

CASA PRIVATE PILOT LICENSE (PPL) PRE- LICENSE 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. What is the primary purpose of a pre-flight inspection?**
 - A. To gather passengers and luggage
 - B. To ensure the aircraft is airworthy and all systems are functioning properly
 - C. To check the weather conditions
 - D. To file a flight plan
- 2. What is the latest time a pilot may land before last light according to CASA regulations?**
 - A. 15 minutes prior
 - B. 30 minutes prior
 - C. 10 minutes prior
 - D. 5 minutes prior
- 3. What are the primary components of an aircraft's avionics system?**
 - A. Flight control systems, safety equipment, engine sensors
 - B. Structural materials, weight distribution, fuel systems
 - C. Communication, navigation, and flight instruments
 - D. Wing designs, landing gear, propeller types
- 4. What is the function of a transponder?**
 - A. To notify other pilots of an aircraft's flight path
 - B. To transmit the aircraft's position and altitude to air traffic control
 - C. To communicate with the aircraft's instruments only
 - D. To track the weather conditions around the aircraft
- 5. What is the purpose of calibrating an altimeter before flight?**
 - A. To improve fuel efficiency
 - B. To ensure accurate altitude readings relative to the standard altimeter setting
 - C. To check the weight distribution of the aircraft
 - D. To enhance communication with air traffic control
- 6. What is a stall warning system and its purpose?**
 - A. A system that alerts the pilot of an impending aerodynamic stall
 - B. A device that indicates fuel levels to avoid stalling
 - C. A tool for calculating optimal takeoff speed
 - D. A warning for irregular engine performance

- 7. What minimum coverage must the weather forecast provide for alternate aerodrome planning?**
- A. 15 minutes before and after ETA
 - B. 30 minutes before and 60 minutes after ETA
 - C. 45 minutes before ETA only
 - D. 1 hour before and after ETA
- 8. What should a pilot do if they encounter turbulence during flight?**
- A. Climb to a higher altitude immediately
 - B. Maintain a steady altitude and speed
 - C. Reduce power and descend
 - D. Perform a sharp turn to avoid the turbulence
- 9. What actions should a pilot take in case of a partial loss of power?**
- A. Ignore the issue and continue flying
 - B. Identify the issue, maintain controlled flight, and prepare for an emergency landing
 - C. Increase speed to compensate for power loss
 - D. Contact maintenance after landing
- 10. What is the maximum total baggage allowed in the compartments between A and B?**
- A. 22 kg
 - B. 54 kg
 - C. 77 kg
 - D. 100 kg

Answers

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

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Explanations

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1. What is the primary purpose of a pre-flight inspection?

- A. To gather passengers and luggage
- B. To ensure the aircraft is airworthy and all systems are functioning properly**
- C. To check the weather conditions
- D. To file a flight plan

The primary purpose of a pre-flight inspection is to ensure the aircraft is airworthy and all systems are functioning properly. This critical check involves a comprehensive assessment of the aircraft's components, including the wings, fuselage, control surfaces, and various systems such as fuel, electrical, and hydraulic. By performing this thorough inspection, pilots can identify any potential issues that could affect the safety and performance of the aircraft during flight. Addressing any discrepancies before departure is essential for both safety and compliance with aviation regulations. While gathering passengers and luggage, checking the weather conditions, and filing a flight plan are important aspects of flight preparation, they do not directly contribute to the core safety function of verifying the aircraft's readiness for flight. Prioritizing the airworthiness of the aircraft is vital, as it is the first line of defense against accidents and incidents in aviation.

2. What is the latest time a pilot may land before last light according to CASA regulations?

- A. 15 minutes prior
- B. 30 minutes prior
- C. 10 minutes prior**
- D. 5 minutes prior

The latest time a pilot may land before last light, according to CASA regulations, is specifically defined as 10 minutes prior to the official sunset. This regulation is in place to ensure that pilots maintain safe landing practices during diminishing light conditions. It allows for adequate time to successfully complete the landing while ensuring that the pilot is not landing in reduced visibility which could lead to increased risk of accidents. Ten minutes prior to last light is enough time for a pilot to make adjustments or, if necessary, execute a go-around if the landing doesn't proceed as planned. Understanding this timeframe is crucial because flying close to last light or landing too late increases the potential for encountering visibility issues while maneuvering for a landing, as well as complications that can arise with ground operations in low-light conditions. While other options may suggest landing times that are closer to last light, they do not align with CASA's standard practices aimed at ensuring safety and adequate visibility for landings.

