance, they are not the primary reason for performing these calculations. Moreover, weight and balance calculations do not directly relate to enhancing radio communication. Therefore, ensuring that the aircraft is loaded within weight limits is the most significant reason for conducting weight and balance calculations in aviation.

8. Which of the following is NOT a type of aircraft maintenance check?

A. Annual inspections

B. 100-hour inspections

C. Preventative maintenance

D. Emergency procedures check

The correct response identifies "Emergency procedures check" as not being a type of aircraft maintenance check. In aviation maintenance, there are established categories and requirements for regular maintenance checks to ensure safety and compliance. Annual inspections, 100-hour inspections, and preventative maintenance are all formally recognized types of maintenance checks. Annual inspections are mandated for aircraft to be examined at least once every 12 months, focusing on the overall airworthiness history and condition. Similarly, 100-hour inspections are specific checks required for aircraft used for hire or flight instruction, ensuring continued safety over operating time. Preventative maintenance covers simple or minor work performed to prevent larger, more costly issues and is also a defined category under aviation regulations. In contrast, an emergency procedures check is not classified as a maintenance check. This term refers to the verification of an aircrew's ability to handle emergency situations and is more aligned with operational training than maintenance. This distinction helps clarify the specific roles each of these processes play in aviation safety and regulatory compliance.

SAMPLE

9. What does the term "adverse yaw" describe?

A. The tendency to roll towards the wing with more lift

B. The tendency of an aircraft to yaw opposite to the direction of turn

C. The effect of increased airspeed on flight stability

D. The effect of turbulence on directed flight paths

The term "adverse yaw" describes the tendency of an aircraft to yaw opposite to the direction of turn. This phenomenon occurs during a coordinated turn when one wing is generating more lift than the other, leading to a difference in drag between the two wings. When a pilot initiates a turn, the ailerons are used to roll the aircraft in the desired direction. However, as the aileron on the wing being raised (the one turning in the desired direction) creates more lift, it also increases drag on that wing. Conversely, the aileron on the opposite wing (the one being lowered) decreases lift and drag. Consequently, the increased drag on the rising wing causes the aircraft to yaw in the opposite direction of the turn, which is what is referred to as adverse yaw. Understanding adverse yaw is crucial for pilots, as it helps them manage and correct while performing turns, particularly to maintain aircraft control and ensure a smooth flight path. For instance, using coordinated rudder input can help counteract this effect, allowing for smoother turning maneuvers.

10. What is the P Factor in aviation?

A. A left turning tendency due to unequal thrust

B. A right turning tendency due to engine torque

C. A neutral effect during level flight

D. A forward motion transmitted by the prop

P Factor, or asymmetric thrust, is the phenomenon that occurs in propeller-driven aircraft, particularly at higher angles of attack. When the aircraft is climbing, the downward-moving blade on the right side of the propeller produces more thrust than the upward-moving blade on the left due to the angle of attack and the aerodynamics involved. This imbalance results in a left turning tendency, which pilots must counteract, particularly during takeoff and climb. Understanding P Factor is crucial for pilots as it affects the aircraft's control and handling characteristics. When operating at a high angle of attack, especially in single-engine planes, the need to manage this left-turning tendency becomes critical to maintain straight flight. Pilots need to apply right rudder input to counteract this tendency and keep the aircraft on the desired flight path. This concept highlights essential aspects of aerodynamics that affect flight, especially during critical phases such as takeoff and climb, making it an important topic for pilot training and safety.

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://caxoral.examzify.com

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

SAMPLE