

OPERATIONS DISPATCH 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. During an IFR takeoff, what minimum RVR is referenced in the example given?
 - A. 1200
 - B. 2400
 - C. 4000
 - D. 8000
2. A control zone begins at which altitude?
 - A. The surface
 - B. 700 AGL
 - C. 2200 AGL
 - D. 18 000 AGL
3. What is the order of precedence in choosing which type of facility to contact when listed as MF, ATF, and TWR on a CFS?
 - A. TWR, MF, ATF
 - B. ATF, MF, TWR
 - C. MF, ATF, TWR
 - D. TWR, ATF, MF
4. According to CARs, what is a 'responsible person'?
 - A. Someone who ensures that the aircraft is maintained according to the CARs
 - B. Someone who performs all actions and decisions with respect to aviation safety
 - C. Someone who has agreed to inform ATC, FSS, and Rescue Services if the aircraft is overdue
 - D. Someone who informs ATC, FSS, and Rescue Services if the aircraft is overdue
5. 120 US gallons equals how many litres?
 - A. 240 L
 - B. 454 L
 - C. 545.5 L
 - D. 623 L

6. ETOPS information is found in which manual?

- A. Extra Time Officer Pay Scale Manual
- B. Company Operations Manual
- C. CARs Part VIII
- D. Extended Range Twin Engine Operations Manual

7. How long must a pilot wait after consuming alcohol before flying?

- A. 8 hours
- B. 12 hours
- C. 16 hours
- D. 24 hours

8. How is a large aircraft defined?

- A. It has a maximum takeoff weight of more than 5700kg
- B. It has a wingspan of more than 40m
- C. It has a height of more than 20m
- D. It has a maximum takeoff weight of more than 136 000kg

9. Which statement about displaced thresholds is correct?

- A. The displaced threshold indicates the threshold is moved forward; It cannot be used for landing, but can be used for taxiing, takeoff and rollout.
- B. Displaced threshold means landing is allowed on that portion
- C. Displaced threshold arrows guide taxiing only
- D. There is no effect on takeoff distance

10. For a flight between CYYZ and CYYC, the distance is 687 NM with a groundspeed of 258 KTS. What is the EET (estimated enroute time)?

- A. 0:22
- B. 3:14
- C. 2:40
- D. 2:58

Answers

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

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Explanations

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1. During an IFR takeoff, what minimum RVR is referenced in the example given?

- A. 1200
- B. 2400**
- C. 4000
- D. 8000

RVR is the distance over which a pilot can see the runway surface and lights along the takeoff path, and it sets the minimum visibility required for an IFR takeoff. In the given example, the minimum RVR referenced is 2,400 feet. This value is a common standard takeoff minimum used when no higher minima are published for the procedure, ensuring there's enough visibility to observe the runway environment during the initial roll and climb. The other numbers are not aligned with that standard example: they are either lower than typical takeoff minima or represent much more restrictive conditions than what the example uses. So, the referenced minimum for this IFR takeoff scenario is 2,400 feet.

2. A control zone begins at which altitude?

- A. The surface**
- B. 700 AGL
- C. 2200 AGL
- D. 18 000 AGL

A control zone is airspace established specifically around an airport to provide ATC protection for aircraft during takeoff, landing, and operations in the vicinity. Because that protection is needed from the moment aircraft are at the airport area, the base of a control zone starts at the surface and extends upward to a designated ceiling. The exact top varies by airport, but the base being at ground level is what makes control zones effective for ground-level and nearby air traffic. Why the other altitudes don't fit: 700 AGL and 2,200 AGL are floors you'll see for other types of controlled airspace around airports (such as certain levels of Class E), but not the base of a control zone, which begins at the surface. 18,000 AGL corresponds to the base of a different class of airspace (Class A in many regions), not the base of a control zone around an aerodrome.

3. What is the order of precedence in choosing which type of facility to contact when listed as MF, ATF, and TWR on a CFS?

- A. TWR, MF, ATF**
- B. ATF, MF, TWR
- C. MF, ATF, TWR
- D. TWR, ATF, MF

The main idea is to contact the facility with the most immediate authority over the airport and its operations first, then move to alternatives only if that facility isn't available or cannot handle the situation. The Tower has direct control over local runway operations, arrivals and departures, and ground movements, so reaching it first ensures you get the fastest, most directly applicable guidance or clearance. If the Tower can't respond or isn't appropriate for the issue at hand, you then switch to the Mandatory Frequency, which serves as a fallback contact channel in areas without a functioning tower, ensuring you stay in radio contact for safety and traffic information. Only after those do you contact the Air Traffic Facility, which handles broader en-route or area-level coordination rather than the immediate airport surface or local traffic. This sequence minimizes delay and ensures the most relevant authority directly addresses the situation.

4. According to CARs, what is a 'responsible person'?

- A. Someone who ensures that the aircraft is maintained according to the CARs
- B. Someone who performs all actions and decisions with respect to aviation safety
- C. Someone who has agreed to inform ATC, FSS, and Rescue Services if the aircraft is overdue**
- D. Someone who informs ATC, FSS, and Rescue Services if the aircraft is overdue

Under CARs, a responsible person is the designated individual in an operator's organization who must initiate search-and-rescue coordination by informing ATC, Flight Service, and Rescue Services if the aircraft is overdue. This role is about ensuring timely notification to the right authorities to trigger the rescue process, not about maintenance or making all safety decisions. The requirement focuses on the formal duty to inform when a flight is overdue, rather than merely performing general safety actions or handling maintenance.

