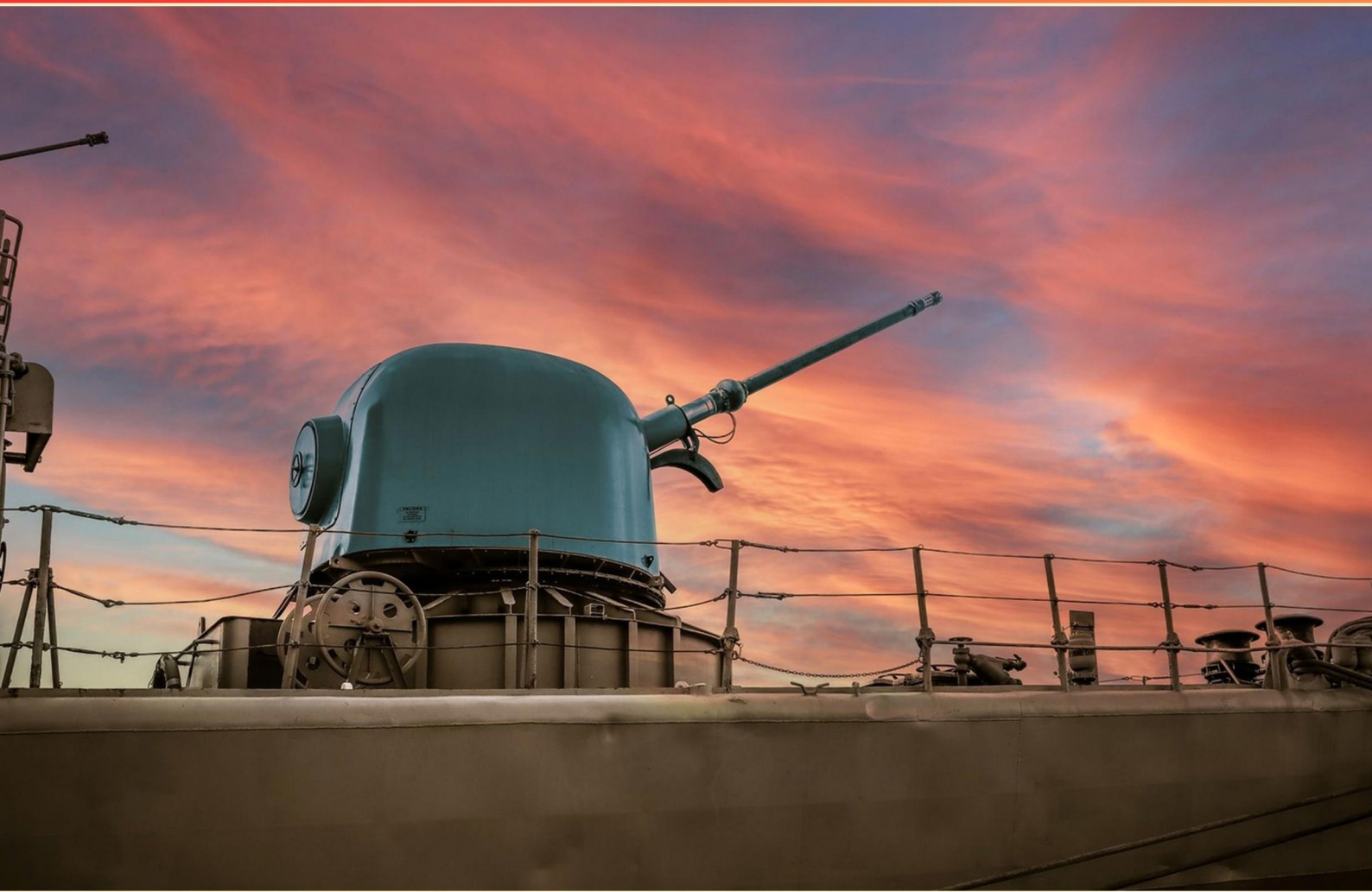


VFA-122 NAVAL AIR TRAINING AND OPERATING PROCEDURES STANDARDIZATION (NATOPS) CLOSED BOOK PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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.

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!

Questions

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- 1. After emergency extension of the air refueling probe, how is the probe retracted? (With loss of HYD 2A)**
 - A. It cannot be retracted
 - B. It retracts automatically after HYD 2A restoration
 - C. It requires manual retraction
 - D. It retracts only on the ground
- 2. Which of the following statements best describes NATOPS guidance on risk management and hazard handling?**
 - A. Risk management is a central element integrated with standardized procedures and hazard notes.
 - B. NATOPS ignores risk management.
 - C. Risk management is only for combat operations.
 - D. Risk management applies only to maintenance.
- 3. In a no-power situation, a FIRE light with a yellow and black border around it indicates that the FIRE light has been pressed.**
 - A. True
 - B. False
 - C. Not applicable
 - D. Unknown
- 4. During preflight, what is the main objective of the external inspection?**
 - A. To identify obvious hazards and any structural or mechanical issues before flight.
 - B. To verify pilot's qualifications.
 - C. To calculate takeoff performance.
 - D. To review weather brief.
- 5. Rudder toe-in is a function of flap switch position and ____, with maximum toe-in being ____.**
 - A. AOA; 40 deg
 - B. AOA; 35 deg
 - C. Flap position; 40 deg
 - D. Flap position; 30 deg

