AIR CANADA ROUGE SEP FINAL PRACTICE EXAM (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.

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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!

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Questions

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1. What might rapid or explosive depressurization be caused by?

A. Door leak allows slow air escape

B. Window failure leading to rapid air loss and loud noise with no advance warning

C. Engine failure

D. Crew miscommunication

2. No seats on board can be occupied if seat belts provided are not properly anchored to the seat frame and functioning properly.

A. Only during takeoff

B. False

C. True

D. Only if buckle broken

3. The purpose of the silent review is for cabin crew prepare themselves for unprepared emergencies.

A. False

B. True

C. Not sure

D. Depends

4. What are the described depressurization types?

A. Rapid decompression

B. Slow depressurization

C. Normal pressurization

D. Rapid explosive, or slow depressurization

5. Which exits are to be used during land, water and tidal flat on 319/320?

A. Land: all exits; Water: doors primary and overwing exits are alternate (on a 321 you would disarm doors 2 and 3)

B. Land: front doors only; Water: all exits; Tidal flat: none

C. Land: rear exits only; Water: all exits; Tidal flat: all exits

D. Land: all exits; Water: overwing exits only; Tidal flat: none

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6. Crew must not undertake no-compression scuba diving less than ___ hours before duty.

A. 24 hours

B. 12 hours

C. 48 hours

D. 72 hours

7. Oxygen release rods on the aircraft are located in which location?

A. Under some jumpseats.

B. L1 AND/OR L2.

C. 321 L1 AND/OR L4.

D. In the cockpit.

8. During portable oxygen bottle use, which item must be donned immediately after removing the bottle from its bracket?

A. Shoulder strap

B. Oxygen mask

C. Valve

D. Face shield

9. Which statement about detecting onboard fires early is true?

A. Detecting fires early is unnecessary.

B. Cabin crew should patrol cabins, verify lavatories, investigate odors, heat spots, and smoke detector alarms immediately.

C. Only relying on passengers to report fires is sufficient.

D. Waiting for official orders before acting.

10. What can partially /non-inflated slide be used for on land?

A. As a primary exit for all passengers

B. For display only

C. As a last resort, cabin crew may use partially or non-inflated slide as apron slides by directing two or more ABPs to: Go down slide hand over hand, Stay at the bottom, Hold slide extended using apron handles

D. As a decorative feature

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Answers

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

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Explanations

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1. What might rapid or explosive depressurization be caused by?

A. Door leak allows slow air escape

B. Window failure leading to rapid air loss and loud noise with no advance warning

C. Engine failure

D. Crew miscommunication

Rapid or explosive depressurization occurs when the cabin's air pressure seal is breached, allowing high-pressure cabin air to rush out rapidly. A window failure is a classic case because once the window fails, a breach is created immediately, and air escapes in a sudden, dramatic rush, producing a loud noise and little to no warning. In contrast, a door leak would let air escape slowly as the seal remains mostly intact, engine failure doesn't inherently remove cabin air, and crew miscommunication has no direct mechanical effect on cabin pressure. Therefore, the window failure scenario best fits the description of rapid or explosive depressurization.

2. No seats on board can be occupied if seat belts provided are not properly anchored to the seat frame and functioning properly.

A. Only during takeoff

B. False

C. True

D. Only if buckle broken

Safety depends on a seat belt being securely anchored to the seat frame and able to restrain the occupant. If the belt isn't properly anchored or isn't functioning (for example, a broken buckle or frayed strap), it cannot provide the required restraint. Because of that, seats on board should not be occupied until the seat belt system is serviceable. This rule applies at all times in the cabin, not just during takeoff. So the statement is true: no seats can be occupied if the seat belts aren't properly anchored and functioning.

3. The purpose of the silent review is for cabin crew prepare themselves for unprepared emergencies.

A. False

B. True

C. Not sure

D. Depends

The main idea being tested is that silent review functions as a quick, private mental rehearsal to ready cabin crew for unexpected emergencies. This practice helps crew members refresh their memory of emergency procedures, equipment locations, exit operations, and individual roles without verbal chatter that could alarm passengers. By picturing the steps and confirming who does what, they can act quickly and in a coordinated way when a real unplanned event occurs. That readiness is exactly why the purpose is described as preparing for unprepared emergencies. The silent review isn't about routine tasks or about deciding in advance whether a situation will happen; it's about ensuring preparedness for events that catch the crew by surprise, which is why it's considered the best fit.

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4. What are the described depressurization types?

A. Rapid decompression

B. Slow depressurization

C. Normal pressurization

D. Rapid explosive, or slow depressurization

Depressurization in flight comes in two main patterns: rapid (often called explosive) and slow. A rapid explosive decompression means the cabin pressure drops almost instantly due to a breach, so the aircraft experiences a sudden and dramatic change that requires immediate crew action and oxygen use. Slow depressurization happens when there's a small, gradual leak, so the cabin altitude rises more slowly and the response can be more gradual. The option that references both rapid explosive and slow depressurization covers these two described patterns, which is why it's the best choice. The other options describe only one type or refer to normal pressurization, which isn't describing a depressurization type.