5. 120 US gallons equals how many litres?

- A. 240 L
- B. 454 L**
- C. 545.5 L
- D. 623 L

When converting US gallons to liters, use the fact that 1 US gallon equals about 3.785 liters. Multiply 120 by 3.785, which gives 454.2 liters. So the volume is approximately 454 liters (rounded to the nearest liter). The other numbers correspond to different values that would come from using a different conversion or rounding, but they don't match the actual 120 US gallons expressed in liters.

6. ETOPS information is found in which manual?

- A. Extra Time Officer Pay Scale Manual
- B. Company Operations Manual
- C. CARs Part VIII
- D. Extended Range Twin Engine Operations Manual**

ETOPS information is found in the Extended Range Twin Engine Operations Manual. ETOPS stands for Extended-range Twin-engine Operational Performance Standards, which are the rules for flying twin-engine aircraft on routes far from suitable diversion airports. Because these operations require detailed, specific procedures—covering routing, diversion planning, fuel planning, maintenance, and crew training—the official ETOPS rules and guidance are documented in the Extended Range Twin Engine Operations Manual. The other options don't serve as the dedicated repository for ETOPS procedures: the Company Operations Manual is broader, regulatory rules live in CARs Part VIII but don't replace the specialized manual, and the Extended Range Twin Engine Operations Manual is the exact source for ETOPS information.

7. How long must a pilot wait after consuming alcohol before flying?

- A. 8 hours
- B. 12 hours**
- C. 16 hours
- D. 24 hours

Alcohol impairs judgment, coordination, and reaction time, all of which are critical for safe flying. After a drink, it remains in the bloodstream and can affect performance for hours, even if you don't feel drunk. Because people metabolize alcohol at different rates and because factors like body weight and food in the stomach matter, aviation safety guidance uses a conservative buffer to ensure impairment has cleared. The twelve-hour guideline is a safety margin used in many pilot training materials. It acknowledges that, on average, alcohol is processed gradually and aims to give enough time for the body to metabolize alcohol so that flying occurs with minimal impairment. Eight hours is a shorter minimum found in some regulations, but training often emphasizes twelve hours to be safer. Fourteen, sixteen, or twenty-four hours would excessively extend the wait for most situations and aren't typically necessary, though longer waits could be used in higher-risk or exceptional cases.

8. How is a large aircraft defined?

- A. It has a maximum takeoff weight of more than 5700kg**
- B. It has a wingspan of more than 40m
- C. It has a height of more than 20m
- D. It has a maximum takeoff weight of more than 136 000kg

The key idea is that aircraft size is typically defined by how much they weigh at takeoff, because weight directly relates to performance, required systems, and regulatory treatment. In this definition, a large aircraft is one with a maximum takeoff weight greater than 5,700 kilograms. Crossing that threshold means the aircraft enters categories with more stringent certifications, maintenance demands, and operational considerations (such as runway length and airspace planning) than lighter aircraft. Why not use wingspan or height? Those dimensions don't consistently reflect an aircraft's performance or the regulatory complexity it faces. Aircraft with similar MTOWs can have very different shapes, so one could have a long wingspan but not necessarily be heavier, or vice versa. Using weight provides a practical, uniform basis for sizing rules, equipment needs, and safety requirements across diverse designs.

9. Which statement about displaced thresholds is correct?

- A. The displaced threshold indicates the threshold is moved forward; It cannot be used for landing, but can be used for taxiing, takeoff and rollout.**
- B. Displaced threshold means landing is allowed on that portion
- C. Displaced threshold arrows guide taxiing only
- D. There is no effect on takeoff distance

Displaced threshold means the landing threshold is moved forward along the runway. The pavement before that displaced threshold cannot be used for landing, but it can be used for other operations like taxiing to the threshold and for the takeoff run. In other words, you touch down beyond the displaced threshold, using that forward portion only for takeoff and taxiing rather than for a landing. This is why the statement that the threshold is moved forward, you cannot land on that first segment, and you can use it for taxiing and for the takeoff run is the correct description. The other choices either say landing is allowed on that portion, limit the arrows to taxiing only, or claim there's no effect on takeoff distance, all of which don't fit the standard meaning.

10. For a flight between CYYZ and CYYC, the distance is 687 NM with a groundspeed of 258 KTS. What is the EET (estimated enroute time)?

A. 0:22

B. 3:14

C. 2:40

D. 2:58

The main idea is that estimated enroute time equals distance divided by groundspeed, with the result in hours converted to hours and minutes. So, 687 NM divided by 258 knots gives $687/258 \approx 2.660$ hours. That's 2 hours plus $0.660 \times 60 \approx 39.6$ minutes, which rounds to about 2 hours 40 minutes. Therefore, the estimated enroute time is roughly 2:40. In practice this assumes a constant groundspeed along the route; winds or routing changes would alter the time.

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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://opsdispatch.examzify.com>

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

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