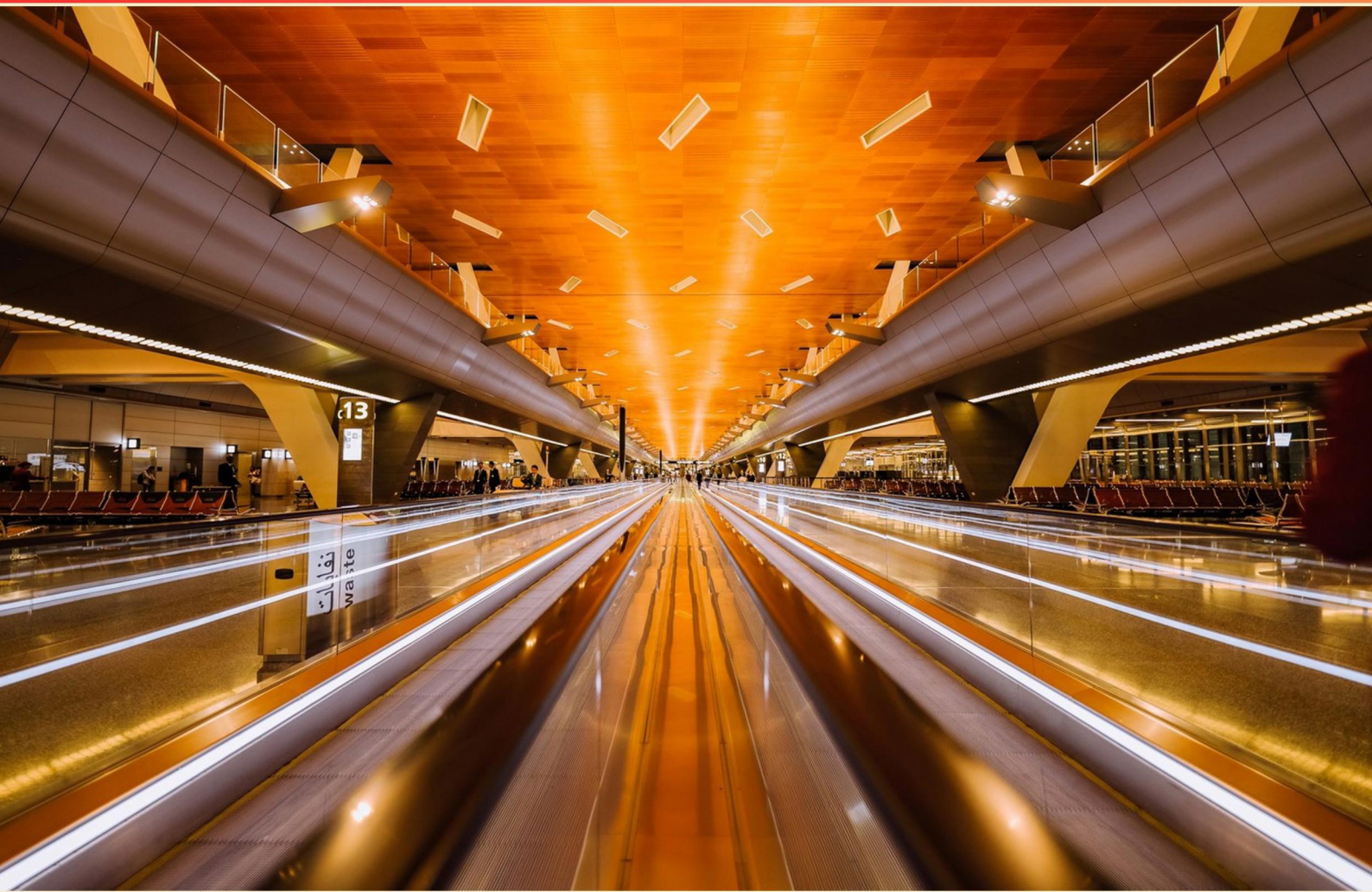


AIRPORT OPERATIONS MANAGEMENT PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
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. For a non-precision approach, what is the extension rate of the approach surface?
 - A. 34:1
 - B. 20:1
 - C. 50:1
 - D. 7:1
2. True or False: A Touch-n-Go accounts for the take-off only.
 - A. True
 - B. False
 - C. Not used
 - D. Unknown
3. What kind of sign has Yellow Letters, Black Background?
 - A. Direction
 - B. Warning
 - C. Location
 - D. Mandatory
4. What is the second NPIAS Level of Need?
 - A. Maintain System
 - B. Bring system to standards
 - C. Expand System
 - D. Upgrade Infrastructure
5. What is the mission of the TSA?
 - A. To regulate airline pricing
 - B. To manage air traffic control
 - C. To protect transportation systems and ensure freedom of movement
 - D. To enforce customs
6. Which of the following is an NPIAS category?
 - A. Regional Airport
 - B. Cargo Facility
 - C. International Gate
 - D. Reliever

- 7. Which type of parking orientation requires minimal space?**
- A. Angled Nose-In
 - B. Nose-In
 - C. Parallel
 - D. Remote
- 8. Which funding source is a form of debt financing for airports?**
- A. Federal Grants
 - B. Bond Issues
 - C. Private Investment
 - D. Private Grants
- 9. Which of the following is a measure that includes cargo?**
- A. Enplanements and Deplanements
 - B. Based Aircraft
 - C. Amount of Freight and Mail
 - D. Passenger Seats
- 10. Which of the following is NOT one of the three types of impacts airports have?**
- A. Direct
 - B. Economic
 - C. Indirect
 - D. Induced

Answers

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

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Explanations

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1. For a non-precision approach, what is the extension rate of the approach surface?

- A. 34:1**
- B. 20:1
- C. 50:1
- D. 7:1

The main idea is the extension rate of an approach surface—the ratio that tells how far outward the obstacle-free surface extends horizontally for each unit of vertical drop along the approach path. For non-precision approaches, there is no vertical guidance like a glide slope, so the surface that protects the approach path is designed with a relatively gentle expansion. This gentler extension rate creates a broader, flatter protection area, which is appropriate when descent guidance comes from a fixed, non-precision path rather than an aligned glide path. Among the given options, the correct choice is the one that corresponds to that gentler slope. The other rates imply steeper or otherwise inconsistent obstacle-clearance envelopes for non-precision approaches, which is why they don't fit as well.

