

CPAER CANADA COMMERCIAL PILOT 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. If the pitot tube and its drain becomes blocked, what would the airspeed indicator do?**
 - A. Act like a vertical speed indicator
 - B. Act like a static pressure gauge
 - C. Increase steadily
 - D. Act like a VSI or altimeter
- 2. When transitioning from an altimeter setting region to a Standard Pressure Region, when should the altimeter be set to 29.92?**
 - A. Before entering the SPR
 - B. Just after entering the SPR
 - C. After entering the SPR
 - D. At any time during the flight
- 3. What is the minimal requirement for a rest period before the next duty day following an extended flight time?**
 - A. 4 consecutive hours
 - B. 6 consecutive hours
 - C. 8 consecutive hours
 - D. 2 consecutive hours
- 4. What is indicated by a very high or full-scale reading on an ammeter?**
 - A. The battery is fully charged
 - B. The voltage regulator is functioning properly
 - C. There is a malfunction of the voltage regulator
 - D. The battery is discharging
- 5. How many takeoffs and landings must flight crew members for an air taxi service perform within a 90-day period?**
 - A. 5 takeoffs and landings
 - B. 2 takeoffs and landings
 - C. 3 takeoffs and landings
 - D. 4 takeoffs and landings

- 6. What is the barometric pressure indicated by SLP833?**
- A. 983.3 hPa
 - B. 1003.3 hPa
 - C. 1000.0 hPa
 - D. 980.0 hPa
- 7. What mnemonic is used for the required equipment for Day VFR?**
- A. Tomato Flames
 - B. Sunny Days
 - C. Daylight Basics
 - D. Clear Skies
- 8. How can you confirm that your ADF receiver and the NDB are serviceable?**
- A. By observing the bearing pointer only.
 - B. By checking the frequency settings.
 - C. By monitoring the Morse code identifier.
 - D. By testing the audio output.
- 9. What is the role of the PIC regarding an aircraft's equipment for icing conditions?**
- A. The PIC is responsible for ensuring adequate equipment is available
 - B. The PIC has no responsibility for equipment
 - C. Maintenance personnel are responsible for the equipment
 - D. The co-pilot determines the equipment adequacy
- 10. What is the primary result of using too low a viscosity oil in an engine?**
- A. Improved engine performance
 - B. Increased fuel consumption
 - C. Low oil pressure readings
 - D. Increased engine temperature

Answers

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

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Explanations

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1. If the pitot tube and its drain becomes blocked, what would the airspeed indicator do?

- A. Act like a vertical speed indicator
- B. Act like a static pressure gauge
- C. Increase steadily
- D. Act like a VSI or altimeter**

When the pitot tube becomes blocked, the airspeed indicator is unable to receive the dynamic pressure that allows it to measure the aircraft's speed through the air. In this situation, the airspeed indicator starts to behave like an altimeter or vertical speed indicator (VSI), depending on the altitude changes the aircraft experiences. If the aircraft is in level flight and the air pressure remains constant, the airspeed indicator will freeze at the last indicated speed. However, if the aircraft climbs or descends, the static pressure will change, and the airspeed indicator will respond to these changes based on the variations in the static pressure, similar to how an altimeter or VSI would reflect altitude changes. This unique situation arises because the airspeed indicator relies on both static and dynamic pressures. When only static pressure is available due to a blocked pitot tube, its behavior mimics that of altimeters or VSIs, which respond to changes in atmospheric pressure.

2. When transitioning from an altimeter setting region to a Standard Pressure Region, when should the altimeter be set to 29.92?

- A. Before entering the SPR
- B. Just after entering the SPR**
- C. After entering the SPR
- D. At any time during the flight

When transitioning from an altimeter setting region, where local air pressure varies, to a Standard Pressure Region (SPR), the appropriate moment to set the altimeter to 29.92 inches of mercury (inHg) is just after entering the SPR. This timing is crucial for maintaining accurate altitude readings as the aircraft enters an environment where the altimeter must reflect the standard atmospheric pressure for the control of air traffic and navigation. Setting the altimeter as soon as you cross into the SPR ensures that your altitude reporting aligns with standard atmospheric practices, which is vital for safety in controlled airspace and when flying at higher altitudes. If you set the altimeter before entering, you could risk having an inaccurate altitude reading as local pressures still apply until you are physically in the SPR. Setting it only after you are within the SPR ensures that the transition is effective, providing clear and standardized altitude readings for both the pilot and air traffic control, aligning with the operational practices established by aviation authorities. The necessity of performing this adjustment immediately after entering the SPR also supports maintaining situational awareness and compliance with regulations concerning altitude reporting.

