

CANADA PRIVATE PILOT LICENSE (PPL) CHECKRIDE ORAL PRACTICE TEST (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. With whom do you open and close a flight plan?**
 - A. Transport Canada
 - B. Edmonton Flight Information Centre (FIC)
 - C. Your instructor
 - D. The local airport authority

- 2. What is a major difference between Class E and Class G airspace?**
 - A. Class E requires a transponder
 - B. Class E has controlled weather minimums
 - C. Class G is always open for VFR flights
 - D. Class E is found above 14,000 feet

- 3. How can pilots find the weights of fuel and oil under various temperature conditions?**
 - A. TC AIM RAC 3.4.8
 - B. Aircraft Performance Manual
 - C. Flight Operations Handbook
 - D. Pilot's Operating Handbook

- 4. What is the designation for power-off stalling speed with flaps up?**
 - A. V_g
 - B. V_s
 - C. V_x
 - D. V_a

- 5. What are the three types of "set heading" procedures and when would you typically use them?**
 - A. Flight Level Assignment, Departure Clearance, and Straight-In Approach
 - B. Initial Approach, Missed Approach, and Holding Pattern
 - C. Enroute Procedures, Standard Terminal Arrivals, and Vectoring
 - D. Climb, Descent, and Level Flight Adjustments

- 6. In which category must an aircraft be to perform spins?**
- A. Normal
 - B. Utility
 - C. Experimental
 - D. Restricted
- 7. If a cabin fire occurs, what should you do with the master switch?**
- A. Keep it on
 - B. Turn it off
 - C. Set it to idle
 - D. Activate it
- 8. How often must the Certificate of Airworthiness be re-validated?**
- A. Every six months
 - B. Once a year
 - C. Every two years
 - D. Only after maintenance
- 9. What document is often required prior to starting a flight?**
- A. Aircraft registration
 - B. Flight plan
 - C. Pilot logbook
 - D. Passenger manifest
- 10. What does the term 'true track' refer to in navigation?**
- A. The actual path of the aircraft over the ground
 - B. The direction the aircraft is pointing
 - C. The magnetic course corrected for wind
 - D. The path the aircraft should take without deviation

Answers

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

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Explanations

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1. With whom do you open and close a flight plan?

- A. Transport Canada
- B. Edmonton Flight Information Centre (FIC)**
- C. Your instructor
- D. The local airport authority

Opening and closing a flight plan is typically done with the Edmonton Flight Information Centre (FIC) or another appropriate flight service provider. When a pilot wants to open a flight plan, they communicate with the FIC, which handles flight planning and safety services in Canada. The FIC ensures that the pilot's flight details are registered and that any necessary air traffic control (ATC) services can be provided while the flight is in progress. When it comes time to close the flight plan, the pilot must again contact the FIC to ensure that their flight status is updated and that SAR (Search and Rescue) services are informed that they are no longer on their flight. This step is essential for safety reasons, as an unclosed flight plan may trigger unnecessary search efforts if the flight does not arrive as planned. While other options may involve communication concerning flights, they do not serve the primary function of managing flight plans in the same dedicated manner as the FIC.

2. What is a major difference between Class E and Class G airspace?

- A. Class E requires a transponder
- B. Class E has controlled weather minimums**
- C. Class G is always open for VFR flights
- D. Class E is found above 14,000 feet

Class E airspace is designated as controlled airspace, which means that specific weather minimums must be met for visual flight rules (VFR) operations. These minimums vary based on altitude and whether you are operating in controlled or uncontrolled environments. The requirement for certain minimums helps ensure that aircraft operate safely within the prescribed distances from clouds and visibility conditions, allowing for effective separation from other air traffic. In contrast, Class G airspace, being uncontrolled, does not impose these minimum weather requirements, allowing pilots to operate with greater flexibility. This distinction highlights the level of regulation and control exercised in Class E compared to the more lenient nature of Class G. Option A referencing transponders is misleading since while transponders are often required in Class E, there are circumstances within that airspace where they are not. Option C is inaccurate as Class G is not 'always' open for VFR; there are restrictions based on weather and specific operational hours. Lastly, while Class E can indeed be found above 14,000 feet, this is not a defining feature exclusive to that airspace, as Class A and other classes may also exist at those altitudes. Thus, the difference in controlled weather minimums in Class E is a key characteristic

