

AAAE ACE OPERATIONS MODULE 2 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. During temporary runway closures, what marking is allowed near the runway ends?**
 - A. A single white X at the center
 - B. No Xs allowed near the runway ends
 - C. A flashing beacon at the runway end
 - D. Lighted X within 250 ft of each end or material Xs are allowed
- 2. Which airport markings require black borders?**
 - A. Holding positions
 - B. SMGS taxiway centerlines
 - C. Holding positions; SMGS taxiway centerlines; Enhanced taxiway centerline; Geographic position marking
 - D. Geographic position marking
- 3. Which statement accurately describes the life-cycle cost comparison between concrete and asphalt pavements?**
 - A. Concrete has a longer service life and lower lifetime cost but higher upfront cost.
 - B. Asphalt has a longer service life and lower upfront cost.
 - C. Concrete and asphalt have identical life-cycle costs.
 - D. Asphalt lasts longer.
- 4. Which statement best describes the runway centerline marking?**
 - A. It is a solid white line
 - B. It is a red dashed line
 - C. It is a white dashed line with segments of 120 ft length and 80 ft gaps
 - D. It is a black dashed line
- 5. Where would you find a VOR receiver checkpoint at an airport?**
 - A. Inside the control tower
 - B. On the runway centerline
 - C. More than 1/2 mile from the VOR on a paved area of the apron or taxiway; a 10 ft diameter yellow circle with a yellow arrow pointing to the VOR
 - D. In the terminal building

- 6. Edges of abutting pavement or pavement and other areas must be no more than how many inches in elevation difference?**
- A. 1 inch
 - B. 2 inches
 - C. 4 inches
 - D. 3 inches
- 7. What is the required retention period for airfield NOTAM records?**
- A. 6 months
 - B. 24 months
 - C. 18 months
 - D. 12 months
- 8. Which element marks the beginning and end of the condition in a NOTAM?**
- A. DTG for beginning and end of the condition
 - B. ADP locator
 - C. Affected facility
 - D. Keyword categorizing the subject
- 9. ARTS stands for Automated Radar Terminal System IIIE (ARTS-IIIE).**
- A. Automated Radar Terminal System IIIE
 - B. Advanced Radar Terminal System IIIE
 - C. Airport Radar Terminal System
 - D. Automated Radar Terminal System IIIE (ARTS-IIIE)
- 10. Under what condition can the departure wake turbulence interval be increased to two minutes?**
- A. When there is a 5 knot crosswind and a heavy aircraft
 - B. When visibility is below 3 miles
 - C. When following a light aircraft
 - D. When airport altitude is above 10,000 ft

Answers

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

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Explanations

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1. During temporary runway closures, what marking is allowed near the runway ends?

- A. A single white X at the center
- B. No Xs allowed near the runway ends
- C. A flashing beacon at the runway end
- D. Lighted X within 250 ft of each end or material Xs are allowed**

When a runway is temporarily closed, the ends must be clearly marked to show it isn't available. The marking used is a cross X placed near each end. You can meet this requirement either by painting material Xs on the pavement within 250 feet of each end, or by installing a lighted cross X at those ends. This X shape is the clear, universally understood signal that the runway end is closed, which helps prevent accidental use. A single X at the center doesn't communicate end closure of the runway, and a flashing beacon by itself isn't the standard closing marker. Saying no Xs are allowed contradicts the established practice of marking closed runways with Xs near the ends.

2. Which airport markings require black borders?

- A. Holding positions
- B. SMGS taxiway centerlines
- C. Holding positions; SMGS taxiway centerlines; Enhanced taxiway centerline; Geographic position marking**
- D. Geographic position marking

Black borders around certain airport markings are used to boost visibility by creating a high-contrast boundary that stands out against different pavement colors and conditions. This makes critical information easier to read in bright sun, rubber buildup, or wear. Holding position markings, SMGS taxiway centerlines, enhanced taxiway centerlines, and geographic position markings are the types that require these borders. The border helps pilots quickly recognize the exact boundary or guiding line, which is crucial for safe taxiing and positioning near runways and intersections, especially where the surrounding surface may be busy or degraded. Other markings are designed to be legible without a border, so they don't require this additional outlining.

3. Which statement accurately describes the life-cycle cost comparison between concrete and asphalt pavements?

- A. Concrete has a longer service life and lower lifetime cost but higher upfront cost.**
- B. Asphalt has a longer service life and lower upfront cost.
- C. Concrete and asphalt have identical life-cycle costs.
- D. Asphalt lasts longer.

Life-cycle cost compares the total cost of owning and operating a pavement over a defined period, including initial construction, ongoing maintenance, rehabilitation, and eventual end-of-life costs. Concrete pavements typically have a higher upfront cost due to materials and construction methods, but they offer a much longer service life and require less frequent major rehabilitation. Because you spread out the expensive work and interruptions over a longer period with fewer major repairs, the overall cost over the analysis horizon is often lower for concrete than for asphalt. That combination—longer life, lower ongoing costs, and fewer major overhauls—drives a lower lifetime cost despite the higher initial price. Asphalt, on the other hand, usually starts cheaper but needs more frequent resurfacing and maintenance, which can add up to higher total costs over the same planning period. It also generally does not last as long under the same conditions. So the statement that concrete has a longer service life and lower lifetime cost, albeit with higher upfront cost, best reflects typical life-cycle outcomes.