3. What are the primary components of an aircraft's avionics system?

- A. Flight control systems, safety equipment, engine sensors
- B. Structural materials, weight distribution, fuel systems
- C. Communication, navigation, and flight instruments**
- D. Wing designs, landing gear, propeller types

The primary components of an aircraft's avionics system include communication, navigation, and flight instruments. Avionics refers to all of the electronic systems used in aircraft, which are crucial for flight operations. Communication systems enable interaction between the aircraft and air traffic control, as well as communication among crew members. Navigation systems facilitate the determination of the aircraft's position and trajectory, allowing for safe routing and landing. Flight instruments provide pilots with vital information about the aircraft's altitude, speed, heading, and other critical flight parameters. Together, these components ensure safe and efficient operation of the aircraft during all stages of flight. In contrast, the other options refer to different aspects of an aircraft. Flight control systems, safety equipment, and engine sensors relate more to the aircraft's mechanical systems. Structural materials, weight distribution, and fuel systems pertain to the overall design and performance of the aircraft. Wing designs, landing gear, and propeller types focus on the physical attributes of the aircraft rather than its electronic systems.

4. What is the function of a transponder?

- A. To notify other pilots of an aircraft's flight path
- B. To transmit the aircraft's position and altitude to air traffic control**
- C. To communicate with the aircraft's instruments only
- D. To track the weather conditions around the aircraft

The function of a transponder is primarily to transmit the aircraft's position and altitude to air traffic control. When activated, it sends out a signal that includes information about the aircraft's location and altitude, allowing air traffic controllers to monitor and manage air traffic effectively. This capability is crucial for maintaining situational awareness and ensuring safety in crowded airspace, as it helps to prevent collisions between aircraft. Furthermore, transponders can also respond to radar interrogations from ground control and provide necessary information regarding the aircraft's identification and its current operational status, enhancing the safety net around the aircraft. While other answers may refer to various communication functions or tracking mechanisms, they do not accurately capture the core purpose of a transponder in air traffic management.

5. What is the purpose of calibrating an altimeter before flight?

- A. To improve fuel efficiency
- B. To ensure accurate altitude readings relative to the standard altimeter setting**
- C. To check the weight distribution of the aircraft
- D. To enhance communication with air traffic control

Calibrating an altimeter before flight primarily serves to ensure that the altitude readings are accurate relative to the standard altimeter setting. This calibration process typically involves setting the altimeter to the local atmospheric pressure at sea level, which is obtained from weather sources or ATIS (Automatic Terminal Information Service) broadcasts. This step is crucial because altimeters measure altitude based on atmospheric pressure, which can vary with weather conditions. By calibrating the altimeter to the current pressure setting, pilots can maintain an accurate understanding of their true altitude above sea level or the terrain below, which is vital for safe navigation and avoiding collisions. Accurate altitude information is vital for several aspects of flight, including adherence to safety regulations, effective communication with air traffic control, and ensuring that the aircraft is flying safely above terrain and obstacles. Hence, the calibration is a fundamental part of pre-flight checks to guarantee this accuracy.

6. What is a stall warning system and its purpose?

- A. A system that alerts the pilot of an impending aerodynamic stall**
- B. A device that indicates fuel levels to avoid stalling
- C. A tool for calculating optimal takeoff speed
- D. A warning for irregular engine performance

A stall warning system is designed to alert the pilot about an impending aerodynamic stall, which occurs when the airflow over the wings decreases to a point where the wings can no longer maintain sufficient lift. This critical function helps to ensure the pilot is aware of the aircraft's approach to a stall, allowing for timely corrective action to regain adequate control and avoid an accident. Such systems utilize various methods, including auditory signals or visual indicators, to provide real-time alerts, promoting safety during flight operations. The other options mention various functions that are not related to stall warning systems. For example, indicators of fuel levels are concerned with managing fuel for flight but do not give any indication regarding the stall characteristics of the aircraft. Similarly, calculating optimal takeoff speed pertains to performance calculations rather than stall warnings. Lastly, irregular engine performance warnings are important for engine management but are distinct from stall alerts, as they do not directly relate to the aerodynamic state of the aircraft.

