United Services Automobile Association (USAA) Oral Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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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

1. How can you convert DC to AC power?

A. Static inverter converts 24-volt DC to 115-volt AC.

B. Transformer rectifier converts DC to AC.

C. The engine-driven generator does this automatically.

D. External GPU provides AC without conversion.

2. What does GPS provide to an aircraft?

A. Airspeed and altitude

B. Position, speed, and direction

C. Attitude data only

D. Wind information only

3. On an ILS, if the Localizer is lost, what is the status of the approach?

A. The approach is unusable without the localizer

B. The glide slope will compensate automatically

C. You can continue on a localizer-only approach

D. Switch to a VOR approach

4. Height Above Touchdown is measured using which reference?

A. Above Ground Level

B. Mean Sea Level

C. Pressure Altitude

D. Above Mean Sea Level

5. Which assertion correctly describes the distribution of ARTCC centers in the United States?

A. There Are 24 Centers in the United States, With 20 in the Contiguous States and 4 Outside the Mainland

B. There Are 24 Centers in the United States, All Located on the Mainland

C. There Are 12 Centers in the United States

D. There Are 30 Centers Worldwide

6. What is the max crosswind component for the 737 with winglets?

A. 36 kts

B. 28 kts

C. 40 kts

D. 33 kts

7. Which instrument is commonly referred to as a Glass Cockpit?

A. EFIS

B. HSI

C. DG

D. RMI

8. Which fog type is most likely to form in coastal areas or where there are temperature contrasts?

A. Radiation fog

B. Advection fog

C. Upslope fog

D. Frontal fog

9. Which engines provide bleed air to the AC packs?

A. Left engine only

B. Right engine only

C. APU only

D. Both main engines

10. Which airport condition is considered when determining suitability based on weather for the ETA?

A. The airport with the most frequent flights

B. The dispatcher determines suitability based on weather at ETA

C. The captain decides suitability regardless of weather

D. ATC determines suitability based on traffic only

Answers

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

Explanations

1. How can you convert DC to AC power?

A. Static inverter converts 24-volt DC to 115-volt AC.

B. Transformer rectifier converts DC to AC.

C. The engine-driven generator does this automatically.

D. External GPU provides AC without conversion.

To turn DC into AC, you need a device that converts steady direct current into alternating current by switching the DC rapidly to create a varying voltage waveform. A static inverter does exactly that: it's a solid-state device that takes 24-volt DC from a battery and produces standard household AC, such as 115-volt, for powering appliances. It's called "static" because there are no moving parts involved, unlike generators. The other options don't fit this goal. A transformer rectifier is designed to convert AC to DC (rectification) and adjust voltage, not generate AC from DC. An engine-driven generator produces AC by converting mechanical energy to electrical energy directly, not by converting DC to AC. An external GPU isn't a power converter at all, so it doesn't provide AC from a DC source. So, for DC-to-AC conversion, the best method is using a static inverter.

2. What does GPS provide to an aircraft?

A. Airspeed and altitude

B. Position, speed, and direction

C. Attitude data only

D. Wind information only

GPS provides the aircraft's position on the earth, its speed over the ground, and the direction it's moving (course over ground). The receiver determines position from satellite signals and uses Doppler measurements to compute velocity, giving you ground speed and track. It does not directly supply airspeed, attitude, or wind information; airspeed comes from the air data system, attitude from attitude sensors, and wind is inferred rather than broadcast by GPS.

3. On an ILS, if the Localizer is lost, what is the status of the approach?

A. The approach is unusable without the localizer

B. The glide slope will compensate automatically

C. You can continue on a localizer-only approach

D. Switch to a VOR approach

An ILS relies on two independent guidance signals: lateral guidance from the localizer and vertical guidance from the glide slope. Both must be available for the approach to be flown as an ILS. If the localizer signal is lost, you lose the runway-centerline guidance, and the glide slope alone cannot provide horizontal guidance. In short, without the localizer, the ILS approach is not usable as published. You would need to switch to a different authorized approach (such as a VOR or RNAV approach) or execute a missed approach and plan an alternate routing.

4. Height Above Touchdown is measured using which reference?

A. Above Ground Level

B. Mean Sea Level

C. Pressure Altitude

D. Above Mean Sea Level

Height Above Touchdown uses the actual surface at the touchdown point as the reference, so it is measured as Above Ground Level. This means the vertical distance is how high you are above the ground right where you would touch down, not above sea level or a standard pressure datum. Mean Sea Level would reference sea level regardless of terrain, and pressure altitude is a standardized altitude based on pressure, not the landing surface. In practice, your height above touchdown equals your current altitude above mean sea level minus the runway surface elevation, so it varies with terrain and runway height. For example, if the runway sits at 6,000 ft MSL and you're 7,000 ft MSL above the same point, your height above touchdown is 1,000 ft, i.e., 1,000 ft Above Ground Level.