4. Which statement best describes the runway centerline marking?

- A. It is a solid white line
- B. It is a red dashed line
- C. It is a white dashed line with segments of 120 ft length and 80 ft gaps**
- D. It is a black dashed line

Runway centerline markings provide a visual cue to stay centered on the runway during takeoff and landing. They are white and dashed, not solid, so pilots can maintain alignment as the aircraft passes over the line or as visibility changes. The standard pattern is 120-foot-long dashes with 80-foot gaps between them, creating a repeating sequence along the runway. This specific dashed white pattern distinguishes the centerline from other markings, which might be solid or different colors.

5. Where would you find a VOR receiver checkpoint at an airport?

- A. Inside the control tower
- B. On the runway centerline
- C. More than 1/2 mile from the VOR on a paved area of the apron or taxiway; a 10 ft diameter yellow circle with a yellow arrow pointing to the VOR**
- D. In the terminal building

VOR receiver checkpoints are designated ground locations used to verify a VOR receiver's accuracy. They must be placed at least 0.5 mile from the VOR, on a paved area of the apron or taxiway, and they're clearly marked with a 10-foot diameter yellow circle and a yellow arrow pointing toward the VOR. This standardized setup lets pilots perform a reliable, on-airport check of their VOR receivers using a known bearing from the VOR. Locations like inside the control tower or terminal building, or on a runway centerline, wouldn't provide the proper visibility, safety, or standardized marking, so the clearly marked checkpoint on the apron or taxiway is the correct spot.

6. Edges of abutting pavement or pavement and other areas must be no more than how many inches in elevation difference?

- A. 1 inch
- B. 2 inches
- C. 4 inches
- D. 3 inches**

Smooth transitions between adjacent surfaces are essential to prevent trips and to keep paths accessible. When two surfaces meet, the step they create should be limited so pedestrians and mobility aids can move across without catching on a edge. The standard sets this maximum elevation difference at three inches, making three inches the threshold you must not exceed. If the surface change would be greater than that, you'd need to bring the levels to within three inches—often by grinding, adding material, or installing a ramp or bevel—to maintain a safe, compliant transition. Smaller differences, like one or two inches, stay within the limit, but they are not the upper bound; the rule's purpose is to cap the rise at three inches.

7. What is the required retention period for airfield NOTAM records?

- A. 6 months
- B. 24 months
- C. 18 months
- D. 12 months**

Retention of airfield NOTAM records is about keeping a complete and accessible history of NOTAM activity for a reasonable period. Having a year of records ensures you can reference past airfield conditions, support safety reviews and audits, and retrieve information within typical operational cycles. It balances the need for historical data with practical storage considerations. After twelve months, records can be archived or disposed of according to the organization's retention schedule, unless there's an ongoing investigation, a legal hold, or a regulatory requirement to preserve longer. Longer retention (sixteen, eighteen, or twenty-four months) isn't typically required for standard operations and would add unnecessary storage burden, while shorter retention could risk losing important historical context.

8. Which element marks the beginning and end of the condition in a NOTAM?

- A. DTG for beginning and end of the condition**
- B. ADP locator
- C. Affected facility
- D. Keyword categorizing the subject

Timing of a NOTAM's condition is defined by the Date-Time Group. The DTG provides the exact timestamps that show when the described condition becomes active and when it ceases to be in effect, establishing the validity window that pilots and controllers use to determine applicability during flight planning. The other elements don't carry timing information: an ADP locator identifies where the data is processed or disseminated, not when the condition starts or ends; the affected facility simply names who or what is impacted; and the keyword categorizes the subject of the NOTAM, not its duration.

9. ARTS stands for Automated Radar Terminal System III E (ARTS-III E).

- A. Automated Radar Terminal System III E
- B. Advanced Radar Terminal System III E
- C. Airport Radar Terminal System
- D. Automated Radar Terminal System III E (ARTS-III E)**

The main idea here is knowing the exact official name and the acronym form used for ARTS. ARTS is defined as Automated Radar Terminal System, with III E indicating the specific version, so the formal shorthand appears as ARTS-III E. The best choice includes the full expansion Automated Radar Terminal System III E and then presents the acronym in parentheses as ARTS-III E, which is how this term is typically documented in official sources. This pairing preserves both the precise long form and the recognized shorthand, making it the most accurate representation. The other options alter the wording (Advanced or Airport instead of Automated) or omit the parenthetical acronym, so they don't align with the standard naming convention used for ARTS.

10. Under what condition can the departure wake turbulence interval be increased to two minutes?

- A. When there is a 5 knot crosswind and a heavy aircraft**
- B. When visibility is below 3 miles
- C. When following a light aircraft
- D. When airport altitude is above 10,000 ft

The key idea is how wind affects wake turbulence and the spacing between departures. A heavy aircraft creates strong wake vortices that can linger and drift toward the next aircraft. When there is a crosswind of about 5 knots or more, those vortices tend to be blown across the runway and dispersed more quickly, reducing the risk to the following departure. Because of this dispersion, air traffic control may safely extend the departure interval to two minutes in this specific condition. The other factors listed—visibility, altitude, or following a light aircraft—don't directly influence wake vortex behavior in the same way. Visibility or altitude doesn't change how long the vortices persist or where they drift relative to the runway, and following a light aircraft poses less wake risk, but that doesn't trigger extending the interval to two minutes like a crosswind behind a heavy does.

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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:

<https://aaaeaceopsmodule2.examzify.com>

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

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