7. What minimum coverage must the weather forecast provide for alternate aerodrome planning?

- A. 15 minutes before and after ETA
- B. 30 minutes before and 60 minutes after ETA**
- C. 45 minutes before ETA only
- D. 1 hour before and after ETA

The minimum coverage that a weather forecast must provide for alternate aerodrome planning is indeed 30 minutes before and 60 minutes after the estimated time of arrival (ETA). This timeframe is crucial as it allows pilots to assess weather conditions that could affect the alternates along their route and during their approach. By requiring this specific time range, it ensures that pilots have adequate information to make informed decisions about their destination or alternate airfields. Weather can change rapidly, and having forecasts that cover this broader time span helps pilots prepare for the possible conditions they might face upon arrival. This choice correlates with best practices in aviation safety, ensuring that the forecast is relevant to both the arrival and any necessary diversions that might occur due to adverse weather conditions at the intended destination.

8. What should a pilot do if they encounter turbulence during flight?

- A. Climb to a higher altitude immediately
- B. Maintain a steady altitude and speed**
- C. Reduce power and descend
- D. Perform a sharp turn to avoid the turbulence

Maintaining a steady altitude and speed during turbulence is a sound approach because it helps to stabilize the aircraft and provides a smoother ride for both the pilot and passengers. In turbulent conditions, sudden changes in altitude or airspeed can exacerbate the situation, increasing potential stress on the airframe and making the flight experience more uncomfortable. By keeping a steady altitude and speed, the pilot allows the airplane to respond naturally to the bumps in the air without introducing additional variables that might complicate control of the aircraft. This method also ensures that the aircraft remains within a safe operational envelope, avoiding excessive yaw or pitch that can occur with abrupt maneuvers. Climbing to a higher altitude without first ensuring it's safe to do so can lead to encountering more turbulence, as it's not always the case that higher altitudes offer smoother air. Reducing power and descending might seem plausible, but it can lead to undesirable airspeed changes and greater control issues. Performing a sharp turn is generally not advisable in turbulence as it can induce additional stresses and loss of control. Overall, maintaining a steady approach allows pilots to manage their flight effectively while working within the turbulent conditions without unnecessary risks.

9. What actions should a pilot take in case of a partial loss of power?

- A. Ignore the issue and continue flying
- B. Identify the issue, maintain controlled flight, and prepare for an emergency landing**
- C. Increase speed to compensate for power loss
- D. Contact maintenance after landing

In the event of a partial loss of power, prioritizing safety and control is essential. The correct response involves identifying the issue and maintaining controlled flight while preparing for an emergency landing. This means the pilot should assess the situation, determine the cause of the power loss, and execute necessary flight maneuvers to keep the aircraft stable and manageable. Maintaining controlled flight is crucial because losing power can significantly affect the aircraft's performance and handling characteristics. The pilot must ensure the aircraft remains controllable while preparing for a safe landing at the nearest suitable location, whether it's an airport or another safe area. In contrast, disregarding the issue and continuing to fly can lead to a dangerous situation where the pilot may lose control completely. Increasing speed to compensate for power loss might put extra strain on the aircraft or lead to an aerodynamic stall. Contacting maintenance after landing is also important, but it is not the immediate priority during the flight when pilot actions must focus on ensuring the aircraft's safe operation. Thus, option B captures the necessary multi-step process that a pilot should undertake to manage this emergency effectively.

10. What is the maximum total baggage allowed in the compartments between A and B?

A. 22 kg

B. 54 kg

C. 77 kg

D. 100 kg

The maximum total baggage allowed in the compartments between A and B is 54 kg. This figure is often determined based on the aircraft's specific load limitations and the design specifications set by the manufacturer. In many aircraft, there are weight limits established for baggage compartments to ensure safe flight characteristics, including factors such as balance and weight distribution. Exceeding these limits can lead to difficulties in controlling the aircraft, particularly during takeoff and landing phases where weight distribution is critical. The correct weight of 54 kg likely reflects a balance between allowing enough capacity for necessary cargo while also adhering to the aircraft's operational limits to maintain safety. Understanding these limitations helps pilots manage load effectively and maintain compliance with regulatory standards.

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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://casapplprelicense.examzify.com>

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

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