

# FCC MARINE RADIO OPERATOR PERMIT (MROP) PRACTICE TEST (SAMPLE)

**STUDY GUIDE**



**SAMPLE STUDY GUIDE  
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

<https://fccmrop.examzify.com>



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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. NAVTEX uses categorized broadcasts indicated by a single letter or identifier. This describes which aspect of NAVTEX messaging?**
  - A. Alphabetic identifier
  - B. Numeric code
  - C. Binary flag
  - D. Color scheme
  
- 2. What is the most common type of antenna for GMDSS VHF?**
  - A. White vertical collinear array
  - B. Wire whip
  - C. Dipole in a masthead
  - D. Yagi array
  
- 3. What is the COSPAS-SARSAT system?**
  - A. An international satellite-based weather monitoring system
  - B. An international satellite-based search and rescue system
  - C. A terrestrial navigation system
  - D. A satellite communications network for broadcasting
  
- 4. What should a station operator do before making a transmission (except distress calls)?**
  - A. Log the transmission time in the station log
  - B. Seek clearance from a coast station before transmitting
  - C. Monitor the frequency before transmitting to ensure it is not in use
  - D. Check the weather forecast for the area
  
- 5. Under what circumstances may a coast station using telephony transmit a general call to a group of vessels?**
  - A. When announcing or preceding the transmission of Distress, Urgency, Safety or other important messages.
  - B. When replying to a distress call
  - C. When broadcasting a weather forecast
  - D. Any time the operator chooses

- 6. Which system uses the 518 kHz frequency for its international broadcasts?**
- A. SART
  - B. COSPAS-SARSAT
  - C. ITU Channel 1212
  - D. NAVTEX
- 7. All compulsory equipped cargo ships outside harbor shall keep a continuous radiotelephone watch on which frequencies or channels?**
- A. 2182 kHz and Channel 16
  - B. 121.5 MHz and Channel 70
  - C. 156.8 MHz and Channel 24
  - D. 500 kHz and Channel 9
- 8. How can a SART's effective range be maximized?**
- A. The SART should be kept as close to the operator as possible.
  - B. The SART should be held at chest height.
  - C. The SART should be held as high as possible.
  - D. The SART should be placed in a lifeboat.
- 9. Under the Great Lakes Radio Agreement, what minimum credential must ships have for radio operation?**
- A. Commercial Radio License
  - B. Amateur Radio License
  - C. Marine Radio Operator Permit
  - D. No certification required
- 10. ITU Channel 1212 is part of which frequency band?**
- A. 12 kHz band
  - B. 12 MHz band
  - C. 12 GHz band
  - D. 12 Hz band

## **Answers**

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

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## **Explanations**

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**1. NAVTEX uses categorized broadcasts indicated by a single letter or identifier. This describes which aspect of NAVTEX messaging?**

- A. Alphabetic identifier**
- B. Numeric code
- C. Binary flag
- D. Color scheme

*NAVTEX uses a simple alphabetic identifier to classify each broadcast. At the start of every NAVTEX message, a single letter signals what type of information is contained—such as weather, forecasts, or navigational warnings—so mariners can quickly identify messages relevant to their needs. This approach relies on a letter, not numbers, binary flags, or color cues, to indicate the category of the broadcast.*

**2. What is the most common type of antenna for GMDSS VHF?**

- A. White vertical collinear array**
- B. Wire whip
- C. Dipole in a masthead
- D. Yagi array

*For GMDSS VHF, reliable coverage all around the vessel with enough gain is key. A white vertical collinear array achieves this by stacking multiple radiating elements in a vertical line, which increases signal gain while maintaining an essentially omnidirectional pattern in azimuth. That combination—higher gain without losing coverage in any direction—is why this antenna type is the standard for GMDSS VHF installations. Simpler options like a wire whip usually offer less gain, a masthead dipole tends to be more directional and less uniform around the ship, and a Yagi array is highly directional, not ideal for safety communications that may come from any direction.*

**3. What is the COSPAS-SARSAT system?**

- A. An international satellite-based weather monitoring system
- B. An international satellite-based search and rescue system**
- C. A terrestrial navigation system
- D. A satellite communications network for broadcasting

*It's an international satellite-based search and rescue system that detects distress signals from emergency beacons (EPIRBs, PLBs, and ELTs) and relays them to rescue authorities, helping to locate and assist people in distress. It operates worldwide, combining satellite reception with ground stations to provide alert and location information for rapid response. This is different from weather monitoring, terrestrial navigation, or broadcasting networks, which serve other purposes.*

**4. What should a station operator do before making a transmission (except distress calls)?**

- A. Log the transmission time in the station log
- B. Seek clearance from a coast station before transmitting
- C. Monitor the frequency before transmitting to ensure it is not in use**
- D. Check the weather forecast for the area