2. True or False: A Touch-n-Go accounts for the take-off only.

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

A touch-and-go is a short-duration maneuver where the aircraft lands, touches down, and then immediately lifts off for another take-off without a full stop. Because the cycle includes both a landing (touchdown) and a take-off, it should be counted as both events in operations data and capacity planning. Saying it accounts for the take-off only ignores the landing portion that immediately precedes the take-off, so that view is incomplete. In practice, a touch-and-go affects runway occupancy and sequencing for both the landing and the subsequent take-off, often under a single training or operational event.

3. What kind of sign has Yellow Letters, Black Background?

- A. Direction
- B. Warning
- C. Location**
- D. Mandatory

Sign color coding on the airfield uses yellow letters on a black background to indicate a location sign. Location signs identify your current position on the movement area, such as the taxiway you are on or the boundary you're approaching. They help you confirm where you are as you taxi and when coordinating with air traffic or marshalling. This color scheme is distinct from direction signs, which have a yellow background with black letters and point you toward a destination like a runway or terminal. It's also different from mandatory signs, which are red with white lettering, and from distance or information signs that use other color patterns. So, the yellow-on-black sign is used to tell you your location on the airfield.

4. What is the second NPIAS Level of Need?

- A. Maintain System
- B. Bring system to standards**
- C. Expand System
- D. Upgrade Infrastructure

NPIAS Levels of Need categorize actions to address capital needs across the national airport system. The second level is bringing the system to standards. This means identifying airports or facilities that don't yet meet current safety, efficiency, or performance standards and taking the necessary steps to close those gaps so they operate in compliance with established requirements. The aim is a safe, reliable baseline across funded airports, rather than adding new capacity or overhauling aging assets. Maintaining the system focuses on preserving existing facilities and operations to keep them functional. Expanding the system involves adding capacity or facilities to handle more traffic. Upgrading infrastructure centers on modernization of aging assets to improve performance, resilience, or efficiency—often after the system meets current standards.

