

CAREER ENLISTED AVIATOR (CEA) FUNDAMENTALS BLOCK 5 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. Which navigational aid transmits 360 radials outward from the station and does not provide distance information?**
 - A. DME
 - B. VOR
 - C. TACAN
 - D. VORTAC

- 2. Which point is located upstream from the ARCP and initiates a rendezvous with the tanker?**
 - A. Air Refueling Initial Point (ARIP)
 - B. Air Refueling Control Point (ARCP)
 - C. Air Refueling Exit Point
 - D. Air Refueling Control Time (ARCT)

- 3. Altimeter Indications Factors: which of the following is NOT listed as a factor affecting altimeter indications?**
 - A. The measured atmospheric pressure level
 - B. The mechanical displacement of the indicator needles
 - C. The altimeter setting
 - D. Air density

- 4. What is the primary purpose of the hydraulic system in most aircraft?**
 - A. To power flight controls, landing gear, and other high-load systems via pressurized fluid.
 - B. To regulate cabin temperature and humidity.
 - C. To convert mechanical energy to electrical power.
 - D. To feed fuel to the engines.

- 5. The center of gravity is best described as the point at which the aircraft's weight is balanced.**
 - A. The wingtip location
 - B. The center of thrust
 - C. The tail cone
 - D. The point at which the aircraft's weight is balanced

- 6. Which statement best describes airspace classifications?**
- A. Weather minimums, required equipment, separation rules, and air traffic service are defined by the class.
 - B. Only weather minimums
 - C. Only equipment requirements
 - D. Only ATC service
- 7. Squall lines are best described as:**
- A. Calm weather between fronts
 - B. A line of thunderstorms forming along or ahead of a cold front
 - C. A line of clouds forming along a warm front
 - D. A thunderstorm that moves with the jet stream
- 8. Which statement best differentiates MSL Pressure from Station Pressure?**
- A. MSL Pressure gives height relative to sea level; Station Pressure measures the weight of air above the station without adjustment
 - B. MSL Pressure is the pressure at sea level; Station Pressure is corrected to sea level
 - C. MSL Pressure is the pressure at the aircraft's altitude; Station Pressure is the pressure at the surface
 - D. MSL Pressure gives height above field; Station Pressure is sea level corrected
- 9. How are MDA and DA/DH used in non-precision vs precision approaches?**
- A. DA/DH is interchangeable with MDA.
 - B. MDA is the altitude for non-precision approaches; DA or DH is the decision altitude/height for precision approaches to determine when to land or go around.
 - C. DA/DH is only used on non-precision approaches.
 - D. MDA is used for helicopter approaches.
- 10. Which fuel distribution configuration is used to route fuel from tanks to engines while maintaining balance?**
- A. Gravity feed configuration.
 - B. Crossfeed configuration.
 - C. Gravity feed and crossfeed configurations.
 - D. Pressure-fed configuration.

Answers

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

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Explanations

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1. Which navigational aid transmits 360 radials outward from the station and does not provide distance information?

- A. DME
- B. VOR**
- C. TACAN
- D. VORTAC

VOR transmits a set of 360 radials that extend outward from the station, each radial representing a magnetic bearing from the station. The receiver uses the phase relationship of the signals to determine the aircraft's bearing to the station, giving you direction but not distance. Distance information comes from distance-measuring equipment like DME or from a combined VOR/DME or VORTAC unit. So, this navigational aid provides the azimuth via 360 outward radials and does not include distance.

2. Which point is located upstream from the ARCP and initiates a rendezvous with the tanker?

- A. Air Refueling Initial Point (ARIP)**
- B. Air Refueling Control Point (ARCP)
- C. Air Refueling Exit Point
- D. Air Refueling Control Time (ARCT)

The rendezvous with the tanker starts at the point where you begin tracking and approaching the tanker to join its formation. This point, the Air Refueling Initial Point, is positioned upstream on the tanker's route to give you time and space to line up and establish the proper position before you reach the main control area. The Air Refueling Control Point is where the actual coordination and management of the join-up occur, not the initiation of the rendezvous. The Air Refueling Exit Point is where you disconnect after fueling, and the Air Refueling Control Time is a timing reference, not a location. So the initiating point, located upstream, is the Air Refueling Initial Point.

3. Altimeter Indications Factors: which of the following is NOT listed as a factor affecting altimeter indications?

- A. The measured atmospheric pressure level
- B. The mechanical displacement of the indicator needles
- C. The altimeter setting
- D. Air density**

An altimeter reads height by sensing ambient pressure and then translating that pressure into a reading with a mechanical linkage. The input it relies on is the measured atmospheric pressure level—the actual pressure at the aircraft's location. The indication is produced by the mechanical displacement of the indicator needles, which move as the pressure within the capsule changes. The altimeter setting acts as the reference pressure you dial in; changing this setting shifts the displayed altitude so the instrument aligns with the correct reference (for example, sea level pressure). Air density, while it affects how pressure changes with height in the real atmosphere and can cause the indicated altitude to differ from true altitude under nonstandard conditions, is not directly used by the altimeter to determine its indication.

4. What is the primary purpose of the hydraulic system in most aircraft?

- A. To power flight controls, landing gear, and other high-load systems via pressurized fluid.**
- B. To regulate cabin temperature and humidity.
- C. To convert mechanical energy to electrical power.
- D. To feed fuel to the engines.

The hydraulic system uses pressurized fluid to transmit force and multiply input, allowing small, precise moves to produce large, reliable motions at high-load components. This is essential for operating flight controls, landing gear, and other systems that must move quickly and with substantial force, even under heavy loads or low speeds. The fluid's incompressibility and the ability to place actuators where space and weight allow make hydraulics ideal for smooth, powerful actuation across multiple aircraft systems. Cabin temperature and humidity are handled by the environmental control system, not hydraulics. Converting mechanical energy to electrical power is the job of generators within the electrical power system. Feeding fuel to the engines is done by the aircraft's fuel system.