*Always monitor the channel before you transmit to ensure the frequency isn't already in use. This listening step prevents you from interrupting someone else's communication and helps keep radio traffic clear and orderly. Logging the transmission or seeking clearance from a coast station aren't pre-transmission requirements, and checking the weather forecast isn't needed to start a transmission. The key habit is to make sure the channel is clear before you speak.*

**5. Under what circumstances may a coast station using telephony transmit a general call to a group of vessels?**

- A. When announcing or preceding the transmission of Distress, Urgency, Safety or other important messages.
- B. When replying to a distress call
- C. When broadcasting a weather forecast**
- D. Any time the operator chooses

*General calls to a group of vessels are used when a coast station needs to broadcast information to many ships in a region without initiating individual two-way contacts. A weather forecast fits this purpose well because it's routine information intended for all vessels in the area and does not require replies from each vessel. Distress, Urgency, or Safety transmissions are handled with priority procedures and are typically directed to specific stations or vessels, not as a broad group call. Responding to a distress call is a direct exchange with the caller, not a broadcast to many ships. And general calls aren't something operators can use at will; they're limited to appropriate types of messages and circumstances.*

**6. Which system uses the 518 kHz frequency for its international broadcasts?**

- A. SART
- B. COSPAS-SARSAT
- C. ITU Channel 1212
- D. NAVTEX**

*NAVTEX is the system that uses 518 kHz for international broadcasts. It's designed to automatically broadcast navigational and meteorological information to ships over coastlines, and 518 kHz is the standard international frequency so mariners can receive safety messages even if they're far from shore. The other options describe different rescue or communications systems: SART is a radar transponder that operates with radar (not a long-range broadcast on 518 kHz) to help rescuers locate a vessel; COSPAS-SARSAT is a satellite-based distress system using 406 MHz beacons (with homing features on other frequencies), not a coastal navigational broadcast; ITU Channel 1212 is not a NAVTEX-type international broadcast system.*

**7. All compulsory equipped cargo ships outside harbor shall keep a continuous radiotelephone watch on which frequencies or channels?**

- A. 2182 kHz and Channel 16**
- B. 121.5 MHz and Channel 70
- C. 156.8 MHz and Channel 24
- D. 500 kHz and Channel 9

*Ships must constantly monitor the primary radiotelephone channels so they can receive distress calls and contact others at sea. For cargo ships outside harbor that are required to have radiotelephone equipment, this watch is kept on 2182 kHz, the international MF radiotelephone distress and calling frequency, and on Channel 16, the international VHF radiotelephone distress and calling channel. 2182 kHz provides long-range coverage over the sea, which is crucial when distant from shore, while Channel 16 allows quick, short-range contact with nearby ships and coast stations to initiate communications. Once contact is established on Channel 16, you typically switch to a working channel for the conversation. The other options mix frequencies or channels that are not designated for the required continuous radiotelephone watch.*

**8. How can a SART's effective range be maximized?**

- A. The SART should be kept as close to the operator as possible.
- B. The SART should be held at chest height.
- C. The SART should be held as high as possible.**
- D. The SART should be placed in a lifeboat.

*Raising the SART as high as possible maximizes its radar visibility. Radar detects objects mainly by line of sight, and the higher the beacon above the water, the farther the radar horizon extends. By holding the SART up high, rescuing ships' radars can pick up the beacon at greater distances, improving the chance of a quicker location fix. Keeping it close to the operator or at chest level reduces its height and thus its detectable range, and placing it in a lifeboat doesn't automatically give the highest possible height. So, the best way to maximize range is to hold the SART as high as practical.*

**9. Under the Great Lakes Radio Agreement, what minimum credential must ships have for radio operation?**

- A. Commercial Radio License
- B. Amateur Radio License
- C. Marine Radio Operator Permit**
- D. No certification required

*The Great Lakes Radio Agreement requires a Marine Radio Operator Permit as the minimum credential for operating a ship's radio. This agreement between the U.S. and Canada sets a standard so that anyone handling maritime communications on the Great Lakes is credentialed and understands basic radio procedures, safety, and regulatory rules. The Marine Radio Operator Permit is the FCC-issued credential that specifically covers the operation of a ship's radio on domestic waters. It's more limited than a full Commercial Radio Operator License, which is a higher-level credential, and an Amateur Radio License is not valid for operating shipboard commercial radio. No certification isn't acceptable because the agreement requires a recognized credential to ensure proper and safe radio operation.*

10. ITU Channel 1212 is part of which frequency band?

- A. 12 kHz band
- B. 12 MHz band**
- C. 12 GHz band
- D. 12 Hz band

*ITU channels are a way to label specific frequencies within the HF bands used for international radio communications. The designation 1212 points to a frequency in the 12 MHz band, which is part of the high-frequency range used for long-range, often maritime, communications. The other options describe frequencies that don't fit this channel labeling: 12 kHz is far too low for ITU HF channel numbering, 12 GHz is in the microwave region used for different systems, and 12 Hz is far below radio frequencies altogether. So ITU Channel 1212 sits in the 12 MHz band.*

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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](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://fccmrop.examzify.com>

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

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