3. How can pilots find the weights of fuel and oil under various temperature conditions?

A. TC AIM RAC 3.4.8

B. Aircraft Performance Manual

C. Flight Operations Handbook

D. Pilot's Operating Handbook

The most accurate resource for pilots to find the weights of fuel and oil under various temperature conditions is the TC AIM RAC 3.4.8. This section of the Aeronautical Information Manual provides detailed information regarding aviation regulations and guidance, including specifics about fluid weights and adjustments necessary based on temperature variations. Using the TC AIM allows pilots to refer to standardized data that is recognized and accepted across the aviation community, ensuring consistency and reliability in calculations related to fuel and oil weights. While other resources like the Aircraft Performance Manual, Flight Operations Handbook, and Pilot's Operating Handbook may also contain relevant information, they typically focus more on operational procedures or performance metrics rather than detailed fluid weight calculations under changing temperature conditions. Therefore, the TC AIM RAC 3.4.8 is the authoritative source for the most precise data regarding how temperature affects fuel and oil weights, making it the correct choice.

4. What is the designation for power-off stalling speed with flaps up?

A. V_g

B. V_s

C. V_x

D. V_a

The designation for power-off stalling speed with flaps up is indeed V_s . This term specifically refers to the minimum speed at which an aircraft can be flown in stable flight before entering a stall as the angle of attack increases. In more detail, V_s is important for pilots to understand because it helps them recognize the critical airspeed associated with the stall during clean configurations, which is when the aircraft is not experiencing any additional drag from extended flaps or landing gear in a deployed position. Knowledge of V_s aids pilots in maintaining safe flight practices, particularly during approaches and landings where they may inadvertently reduce their airspeed close to stall conditions. Other terms such as V_g , V_x , and V_a denote different flight parameters. V_g represents the best glide speed, V_x is the speed for the best angle of climb, and V_a is the maneuvering speed. Each of these speeds serves a distinct function in flight operations, but they do not directly relate to power-off stalling speed with flaps retracted. Understanding these distinctions helps pilots operate their aircraft more effectively and enhances safety in various flight conditions.

5. What are the three types of "set heading" procedures and when would you typically use them?

- A. Flight Level Assignment, Departure Clearance, and Straight-In Approach**
- B. Initial Approach, Missed Approach, and Holding Pattern
- C. Enroute Procedures, Standard Terminal Arrivals, and Vectoring
- D. Climb, Descent, and Level Flight Adjustments

The correct answer is based on understanding the context of aviation communications and procedures that involve "set heading" protocols. Flight Level Assignment, Departure Clearance, and Straight-In Approach are all scenarios in which pilots receive specific headings from Air Traffic Control (ATC) to ensure safe and efficient separation from other air traffic. In Flight Level Assignment, ATC gives pilots assigned altitudes or flight levels, which often come with specific headings to follow to maintain order in busy airspace. Departure Clearance involves the procedures a pilot must follow after takeoff, where ATC specifies a heading to follow to safely navigate away from the airport and integrate into the enroute traffic. The Straight-In Approach is a type of landing approach where ATC provides a direct heading for the approach to the runway, allowing pilots to align with the runway while minimizing unnecessary turns or delays. The other answers do not encapsulate the "set heading" procedures as effectively. For instance, while Initial Approach, Missed Approach, and Holding Pattern are relevant procedures in flight operations, they do not necessarily emphasize the role of a specified heading in the same direct manner. Similarly, Enroute Procedures, Standard Terminal Arrivals, and Vectoring can involve headings, but they are broader in scope compared to the specific assignments

6. In which category must an aircraft be to perform spins?

- A. Normal
- B. Utility**
- C. Experimental
- D. Restricted

To perform spins, an aircraft must fall under the Utility category. This classification allows for a higher level of aerobatic maneuvering compared to the Normal category, which is designed primarily for general flying operations with limits on the type of maneuvers that can be performed. The Utility category encompasses aircraft that are approved for limited aerobatics, such as spins, provided they meet certain performance and design criteria. Aircraft in the Normal category are restricted from performing spins due to safety concerns, as they are not designed to withstand the structural stresses that can occur during such maneuvers. The Experimental and Restricted categories also have their specific purposes and regulations. Experimental aircraft may be used for testing and may have different criteria depending on the type of experimental use, while Restricted aircraft are usually limited to specific operations such as agricultural or firefighting activities. Therefore, the Utility category's approval for spins aligns with the design considerations and operational flexibility that these aircraft are intended to provide.

