

UNITED SERVICES AUTOMOBILE ASSOCIATION (USAA) ORAL PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 a victor airway and where is it found?**
 - A. Victor airways are routes found on the high altitude charts.
 - B. Victor airways are routes found on the international charts.
 - C. Victor airways are routes found on the low altitude charts.
 - D. Victor airways are a type of flight plan.

- 2. If a flight plan is amended due to a ground delay, what must be checked for changes?**
 - A. Weather.
 - B. Passenger lists.
 - C. Aircraft maintenance.
 - D. Airport fees.

- 3. What do the rudders control?**
 - A. Pitch
 - B. Altitude
 - C. Yaw
 - D. Roll

- 4. Which statement about the 737 oxygen systems is correct?**
 - A. There are two systems: cockpit and passenger
 - B. There is a single system in the cockpit
 - C. There are three systems
 - D. There are only passenger systems

- 5. Class B airspace is located around the nation's busiest airports; what is its typical vertical extent?**
 - A. Surface to 10,000 feet
 - B. Surface to 4,000 feet
 - C. 10,000 to 18,000 feet
 - D. Surface to 12,000 feet

6. The 737's maximum Mach number is closest to which value?
- A. .80 Mach
 - B. .82 Mach
 - C. .85 Mach
 - D. .90 Mach
7. Which statement about Military Operating Areas (MOAs) is accurate?
- A. They Are Weather Observation Areas
 - B. They Are Areas for Exclusive Civilian Use Only
 - C. They Are Airspaces That Are Blind to Military Activity
 - D. They Are Established to Separate Military Activity from IFR Traffic; ATC May Route Through or Around
8. Where is Class A airspace located?
- A. From surface to FL600
 - B. From FL180 to FL600
 - C. From surface to FL180
 - D. From FL100 to FL180
9. On an approach plate, what does 'Highest Obstacle' refer to?
- A. The highest altitude allowed on the approach
 - B. The highest obstacle within the approach area
 - C. The highest course deviation allowed
 - D. The highest permissible wind speed
10. Which statement best describes a victor airway?
- A. A low-altitude route.
 - B. A high-altitude route.
 - C. A route used only for international flights.
 - D. A ground-based route.

Answers

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

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Explanations

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1. What is a victor airway and where is it found?

- A. Victor airways are routes found on the high altitude charts.
- B. Victor airways are routes found on the international charts.
- C. Victor airways are routes found on the low altitude charts.**
- D. Victor airways are a type of flight plan.

Victor airways are low-altitude IFR navigation routes defined by VORs and shown on low-altitude enroute charts. They provide a network of paths for flights below 18,000 feet MSL, typically starting around 1,200 feet AGL and continuing up to 17,999 feet MSL. They're designated with a V-number (for example, V21). This is why they're found on low-altitude charts—their purpose is navigation at lower altitudes, whereas high-altitude charts show jet routes for higher levels. They're not a type of flight plan.

2. If a flight plan is amended due to a ground delay, what must be checked for changes?

- A. Weather.**
- B. Passenger lists.
- C. Aircraft maintenance.
- D. Airport fees.

The main idea here is that weather can change after a flight plan is amended, so you must recheck weather information when a plan is adjusted for a ground delay. A new departure time means the forecast for winds aloft, temperature, icing, turbulence, and convective activity can be different, which can affect fuel needs, routing, and potential alternates. By reviewing updated weather data—METARs, TAFs, SIGMETs/AIRMETs, radar, and weather charts—you can confirm that the chosen route and alternate airports remain safe and feasible within your fuel reserves, and you can adjust the plan if necessary. Passenger lists, maintenance issues, and airport fees aren't directly involved in whether the amended flight plan remains viable from a weather and safety standpoint, so they don't carry the same impact on the plan's feasibility as updated weather information does.

3. What do the rudders control?

- A. Pitch
- B. Altitude
- C. Yaw**
- D. Roll

Rudders control yaw—the rotation of the aircraft's nose left or right about its vertical axis. The rudder is the vertical tail surface you deflect to create a side force, which changes the aircraft's heading without directly changing its pitch or altitude. Pitch is controlled by the elevator (nose up/down) and roll by the ailerons (wing tilt). The rudder helps with coordinated turns, preventing adverse yaw, and is especially useful in handling crosswinds or engine-out situations.