5. What is the mission of the TSA?

- A. To regulate airline pricing
- B. To manage air traffic control
- C. To protect transportation systems and ensure freedom of movement**
- D. To enforce customs

The main idea being tested is what the TSA is fundamentally responsible for: protecting transportation systems and ensuring freedom of movement. TSA's role centers on security across the transportation network, especially aviation, by screening passengers and baggage, implementing security programs, and working with airports, airlines, and other agencies to reduce threats while allowing safe, smooth travel. This differs from other functions: pricing regulation is handled by market regulators, air traffic control is managed by the FAA, and customs enforcement is the job of CBP. So the mission described—protecting transportation systems and keeping people and goods moving safely and efficiently—best captures TSA's purpose.

6. Which of the following is an NPIAS category?

- A. Regional Airport
- B. Cargo Facility
- C. International Gate
- D. Reliever**

Think about how NPIAS classifies airports by their roles for planning and funding. A Reliever airport is an official NPIAS category designated specifically to relieve congestion at larger airports by handling general aviation and smaller commercial traffic. It's a formal category used in federal planning and funding decisions, which is why it fits the question. The other terms describe types of facilities or generic airport descriptors rather than official NPIAS designations—regional airport is a descriptive label, a cargo facility refers to a function of a building, and an international gate is a terminal element, not a classification used in NPIAS. So the term that corresponds to an NPIAS category is Reliever.

7. Which type of parking orientation requires minimal space?

- A. Angled Nose-In
- B. Nose-In**
- C. Parallel
- D. Remote

Space efficiency in parking layouts depends on how vehicles orient relative to the driving aisles. Nose-in parking, where cars enter the stall front-first from the aisle, tends to use the smallest overall footprint per vehicle. This orientation allows stalls to align more tightly with the driving lane, minimizing the amount of space needed for backing, turning, and clearance between rows. The result is that you can fit more stalls into the same area and keep aisles relatively narrow, compared with other layouts. In contrast, parallel parking along a curb requires long stretches of curb and substantial maneuvering space to slide vehicles in and out, which increases the footprint per stall. Angled parking spreads stalls along a diagonal and typically needs wider aisles and more space between rows to accommodate the approach and exit paths, increasing the overall land area required. Remote parking designs allocate more land to driveways and walking distances from the terminal, further expanding the total space used. Therefore, nose-in orientation minimizes the space needed for each stall, making it the most space-efficient option compared with the other parking orientations.

8. Which funding source is a form of debt financing for airports?

- A. Federal Grants
- B. Bond Issues**
- C. Private Investment
- D. Private Grants

Debt financing means raising funds by borrowing that must be repaid with interest. Airports commonly use this approach by issuing bonds, which are sold to investors now and paid back over time with interest. The proceeds from bond issues fund major capital projects like runways, terminals, and security upgrades, and the obligation to repay rests on the issuer, typically with debt service paid from airport revenues or general funds. Federal grants and private grants do not require repayment, so they are not debt financing. Private investment can involve ownership or loans, but for a public airport's typical capital programs, bonds are the classic debt instrument used.

9. Which of the following is a measure that includes cargo?

- A. Enplanements and Deplanements
- B. Based Aircraft
- C. Amount of Freight and Mail**
- D. Passenger Seats

Cargo is captured by the metric that counts the total amount of freight and mail moving through the airport. This measure is specifically about cargo activity, not passenger activity or fleet size. Enplanements and deplanements track passengers boarding and alighting; Based Aircraft counts how many aircraft are based at the airport; Passenger Seats reflects capacity. So the measure that includes cargo is the Amount of Freight and Mail.

10. Which of the following is NOT one of the three types of impacts airports have?

- A. Direct
- B. Economic
- C. Indirect
- D. Induced

The main idea is that airport economic impact is analyzed through three specific channels: direct, indirect, and induced effects. Direct effects are the immediate activities and jobs created by the airport and its operations, airlines, tenants, and concessionaires. Indirect effects come from the purchases those direct-activity businesses make from suppliers and service providers—things like maintenance, fuel, IT services, and utilities. Induced effects arise when wages earned in the direct and indirect activities are spent by households on local goods and services, circulating money through the economy. The term “economic” describes the overall impact of all these channels combined rather than a separate category, so it isn’t one of the three types.

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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://airportopsmgmt.examzify.com>

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

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