7. If a cabin fire occurs, what should you do with the master switch?

- A. Keep it on
- B. Turn it off**
- C. Set it to idle
- D. Activate it

In the event of a cabin fire, turning off the master switch is a crucial step in ensuring safety. The master switch controls the electrical systems in the aircraft, and by turning it off, you can eliminate the source of power that may be fueling the fire or could potentially create sparks that could worsen the situation. Power to electrical systems can not only help control fires caused by electrical faults but also disengage any equipment that could contribute to the fire or smoke within the cabin. This action helps to prevent further damage and facilitates a clearer course of action for the pilot and crew, enabling a better focus on controlling the situation, including executing potential emergency landing procedures if necessary. Proper fire management protocols often include shutting off electrical power as a priority to minimize hazards associated with electrical systems. Therefore, turning off the master switch is a direct response in managing a cabin fire effectively.

8. How often must the Certificate of Airworthiness be re-validated?

- A. Every six months
- B. Once a year**
- C. Every two years
- D. Only after maintenance

The Certificate of Airworthiness must be re-validated once a year to ensure that an aircraft remains in a condition for safe operation. This annual re-validation process typically involves a thorough examination of the aircraft to ensure it complies with the applicable safety standards and regulations set forth by the aviation authority. Regular re-validation not only confirms the physical airworthiness of the aircraft but also serves as a preventive measure to catch any potential issues that could compromise safety before they develop into more significant problems. The annual requirement is a standard practice in aviation to maintain safety and reliability. While maintenance activities may influence the validity of the airworthiness certificate, it is the annual requirement that is a consistent and fundamental part of aviation regulations for ensuring that all aircraft remain safe to operate throughout their operational lives.

9. What document is often required prior to starting a flight?

- A. Aircraft registration
- B. Flight plan**
- C. Pilot logbook
- D. Passenger manifest

The requirement for a flight plan is crucial because it communicates crucial details of your flight to air traffic services. By filing a flight plan, you provide information about your intended route, estimated times of arrival, and the specifics of your aircraft, which helps enhance safety and coordination in the airspace. While other documents like aircraft registration and pilot logbook serve important purposes, they are not necessarily required to be presented or filed before the flight. The aircraft registration verifies that the aircraft is legally recognized and registered. The pilot logbook keeps track of flight hours and experience but is not a prerequisite for flying. A passenger manifest, while useful for managing passengers and emergencies, is also not uniformly required for every flight. Thus, the flight plan is specifically aimed at making sure that air traffic control is aware of your intentions, which is vital for maintaining safety and efficiency in the airspace.

10. What does the term 'true track' refer to in navigation?

- A. The actual path of the aircraft over the ground**
- B. The direction the aircraft is pointing
- C. The magnetic course corrected for wind
- D. The path the aircraft should take without deviation

The term 'true track' refers to the actual path of the aircraft over the ground. This is a crucial concept in navigation, as it represents the real direction in which the aircraft is moving with respect to the Earth's surface. Understanding true track allows pilots to accurately determine their position and progress towards their destination, taking into account factors such as wind drift that can affect the aircraft's course over the ground. In contrast, other navigational terms focus on different aspects. The direction the aircraft is pointing describes the aircraft's heading, which may differ from true track due to wind effects. The magnetic course corrected for wind pertains to adjustments made to the magnetic heading based on wind influences, but does not represent the ground path. Lastly, the path the aircraft should take without deviation is typically described as the intended track or course, which may not reflect the aircraft's actual movement due to external factors like wind or obstacles. Thus, true track is the most precise representation of where the airplane is actually flying over the Earth.

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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://canadaprivatepilotcheckrideoral.examzify.com>

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

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