3. What is the minimal requirement for a rest period before the next duty day following an extended flight time?

- A. 4 consecutive hours
- B. 6 consecutive hours**
- C. 8 consecutive hours
- D. 2 consecutive hours

The minimal requirement for a rest period before the next duty day following an extended flight time is 6 consecutive hours. This standard is established to ensure that pilots have adequate rest and recovery time after long periods of flying. Adequate rest is essential for maintaining cognitive function, decision-making skills, and overall safety in aviation operations. Following extended flight hours, pilots may experience fatigue, which can impair their ability to perform needed tasks effectively. Therefore, regulations mandate this minimum rest period to help counteract the effects of fatigue and to ensure that pilots are alert and fit for duty on the subsequent day. Other options, while they may suggest shorter rest periods, do not adhere to the established safety regulations that prioritize pilot well-being and operational safety.

4. What is indicated by a very high or full-scale reading on an ammeter?

- A. The battery is fully charged
- B. The voltage regulator is functioning properly
- C. There is a malfunction of the voltage regulator**
- D. The battery is discharging

A very high or full-scale reading on an ammeter indicates an electrical issue, most commonly associated with the function of the voltage regulator. In a properly functioning system, an ammeter should show normal current flow corresponding to the operational needs of the aircraft's electrical system. If the ammeter reads exceptionally high, it suggests that the voltage regulator is failing to effectively manage the charging process, allowing too much current to flow into the battery or electrical system. This malfunction could result in overheating and damage to components, indicating that the regulator is not properly limiting the voltage output. Therefore, when faced with this kind of reading, it is essential to diagnose and address the issue related to the voltage regulator to avoid potential electrical system failure. High readings on the ammeter do not directly indicate battery state, such as being fully charged or discharging, and they do not provide information about the function of the voltage regulator as operating correctly. Hence, recognizing a full-scale reading as indicative of a malfunction in the voltage regulator is crucial for maintaining the safety and reliability of the electrical system in aviation.

5. How many takeoffs and landings must flight crew members for an air taxi service perform within a 90-day period?

- A. 5 takeoffs and landings
- B. 2 takeoffs and landings
- C. 3 takeoffs and landings**
- D. 4 takeoffs and landings

Flight crew members for an air taxi service are required to perform a minimum of three takeoffs and three landings within a 90-day period to maintain their currency for that specific operation. This requirement ensures that pilots are proficient in maneuvering the aircraft safely, which is vital for passenger transport and cargo operations typical to air taxi services. Performing three takeoffs and landings also aligns with regulatory standards designed to enhance safety and provide adequate practice, thus preparing pilots for the unique challenges of their flying duties. Both fewer and higher numbers, such as two or four takeoffs and landings, do not meet the established regulatory or operational standards, which explicitly specify the necessity of three to ensure that flight crew members are competent and confident in flying and landing the aircraft effectively.

6. What is the barometric pressure indicated by SLP833?

- A. 983.3 hPa**
- B. 1003.3 hPa
- C. 1000.0 hPa
- D. 980.0 hPa

The value SLP833 indicates a sea-level pressure of 983.3 hPa. The format SLP refers to "Sea Level Pressure," and the number represents the pressure in a specific encoding system used in meteorology. In this case, the number is constructed as follows: SLP833 means that the last two digits (33) need to be added to 800 hPa. Therefore, to convert this into the correct barometric pressure, you add 800 hPa to the indicated number and arrive at 983.3 hPa. Understanding this encoding is crucial for interpreting meteorological data effectively, especially when dealing with reports, charts, and practical flight preparations. Recognizing how SLP values translate into actual pressure readings is essential for pilots and anyone working in aviation meteorology.

