

AAAE AIRPORT CERTIFIED EMPLOYEE (ACE) OPERATIONS PRACTICE EXAM (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. Which of the following is NOT a form of pavement deterioration?**
 - A. Cracking
 - B. Disintegration
 - C. Distortion
 - D. Increase in Skid Resistance

- 2. What is the altitude range for Class C airspace from 5 to 10 NM out?**
 - A. Up to 1,200 ft above airport elevation
 - B. 1,200 ft to 4,000 ft above airport elevation
 - C. 4,000 ft to 10,000 ft MSL
 - D. 18,000 ft MSL and above

- 3. What type of airspace commonly surrounds airports with an operational control tower?**
 - A. Class A
 - B. Class B
 - C. Class C
 - D. Class D

- 4. Which is true about Part 139's applicability to Alaskan airports?**
 - A. All Alaskan airports are classified under Part 139
 - B. Part 139 applies only to airports serving large carriers in winter
 - C. Only small air carrier operations are regulated
 - D. Part 139 does not apply when large operations are suspended

- 5. What does Alert I signify?**
 - A. A serious aircraft accident has occurred
 - B. An actual aircraft emergency exists in flight
 - C. A precautionary approach to a suspected emergency situation
 - D. No emergency exists

- 6. What is the tail height limit for ADG Group II?**
 - A. Less than 20 feet
 - B. 20 to less than 30 feet
 - C. 30 to less than 45 feet
 - D. 45 to less than 60 feet

- 7. What is maintained by Class I Airports according to operational standards?**
- A. Accident records for 12 CCM
 - B. No record maintenance
 - C. Only records for scheduled large operations
 - D. Records for scheduled and unscheduled operations
- 8. Why is adherence to FAA requirements critical for federally obligated airports?**
- A. To increase passenger numbers
 - B. To ensure safety and proper use of federal funds
 - C. To control flight ticket prices
 - D. To restrict airport access to personal vehicles
- 9. Which type of airport is primarily used for scheduled passenger-carrying operations with air carriers holding more than 9 seats?**
- A. Part 139 Airports
 - B. Class II Airports
 - C. Joint-Use Airports
 - D. Shared-Use Airports
- 10. What is the minimum weight for an aircraft to be classified as Heavy in relation to wake turbulence?**
- A. 41,000 lbs
 - B. 200,000 lbs
 - C. 300,000 lbs
 - D. 600,000 lbs

Answers

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

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Explanations

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1. Which of the following is NOT a form of pavement deterioration?

- A. Cracking
- B. Disintegration
- C. Distortion
- D. Increase in Skid Resistance**

The correct answer is that an increase in skid resistance is not a form of pavement deterioration. In fact, skid resistance refers to the level of friction between the vehicle's tires and the pavement surface, which is crucial for safety, especially during wet conditions. When pavement maintains or improves its skid resistance, it is indicative of a well-maintained surface that is functioning effectively to provide traction. On the other hand, cracking, disintegration, and distortion are all recognized forms of pavement deterioration. Cracking typically occurs due to factors such as temperature fluctuations, aging, or stress from traffic loads, which can lead to problems if not addressed. Disintegration involves surface wear and breakdown that reduces the integrity of the pavement, often caused by environmental factors and fatigue. Distortion refers to issues like rutting or deformation of the pavement structure due to heavy loads or poorly designed surfaces, impacting the overall performance of the pavement. Thus, only an increase in skid resistance stands apart as a positive characteristic, rather than a sign of deterioration.

2. What is the altitude range for Class C airspace from 5 to 10 NM out?

- A. Up to 1,200 ft above airport elevation
- B. 1,200 ft to 4,000 ft above airport elevation**
- C. 4,000 ft to 10,000 ft MSL
- D. 18,000 ft MSL and above

The chosen answer accurately reflects the altitude range associated with Class C airspace. Class C airspace typically extends from the surface up to 4,000 feet above the airport elevation within 5 to 10 nautical miles of the primary airport. This structure is designed to create a controlled environment that helps manage traffic in areas with moderate air traffic density while providing a buffer zone for aircraft operating in and out of the airport. The reasoning behind this altitude designation involves ensuring that aircraft operations remain safe and organized in complex airspace environments. Pilots operating in Class C airspace are required to establish two-way radio communication with air traffic control, ensuring that they receive instructions and advisories as needed to maintain safety. While the other options present different altitude figures, they do not align with the regulatory definitions for Class C airspace and therefore do not accurately capture the operational parameters that are essential for pilots flying within these zones.