5. Which exits are to be used during land, water and tidal flat on 319/320?

A. Land: all exits; Water: doors primary and overwing exits are alternate (on a 321 you would disarm doors 2 and 3)

B. Land: front doors only; Water: all exits; Tidal flat: none

C. Land: rear exits only; Water: all exits; Tidal flat: all exits

D. Land: all exits; Water: overwing exits only; Tidal flat: none

The situation tests how exit use changes with the environment to keep people safe and get them away from danger as quickly as possible. On dry land, you want maximum egress capacity, so all available exits are used to evacuate everyone fast and spread people out to avoid crowding. For a water ditching, the focus shifts to flotation and orderly escape onto life rafts. The primary exits are the ones equipped to deploy rafts, and the overwing exits serve as alternate paths if needed. Some aircraft configurations (for example certain variants in other models) require disarming certain middle doors so that they don't interfere with raft deployment or crowd flow, which is why you might see a note about disarming doors on a different model. The key idea is to prioritize exits that provide life-saving flotation and to have alternates ready if the primary paths become crowded or unusable. In a tidal flat scenario, exits aren't used in the same way because the area immediately outside the aircraft can be unstable ground (mud, shallow water, debris). Opening exits that discharge passengers onto that surface could create dangerous, immobile evacuations, so the procedure is to avoid using exits in that particular environment and instead direct passengers to safe areas with the assistance of crew and rescue assets. So, the standard approach reflected here is: use all exits on land; in water use the primary door exits plus overwing exits as alternates (with model-specific disarming considerations); and in a tidal flat, avoid using exits altogether.

6. Crew must not undertake no-compression scuba diving less than ___ hours before duty.

A. 24 hours

B. 12 hours

C. 48 hours

D. 72 hours

After scuba diving, nitrogen absorbed in the tissues needs time to off-gas before exposure to lower cabin pressures during flight. For no-decompression dives, the minimum safe interval before duty is 24 hours. This waiting period gives the body enough off-gassing time to reduce the risk of decompression sickness when pressure drops at altitude. Choosing a shorter interval, like 12 hours, doesn't provide sufficient off-gassing, which is why it's not appropriate. Longer waits, such as 48 or 72 hours, are reserved for more complex dives that included decompression stops or multiple dives, which require extra off-gassing time.

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7. Oxygen release rods on the aircraft are located in which location?

A. Under some jumpseats.

B. L1 AND/OR L2.

C. 321 L1 AND/OR L4.

D. In the cockpit.

Oxygen release mechanisms are placed where cabin crew can reach them quickly, which is under some jumpseats. This position allows immediate access during an emergency without needing to move through the cabin or go into the cockpit. The other locations don't fit because the manual release devices for this system aren't mounted on cockpit panels or tied to specific seat rows or areas; they're intentionally located under jumpseats for rapid, easy access by flight attendants.

8. During portable oxygen bottle use, which item must be donned immediately after removing the bottle from its bracket?

A. Shoulder strap

B. Oxygen mask

C. Valve

D. Face shield

Securing the portable oxygen bottle to your body is the first priority to maintain control and safety in a cramped cabin. After removing the bottle from its bracket, you don the shoulder strap immediately so the bottle stays stable and leaves your hands free to manage other tasks or access the regulator. This step prevents the bottle from swinging or slipping during movement and ensures you can proceed with the oxygen delivery setup smoothly. The oxygen mask, valve, and face shield are part of the oxygen system, but they come after you've secured the bottle; the mask is used to deliver oxygen when needed, the valve is operated as required, and a face shield isn't part of the standard portable oxygen procedure.

9. Which statement about detecting onboard fires early is true?

A. Detecting fires early is unnecessary.

B. Cabin crew should patrol cabins, verify lavatories, investigate odors, heat spots, and smoke detector alarms immediately.

C. Only relying on passengers to report fires is sufficient.

D. Waiting for official orders before acting.

Early detection of onboard fires comes from proactive cabin crew vigilance and quick verification of any warning signs. By patrolling the cabins, checking lavatories, and investigating odors, heat spots, and smoke detector alarms right away, crew can identify a fire at its earliest stage. This rapid recognition lets the team locate the source, assess the threat, alert the flight deck, and initiate necessary safety actions promptly, which is crucial because fires can escalate quickly and create dangerous smoke and heat conditions. Relying on passengers to report fires or waiting for official orders before acting can cost valuable seconds that allow a fire to grow and complicate suppression and evacuation. Early, decisive action based on immediate observations is the safest and most effective approach to protecting everyone on board.

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10. What can partially /non-inflated slide be used for on land?

A. As a primary exit for all passengers

B. For display only

C. As a last resort, cabin crew may use partially or non-inflated slide as apron slides by directing two or more ABPs to: Go down slide hand over hand, Stay at the bottom, Hold slide extended using apron handles

D. As a decorative feature

When a slide is only partially inflated or not inflated at all, it can still be used on land as an apron slide for a ground evacuation. This is a last-resort option, not the primary exit. In this setup, cabin crew work with able-bodied passengers to manage the egress safely. Two or more ABPs can go down the slide hand over hand to guide others, then stay at the bottom to help keep the exit path clear and organized. They also hold the slide extended using the apron handles to keep the slide taut and stable across the ground, preventing it from collapsing or snagging as passengers slide off. This use is specifically for emergencies on the tarmac, and it's not intended for display or decoration. It's about getting people off the aircraft safely when the slide won't inflate fully, by coordinating passengers and ABPs to control the evacuation flow and maintain a usable, stable route to the ground.

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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:

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

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