7. What mnemonic is used for the required equipment for Day VFR?

- A. Tomato Flames**
- B. Sunny Days
- C. Daylight Basics
- D. Clear Skies

The correct mnemonic for the required equipment for Day VFR (Visual Flight Rules) is "Tomato Flames." This helps pilots remember the necessary items that must be on board an aircraft when flying during the day under VFR conditions. The components represented by "Tomato Flames" stand for: - T: Tachometer - O: Oil pressure gauge - M: Manifold pressure gauge (for constant speed propeller equipped airplanes) - A: Altimeter - T: Temperature gauge (for liquid-cooled engines) - O: Oil temperature gauge - F: Fuel gauges - L: Landing gear indicator lights (if applicable) - A: Airspeed indicator - M: Magnetic compass - E: Emergency locator transmitter (ELT) - S: Safety belts. Understanding this mnemonic is crucial because it encapsulates the fundamental equipment required for safe day flying, ensuring that pilots are prepared and that their aircraft are compliant with aviation regulations. By memorizing "Tomato Flames," pilots can efficiently recall these important instruments and gauges needed for flight operations, which enhances safety and operational readiness.

8. How can you confirm that your ADF receiver and the NDB are serviceable?

- A. By observing the bearing pointer only.
- B. By checking the frequency settings.
- C. By monitoring the Morse code identifier.**
- D. By testing the audio output.

To confirm that your ADF (Automatic Direction Finder) receiver and the Non-Directional Beacon (NDB) are serviceable, monitoring the Morse code identifier transmitted by the NDB is essential. The Morse code identifier is a unique code that each NDB transmits, allowing pilots to confirm that they are receiving the correct beacon. If the ADF receiver is functioning properly and is tuned to the correct frequency, the correct Morse code should be audible. This auditory confirmation assures the pilot that both the ADF and the NDB are operational. Other methods, while they contribute to a thorough pre-flight check, do not directly confirm the serviceability of both systems in the same way. Observing the bearing pointer can indicate the directional information, but if the ADF or NDB is malfunctioning, the information could be inaccurate without confirming through the Morse code. Checking frequency settings ensures you're tuned to the correct NDB frequency, but again does not establish that both devices are functioning correctly. Testing audio output is important for verifying the ADF itself can produce sound, but without the Morse code, it doesn't specifically confirm that the NDB is working as intended. Thus, monitoring the Morse code identifier provides the most definitive confirmation of serviceability for both systems.

9. What is the role of the PIC regarding an aircraft's equipment for icing conditions?

- A. The PIC is responsible for ensuring adequate equipment is available**
- B. The PIC has no responsibility for equipment
- C. Maintenance personnel are responsible for the equipment
- D. The co-pilot determines the equipment adequacy

The role of the Pilot in Command (PIC) regarding an aircraft's equipment for icing conditions primarily involves ensuring that adequate equipment is available and operational before flight. The PIC is responsible for the overall safety and operational readiness of the aircraft, which includes assessing the aircraft's capabilities to handle specific weather conditions, such as icing. In the context of icing, it is crucial that the PIC conduct a thorough pre-flight inspection and review the aircraft's equipment that is designed to manage ice accumulation. This equipment may include de-icing and anti-icing systems that must be functional to ensure the aircraft can safely operate in these conditions. The PIC must also be knowledgeable about the aircraft's limitations and performance in icing scenarios to ensure safe flight operations. The other options do not accurately reflect the responsibilities of the PIC. While maintenance personnel play a vital role in keeping the aircraft's systems functioning correctly, it is ultimately the PIC who ensures that all necessary equipment is ready for use prior to takeoff. The co-pilot, while supportive, does not assume the primary responsibility for equipment adequacy; that is firmly within the purview of the PIC. Hence, stating that the PIC is responsible for ensuring adequate equipment is available accurately highlights the importance of this role in ensuring safety and operational compliance.

10. What is the primary result of using too low a viscosity oil in an engine?

- A. Improved engine performance
- B. Increased fuel consumption
- C. Low oil pressure readings**
- D. Increased engine temperature

Using an oil with too low a viscosity in an engine can lead to low oil pressure readings. Viscosity refers to the thickness of the oil and its ability to maintain a lubricating film between engine components. When oil viscosity is too low, it may not provide adequate lubrication at higher temperatures or under heavy load, leading to insufficient pressure in the oil system. This can cause a number of problems, including potential engine wear, overheating, and ultimately engine failure, due to insufficient lubrication. Other options, while they may be related to engine function, do not pinpoint the primary issue that stems from low viscosity oil directly as effectively as low oil pressure readings. For example, while lower viscosity can sometimes lead to increased fuel consumption due to less efficient lubrication, the first and most immediate indicator of using the incorrect oil viscosity is the drop in oil pressure readings.

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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://cpaercanadacommercialpilot.examzify.com>

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

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