3. What type of airspace commonly surrounds airports with an operational control tower?

- A. Class A
- B. Class B
- C. Class C
- D. Class D**

Airports with an operational control tower are typically located in Class D airspace. This type of airspace is established around airports that have a control tower, allowing for the management and regulation of air traffic in the vicinity. Class D airspace extends from the surface to a specified altitude, designed to ensure safe and orderly operations for both aircraft departing from and arriving at the airport. The presence of a control tower is crucial in Class D airspace as it facilitates communication between pilots and air traffic controllers, helping to coordinate aircraft movements and enhance safety. The rules associated with Class D airspace also mandate that pilots establish two-way communication with the control tower before entering the airspace, which underscores the controlled nature of these operations. In contrast, other classes of airspace have different purposes and operational requirements. For instance, Class B airspace surrounds the busiest airports and requires specific clearances for entry; Class C airspace also has a control tower but typically surrounds airports with a lower level of traffic than Class B; and Class A airspace is designated for high-altitude, high-speed jet routes above 18,000 feet, mainly for instrument flight rules (IFR) operations.

4. Which is true about Part 139's applicability to Alaskan airports?

- A. All Alaskan airports are classified under Part 139
- B. Part 139 applies only to airports serving large carriers in winter
- C. Only small air carrier operations are regulated
- D. Part 139 does not apply when large operations are suspended**

Part 139 of the Federal Aviation Regulations sets forth the certification requirements for airports serving scheduled air carrier operations. In the context of Alaskan airports, it is particularly important to consider the unique operational and environmental challenges they face, especially during the winter months. The correct choice highlights that the applicability of Part 139 can be influenced by the operational status of large carrier flights. When large carrier operations are suspended, the requirements of Part 139 do not apply. This means that if an airport is not serving any large air carrier flights, it does not have to meet the stringent certification standards set by Part 139, which are primarily focused on ensuring safety and operational readiness for significant air traffic. In contrast, the other options misrepresent how Part 139 applies to Alaskan airports. For instance, not all Alaskan airports are classified under Part 139, as there are many airports in the state that primarily serve smaller aircraft or do not have scheduled air carrier service. Additionally, Part 139 does not apply solely to operations during winter; its relevance is continuous but contingent on active large carrier operations rather than the season. Lastly, the assertion that only small air carrier operations are regulated does not capture the full scope of Part 139, which is concerned with safety

5. What does Alert I signify?

- A. A serious aircraft accident has occurred
- B. An actual aircraft emergency exists in flight
- C. A precautionary approach to a suspected emergency situation**
- D. No emergency exists

Alert I signifies a precautionary approach to a suspected emergency situation. This level is typically initiated when there are indications of a potential problem involving an aircraft, but it does not confirm that an actual emergency is occurring at that moment. This allows airport personnel and emergency services to prepare and be on standby, ensuring that they can respond quickly if the situation escalates. In this context, Alert I serves as a proactive measure that prioritizes safety without implying that an emergency is currently happening. It allows all relevant departments to take necessary precautions and remain vigilant, ensuring a coordinated and efficient response if needed. This level of alert is essential in airport operations, as it emphasizes readiness while maintaining normal operations as much as possible.

6. What is the tail height limit for ADG Group II?

- A. Less than 20 feet
- B. 20 to less than 30 feet**
- C. 30 to less than 45 feet
- D. 45 to less than 60 feet

The tail height limit for Airport Design Group (ADG) II is defined as being 20 to less than 30 feet. This classification is important for airport design and operations, as it helps in determining the types of aircraft that can safely operate at a given airport. ADG II generally includes medium-sized business and regional jet aircraft, which have tail heights that fall within this specified range. Understanding the importance of these classifications is crucial for ensuring compliance with safety regulations and designing infrastructure, such as taxiways and terminals, that can accommodate the operational needs of the aircraft in that category.