5. The center of gravity is best described as the point at which the aircraft's weight is balanced.

- A. The wingtip location
- B. The center of thrust
- C. The tail cone
- D. The point at which the aircraft's weight is balanced**

Weight can be thought of as acting at a single point along the airplane's longitudinal axis—the balance point where all the weight's moments sum to zero. This is the point at which the aircraft would balance if it were supported there, and it dictates how the aircraft behaves in flight. The location of this balance point, the center of gravity, affects stability and control: a forward CG makes the aircraft more statically stable but reduces elevator authority, while an aft CG makes it less stable but easier to pitch and maneuver. The CG shifts as fuel is burned and payload changes, so it must stay within specified forward and aft limits for safe handling. The other options describe different concepts (wingtip location relates to roll stability, center of thrust to propulsion, tail cone is just a component) and do not define the weight balance point of the aircraft.

6. Which statement best describes airspace classifications?

- A. Weather minimums, required equipment, separation rules, and air traffic service are defined by the class.**
- B. Only weather minimums
- C. Only equipment requirements
- D. Only ATC service

Airspace classifications define the rules that apply to operations within each class, covering more than one aspect of flight. The class sets the required weather minimums, the equipment you must have, how aircraft are separated, and what ATC services are provided. That means the best description is that weather minimums, required equipment, separation rules, and ATC service are defined by the class. The other options focus on only one aspect (weather, equipment, or ATC service) and don't capture the full range of requirements that a classification establishes.

7. Squall lines are best described as:

- A. Calm weather between fronts
- B. A line of thunderstorms forming along or ahead of a cold front**
- C. A line of clouds forming along a warm front
- D. A thunderstorm that moves with the jet stream

A squall line is a line of thunderstorms that forms along or ahead of a cold front. The cold air moving in creates a boundary that lifts the warm, moist air ahead of it, triggering organized convection into a dense, continuous line. This setup often brings strong, gusty winds, heavy rain, and sometimes hail or tornadoes. That's why describing it as a line of thunderstorms forming along or ahead of a cold front is the best fit. The other ideas don't match: calm weather between fronts isn't convection; a line of clouds along a warm front describes stratiform cloud bands rather than an active convective line; and a storm moving with the jet stream isn't the defining feature of a squall line—the association with a frontal boundary and an organized line of storms is.

8. Which statement best differentiates MSL Pressure from Station Pressure?

- A. MSL Pressure gives height relative to sea level; Station Pressure measures the weight of air above the station without adjustment
- B. MSL Pressure is the pressure at sea level; Station Pressure is corrected to sea level
- C. MSL Pressure is the pressure at the aircraft's altitude; Station Pressure is the pressure at the surface
- D. MSL Pressure gives height above field; Station Pressure is sea level corrected**

Pressure readings change with height above the surface, so meteorologists use a common reference: the pressure that would exist at sea level if the air column above a location were moved down to the surface. That means mean sea level (MSL) pressure is the pressure value adjusted to sea level, removing the effect of elevation so you can compare different places. Station pressure is the actual atmospheric pressure measured at the station's surface, at its elevation. In practice, weather data often convert station pressure to a sea-level value for charting, hence it's described as being sea level corrected when used for comparison. So the distinction is that MSL pressure reflects height-adjusted, sea-level pressure, while station pressure is the true surface pressure at the station's elevation.

9. How are MDA and DA/DH used in non-precision vs precision approaches?

- A. DA/DH is interchangeable with MDA.
- B. MDA is the altitude for non-precision approaches; DA or DH is the decision altitude/height for precision approaches to determine when to land or go around.**
- C. DA/DH is only used on non-precision approaches.
- D. MDA is used for helicopter approaches.

The key idea is how vertical guidance changes where you make the landing decision. Non-precision approaches have no vertical guidance, so you descend to a minimum altitude called the minimum descent altitude. You stay at that altitude and continue visually toward the runway; you only decide to land (or go around) when you either have the required visual references or you reach the published missed-approach point. That minimum descent altitude sets the lowest safe altitude you can descend to on the approach unless you can see the runway environment. In contrast, precision approaches provide vertical guidance down a published glide path. The point at which you must decide whether to continue the landing or execute a missed approach is the decision altitude or decision height. If you have the required visual references at that height, you continue the landing; if not, you go around. This decision point is tied directly to the vertical guidance you're following. So, MDA is the altitude used for non-precision approaches (no glide path), while DA or DH is the decision point used on precision approaches (with vertical guidance) to determine whether to land or go around.

10. Which fuel distribution configuration is used to route fuel from tanks to engines while maintaining balance?

- A. Gravity feed configuration.
- B. Crossfeed configuration.**
- C. Gravity feed and crossfeed configurations.
- D. Pressure-fed configuration.

Balancing fuel for stable flight comes down to being able to move fuel where it's most needed as tanks empty. The crossfeed arrangement is designed for this: it connects the fuel tanks to the engines with crossfeed lines and valves so fuel can be drawn from any tank to any engine. That flexibility lets you transfer fuel from fuller tanks to emptier ones on either side of the aircraft, keeping the left-right balance and the center of gravity within limits while engines keep receiving fuel. Gravity-feed setups rely on vertical height and attitude to push fuel to the engines, which makes flow and balance unpredictable as conditions change. Pressure-fed systems push fuel to engines using pumps, but without crossfeed you lose the ability to steer which tank supplies which engine to maintain balance.

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://ceafundblock5.examzify.com>

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

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