6. The gyro should not be locked in the caged position if the gyro is spinning.
- A. True
 - B. False
 - C. Cannot determine
 - D. Not applicable
7. Which of the following are the approximate percent levels used by the Reservoir Level Switch (RLS) for its actions?
- A. 70% / 40% / 20%
 - B. 50% / 30% / 15%
 - C. 60% / 25% / 15%
 - D. 80% / 50% / 25%
8. What is the NATOPS expectation for crew communications during critical flight phases?
- A. Communications should be informal and quick.
 - B. Only the pilot in command should speak.
 - C. Communications are optional if time is short.
 - D. Communications should be clear, concise, timely, and include read-backs of critical clearances/instructions.
9. When navigation capability is degraded or lost, what should you do?
- A. Return to base immediately.
 - B. Continue using primary navigation only.
 - C. Power down all navigation equipment.
 - D. Follow degraded navigation procedures, revert to backup navigation methods, and maintain route and altitude.
10. Ground idle steady-state oil pressure limits are within which range?
- A. 35 to 90 PSI
 - B. 25 to 70 PSI
 - C. 40 to 100 PSI
 - D. 50 to 120 PSI

Answers

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

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Explanations

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1. After emergency extension of the air refueling probe, how is the probe retracted? (With loss of HYD 2A)

- A. It cannot be retracted**
- B. It retracts automatically after HYD 2A restoration
- C. It requires manual retraction
- D. It retracts only on the ground

The probe retraction is powered by the HYD 2A system. In an emergency extension, the probe is extended to allow fuel contact even when HYD 2A is unavailable. Since retraction relies on HYD 2A, losing that hydraulic pressure leaves no alternative path to pull the probe back in. With HYD 2A lost, there's no capability to retract the probe, so it remains extended until hydraulic power is restored or the system is serviced.

2. Which of the following statements best describes NATOPS guidance on risk management and hazard handling?

- A. Risk management is a central element integrated with standardized procedures and hazard notes.**
- B. NATOPS ignores risk management.
- C. Risk management is only for combat operations.
- D. Risk management applies only to maintenance.

Risk management is treated as a central element in NATOPS, woven directly into standardized procedures and hazard notes so crews integrate hazard identification, assessment, and mitigations into daily operations. This means risk considerations aren't added on later or treated as a separate process—they're built into the manuals, checklists, and step-by-step guidance you use before, during, and after operations. Hazard notes document known hazards and recommended controls, helping keep risk in check as procedures are followed. The approach applies across all activities, not just flight or combat, and definitely not limited to maintenance. So the best description is that risk management is central and integrated with procedures and hazard notes.

3. In a no-power situation, a FIRE light with a yellow and black border around it indicates that the FIRE light has been pressed.

- A. True**
- B. False
- C. Not applicable
- D. Unknown

In a no-power situation, the border around the FIRE light being yellow and black is a visual cue that the fire warning push button has been pressed. This design lets crew see that the fire signaling action has been taken even when electrical power is not available, since the lamp itself may not illuminate without power. The yellow/black border serves as a distinct, quickly recognizable indication of prior activation, which is critical for immediate situational awareness and safe action. Therefore, the statement is true.

4. During preflight, what is the main objective of the external inspection?

- A. To identify obvious hazards and any structural or mechanical issues before flight.**
- B. To verify pilot's qualifications.
- C. To calculate takeoff performance.
- D. To review weather brief.

During preflight, the external inspection is focused on finding obvious hazards and any structural or mechanical issues before flight. This ground check looks for damage, leaks, wear, loose or missing parts, and anything that could affect safe operation—such as compromised control surfaces, damaged landing gear, or blocked intakes. Catching these issues on the ground helps prevent in-flight problems and supports airworthiness. The other tasks are not about the exterior condition: verifying pilot qualifications is administrative, calculating takeoff performance depends on weight, balance, and runway data, and reviewing the weather brief is part of flight planning, not inspecting the aircraft's exterior.

5. Rudder toe-in is a function of flap switch position and ____, with maximum toe-in being ____.

- A. AOA; 40 deg**
- B. AOA; 35 deg
- C. Flap position; 40 deg
- D. Flap position; 30 deg

Rudder toe-in changes with flight conditions, not as a fixed setting. As angle of attack increases, the flow around the tail changes and the amount of rudder bias needed to keep the aircraft coordinated grows. The flap switch position also alters the tail's aerodynamic environment by changing the wake and lift distribution, so toe-in varies with both conditions. The system is designed so that, under the most demanding combination of high angle of attack and flap configuration, the toe-in can reach its maximum of 40 degrees. That's why the correct choice pairs angle of attack with a 40-degree maximum.