5. Which assertion correctly describes the distribution of ARTCC centers in the United States?

A. There Are 24 Centers in the United States, With 20 in the Contiguous States and 4 Outside the Mainland

B. There Are 24 Centers in the United States, All Located on the Mainland

C. There Are 12 Centers in the United States

D. There Are 30 Centers Worldwide

Air Route Traffic Control Centers are arranged to ensure continuous en route control over all U.S. airspace, not just the mainland. The idea is to have centers positioned so aircraft traveling long distances can be handed off smoothly as they move across regions, including those parts of the country that aren't part of the continental mainland. That's why there are centers serving non-contiguous areas like Alaska, Hawaii, and U.S. territories, in addition to those in the main landmass. Thus, the statement reflecting this setup—most centers operate within the continental United States, with a dedicated set located outside the mainland to cover Alaska, Hawaii, and other territories—best describes the distribution. The other options don't fit because they imply the entire network is on the mainland, or they suggest unrelated global totals that don't match how U.S. air traffic control centers are organized.

6. What is the max crosswind component for the 737 with winglets?

A. 36 kts

B. 28 kts

C. 40 kts

D. 33 kts

Crosswind component is the portion of the wind that blows across the runway, and it's what limits a pilot's ability to keep the aircraft on the centerline during landing. It's determined by the wind speed and how sideways the wind is relative to the runway; practically, the more wind comes from the side, or the faster it's blowing, the larger the crosswind component you must handle. Winglets don't change this calculation, but they influence the aircraft's directional stability and the gust response, which is why the published limit for a 737 equipped with winglets is set at a specific value to ensure safe control and braking margins. For the 737 with winglets, that published maximum crosswind component is 33 knots, meaning operations should stay at or below that value to maintain adequate control authority on rollout and centerline tracking. If you imagine a wind coming straight across the runway, even modest speeds can become challenging as the angle tightens and gusts increase; staying within 33 knots keeps the landing within the tested and certified safety margins.

7. Which instrument is commonly referred to as a Glass Cockpit?

A. EFIS

B. HSI

C. DG

D. RMI

Digital displays replaced many old gauges, and the instrument system behind those screens is the Electronic Flight Instrument System, EFIS. In a Glass Cockpit you see primary flight data on a large digital display (the PFD) and navigation or other data on another screen (the MFD). EFIS is the integrated system that supplies those screens with attitude, airspeed, altitude, vertical speed, and navigation data, so it's the name most associated with a Glass Cockpit. The Horizontal Situation Indicator is a navigation display that can appear on the EFIS screens, but it isn't the overall cockpit system. The Directional Gyro and Radio Magnetic Indicator are traditional analog instruments that have largely been replaced by digital displays in a glass cockpit, not what defines the term itself.

8. Which fog type is most likely to form in coastal areas or where there are temperature contrasts?

A. Radiation fog

B. Advection fog

C. Upslope fog

D. Frontal fog

Fog forms when air is cooled to its dew point, causing water vapor to condense. When warm, moist air moves horizontally over a cooler surface—such as sea water or cooler land—the air is cooled by contact with that surface to its dew point, and condensation creates fog. This horizontal transport of moist air over a surface with a different temperature is common in coastal areas, where the ocean provides abundant moisture and often a temperature contrast with the land or with air aloft. This makes advection of moist air over a cooler surface the most likely path to fog in those settings. Other fogs come from different processes: radiation fog forms from ground cooling on calm, clear nights inland; upslope fog forms as air rises and cools over terrain; frontal fog arises from moisture changes near weather fronts.

9. Which engines provide bleed air to the AC packs?

A. Left engine only

B. Right engine only

C. APU only

D. Both main engines

Bleed air to the air conditioning packs comes from the compressor bleed ports on the engines. In twin-engine aircraft, there are two bleed sources—one from each engine—and the environmental control system is designed to use either or both as needed. Through bleed-air valves and cross-bleed capability, the packs can be supplied from both engines, providing adequate flow and redundancy. The APU can supply bleed air in some conditions (such as on the ground or during start) but the question focuses on engines, and the configuration commonly allows the packs to be fed by both main engines.

10. Which airport condition is considered when determining suitability based on weather for the ETA?

A. The airport with the most frequent flights

B. The dispatcher determines suitability based on weather at ETA

C. The captain decides suitability regardless of weather

D. ATC determines suitability based on traffic only

Weather at the ETA is the main factor used to determine whether arrival at the destination airport is feasible. The dispatcher reviews forecast and current conditions for the destination at the expected arrival time, including winds, visibility, and ceilings, plus any changes expected along the route, to judge if the airport will meet the airline's minimums and if the plan can proceed safely. If the forecast shows poorer conditions than allowed, the plan may be adjusted—delayed, diverted to an alternate, or otherwise revised—before departure. This weather-focused check rests with the dispatcher, not the captain alone, and not on ATC traffic considerations.

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://usaaoral.examzify.com

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