7. What is maintained by Class I Airports according to operational standards?

- A. Accident records for 12 CCM
- B. No record maintenance
- C. Only records for scheduled large operations
- D. Records for scheduled and unscheduled operations**

Class I Airports are required to maintain operational records that encompass both scheduled and unscheduled operations. This practice is crucial for ensuring compliance with safety management systems, regulatory requirements, and for providing accountability in airport operations. By documenting all types of operations, including unexpected events, airports can analyze performance, enhance safety measures, and improve overall service quality. Maintaining records for both scheduled and unscheduled operations allows airports to have a complete operational overview. This ensures that any anomalies or trends can be identified and addressed promptly, contributing to more effective airport management and operational continuity. In contrast, maintaining records for only one type of operation or having no record maintenance at all would not provide the comprehensive insight needed for effective oversight and operational safety.

8. Why is adherence to FAA requirements critical for federally obligated airports?

- A. To increase passenger numbers
- B. To ensure safety and proper use of federal funds**
- C. To control flight ticket prices
- D. To restrict airport access to personal vehicles

Adherence to FAA requirements is essential for federally obligated airports, primarily to ensure safety and proper use of federal funds. This relationship is vital because federally obligated airports receive funding from the federal government, often for infrastructure development, safety enhancements, or operational improvements. Compliance with FAA regulations guarantees that these airports maintain a high standard of safety for both airport operations and passenger travel. Moreover, following these requirements helps to ensure that federal funds are used appropriately and effectively. If airports fail to comply with FAA standards, they risk losing funding, which could have severe implications for airport operations and community access to air travel. Regulatory compliance also serves as a framework for operational consistency across all airports, which is crucial for maintaining national airspace safety and efficiency. Other options mention aspects that may be influenced by adherence to FAA requirements but do not capture the core purpose. For example, while increasing passenger numbers can be a consequence of safety and well-maintained facilities, it is not the primary reason for compliance. Similarly, controlling flight ticket prices and restricting vehicle access are not integral parts of the FAA mandates regarding operational safety and funding allocation.

9. Which type of airport is primarily used for scheduled passenger-carrying operations with air carriers holding more than 9 seats?

- A. Part 139 Airports**
- B. Class II Airports
- C. Joint-Use Airports
- D. Shared-Use Airports

The correct choice highlights Part 139 airports, which are defined by specific federal regulations that govern the operation of commercial service airports in the United States. These airports are primarily used for scheduled passenger-carrying operations and are required to meet certain safety and operational standards set forth by the Federal Aviation Administration (FAA). Part 139 airports accommodate air carriers that operate aircraft with more than 9 passenger seats, making them essential hubs for commercial aviation. They undergo regular inspections and must implement strict safety measures, including emergency response plans and other operational protocols, to ensure passenger safety. These requirements help establish the airport as a reliable and safe facility for airline operations. Other types of airports mentioned, such as Class II, Joint-Use, and Shared-Use airports, have different operational focuses or characteristics that do not specifically fit the description of primarily serving scheduled passenger operations for larger air carriers. For example, Class II airports may serve smaller aircraft or have different regulatory requirements, and Joint-Use and Shared-Use airports often involve multiple entities, including military and civilian operations, rather than being dedicated solely to large commercial passenger operations.

10. What is the minimum weight for an aircraft to be classified as Heavy in relation to wake turbulence?

- A. 41,000 lbs
- B. 200,000 lbs
- C. 300,000 lbs**
- D. 600,000 lbs

The classification of aircraft by weight for the purpose of wake turbulence categorization is significant due to the potential hazards posed by turbulence generated by larger aircraft. To be classified as a "Heavy" aircraft, the minimum weight requirement is 300,000 lbs. This designation is critical because it helps air traffic controllers manage spacing and separation between aircraft appropriately, especially as larger and heavier aircraft produce more significant wake turbulence. Understanding this classification is essential for maintaining safety in the airspace, particularly during takeoff and landing phases. The impact of wake turbulence can be particularly pronounced with larger aircraft, making it crucial for smaller aircraft to maintain adequate separation. Therefore, recognizing that 300,000 lbs is the threshold for classifying an aircraft as "Heavy" is key for airport operations and safety management.

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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://aaaeaceoperations.examzify.com>

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

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