4. Which statement about the 737 oxygen systems is correct?

A. There are two systems: cockpit and passenger

B. There is a single system in the cockpit

C. There are three systems

D. There are only passenger systems

Two independent oxygen systems cover the airplane: one for the cockpit crew and one for the passenger cabin. The cockpit system has its own supply and masks so pilots can maintain control and operate the aircraft even if the cabin system is deployed. The passenger system provides oxygen to passengers via overhead masks, typically activated automatically with cabin depressurization. Having these two separate systems ensures a reliable oxygen supply for both flight crew and passengers, and prevents a problem in one system from compromising the other. The idea that there's just one cockpit system, three systems, or only passenger systems doesn't match how the 737 is designed.

5. Class B airspace is located around the nation's busiest airports; what is its typical vertical extent?

A. Surface to 10,000 feet

B. Surface to 4,000 feet

C. 10,000 to 18,000 feet

D. Surface to 12,000 feet

Class B airspace around the nation's busiest airports is built in layered shelves that extend from the surface up to a ceiling of 10,000 feet above mean sea level. The important point is that the top of Class B is 10,000 feet MSL, even though the bases of those shelves can start at different altitudes. This structure keeps all traffic within a clearly defined, highly controlled zone and requires explicit ATC clearance to enter, along with two-way radio communication and an altitude-reporting transponder. Phrased differently, it's not from the surface to 4,000 feet, nor does it extend up to 12,000 or 18,000 feet—the standard ceiling is 10,000 feet.

6. The 737's maximum Mach number is closest to which value?

A. .80 Mach

B. .82 Mach

C. .85 Mach

D. .90 Mach

Mach number is the speed of the aircraft relative to the local speed of sound, and the maximum Mach number is the highest speed at which the airplane can operate safely within its certification limits. For the 737, the certification limit is about Mach 0.82, so the value closest to the real ceiling is 0.82 Mach. Values like 0.80 Mach are below the limit, while 0.85 and 0.90 Mach would exceed the published maximum and could lead to adverse effects like transonic buffeting or reduced control margin. Understanding this helps explain why the 0.82 Mach figure is used as the practical maximum for the 737.

7. Which statement about Military Operating Areas (MOAs) is accurate?

- A. They Are Weather Observation Areas
- B. They Are Areas for Exclusive Civilian Use Only
- C. They Are Airspaces That Are Blind to Military Activity
- D. They Are Established to Separate Military Activity from IFR Traffic; ATC May Route Through or Around**

MOAs are a type of Special Use Airspace created to separate military training activity from IFR traffic. When an MOA is active, ATC provides separation for IFR flights from the military operations inside that airspace. They may route IFR traffic through the MOA if it can be done safely, or route around it if needed to maintain separation. This is the essence of why the statement is accurate: the purpose is to keep military activity separate from IFR traffic, with ATC making routing decisions to manage safety. The other options describe MOAs inaccurately—MOAs are not weather observation areas, not exclusive civilian use, and they are not “blind” to military activity.

8. Where is Class A airspace located?

- A. From surface to FL600
- B. From FL180 to FL600**
- C. From surface to FL180
- D. From FL100 to FL180

Class A airspace is the high-altitude block that begins at 18,000 feet above mean sea level and extends up to flight level 600. That makes its location from FL180 to FL600. It doesn't start at the surface, nor does it end at 18,000 feet or begin lower like FL100. In this airspace, IFR is required for all operations, which helps explain why the vertical boundaries are set as 18,000 feet (FL180) up to FL600.

9. On an approach plate, what does 'Highest Obstacle' refer to?

- A. The highest altitude allowed on the approach
- B. The highest obstacle within the approach area**
- C. The highest course deviation allowed
- D. The highest permissible wind speed

The highest obstacle is the tallest obstruction within the approach area that could affect obstacle clearance on the approach. This value is shown to alert you to the maximum vertical challenge you must account for as you descend and as you plan for the missed approach if needed. It isn't about the maximum altitude you're allowed to fly, nor about how far you can deviate from the course, nor about wind speeds. Knowing the highest obstacle helps determine safe minimum altitudes and ensures you stay clear of terrain and structures along the instrument approach path.

10. Which statement best describes a victor airway?

- A. A low-altitude route.**
- B. A high-altitude route.
- C. A route used only for international flights.
- D. A ground-based route.

Victor airways are low-altitude IFR routes in the United States, defined by VOR navigation aids and used from near the surface up to 17,999 feet MSL. That makes the description of a low-altitude route the best fit. High-altitude routes exist above FL180 and are not called Victor airways. They aren't restricted to international flights, and airways are air routes, not ground-based pathways.

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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://usaaoral.examzify.com>

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

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