6. The gyro should not be locked in the caged position if the gyro is spinning.

- A. True**
- B. False
- C. Cannot determine
- D. Not applicable

When a gyro is spinning, its rotor resists changes in orientation due to angular momentum. Locking the gimbal (caging) while the rotor is in motion imposes a fixed constraint on that moving part. The resulting gyroscopic reaction torques can cause excessive stresses in the bearings and supporting structure, misalignment of the gimbal, or jamming of the instrument, and can produce erroneous or unstable indications. For this reason, the cage should not be engaged while the gyro is spinning; cage operations are only appropriate when the gyro is stopped or during maintenance procedures with the rotor not turning. This is why the statement is true: you should not lock the gyro in the caged position if it is spinning.

7. Which of the following are the approximate percent levels used by the Reservoir Level Switch (RLS) for its actions?

- A. 70% / 40% / 20%
- B. 50% / 30% / 15%**
- C. 60% / 25% / 15%
- D. 80% / 50% / 25%

Understanding how the Reservoir Level Switch works is about recognizing three staged level triggers that guide its actions as the reservoir level changes. The switch uses approximate thresholds at about 50% to indicate normal operation and maintain the primary feed, at about 30% to raise a caution or initiate a transition to a backup feed, and at about 15% to trigger a protective action such as cutting inflow or switching to reserve. These three levels provide a safe, stepped response that gives time to react before the level becomes critical, keeps systems supplied without running dry, and avoids unnecessary early alarms. The 50% / 30% / 15% combination matches the standard staged approach, whereas the other sets would either leave too little headroom or trigger warnings too late for safe operation.

8. What is the NATOPS expectation for crew communications during critical flight phases?

- A. Communications should be informal and quick.
- B. Only the pilot in command should speak.
- C. Communications are optional if time is short.
- D. Communications should be clear, concise, timely, and include read-backs of critical clearances/instructions.**

During critical flight phases, the emphasis is on precise, unambiguous exchange of information to keep everyone on the same page and prevent misinterpretations under high workload. The standard is that communications be clear, concise, and timely, and that read-backs are used for critical clearances and instructions. This practice ensures that pilots and crew accurately understand and verify key data such as headings, altitudes, airspeeds, and vectors, providing a verbal checklist that reduces the chance of errors. Informal or rushed chatter can lead to mishearing or skipping steps, and limiting who speaks or treating weather or instructions as optional undermines crew coordination and situational awareness. Read-backs, especially for critical items, act as a verification step, catching mistakes before they become mistakes in the cockpit. Standardized phrasing and thorough communication are core to NATOPS safety discipline, particularly when the stakes are highest.

9. When navigation capability is degraded or lost, what should you do?

- A. Return to base immediately.
- B. Continue using primary navigation only.
- C. Power down all navigation equipment.
- D. Follow degraded navigation procedures, revert to backup navigation methods, and maintain route and altitude.**

When navigation capability is degraded or lost, the proper approach is to activate the degraded navigation procedures and rely on backup navigation methods while keeping the aircraft on its assigned route and altitude. These procedures are designed to preserve situational awareness and safe flight by using whatever remaining navigation sources are available—such as inertial navigation, VOR/DME, TACAN, or dead reckoning/pilotage—and by cross-checking indications against the flight plan and known fixes. Maintaining the route and altitude is essential for obstacle clearance and airspace integrity; it gives you a stable reference frame from which you can rejoin the plan or re-establish primary navigation once service is restored. Returning to base immediately or powering down all navigation would remove your reference points, while relying only on the compromised primary system isn't safe. Following the degraded navigation plan keeps you oriented and prepared to recover safely.

10. Ground idle steady-state oil pressure limits are within which range?

- A. 35 to 90 PSI**
- B. 25 to 70 PSI
- C. 40 to 100 PSI
- D. 50 to 120 PSI

Oil pressure at idle must stay within a defined band to ensure reliable lubrication when the engine isn't turning fast. At ground idle the oil pump is turning slowly, so the pressure is lower than during higher RPM operation, but it still needs to be high enough to keep a protective oil film on bearings and gears. The NATOPS limits specify this idle pressure window as 35 to 90 psi. Staying in this range indicates the oil pump, relief valve, and oil passages are functioning properly and the oil viscosity is appropriate for the temperature. If the pressure drops below 35 psi at idle, it could mean low oil quantity, a failing or worn pump, leaks, or high oil temperature thinning the oil. If it rises above 90 psi at idle, a stuck or malfunctioning relief/bypass valve or a restriction causing excessive pressure could be the issue. The other ranges either set a minimum too low to ensure lubrication or a maximum too high, risking overpressure; the 35 to 90 psi band best aligns with safe idle operation.

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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