# AIRPORT FIRE AND RESCUE OPERATIONS – AIRCRAFT, MAP, AND FIREFIGHTING TECHNIQUES PRACTICE TEST (SAMPLE)

## STUDY GUIDE




## SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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https://airportfirerescueops.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.

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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 best describes hydro-chem/wet chemical?**

A. Dry chemical injected into a water or foam master stream

B. Foam concentrate injected directly into the air stream

C. Water stream used alone without additives

D. Halogen gas extinguishing agent

**2. What hazard exists with cowling fires?**

A. It may release trapped burning fuel.

B. It cools the engine and suppresses fire.

C. It prevents fuel leaks.

D. It rapidly extinguishes all flames.

**3. How are taxiways designated?**

A. By color only.

B. By length.

C. Alphanumerically, such as A or A1.

D. By the direction of traffic.

**4. Which statement about resupply servicing rules is correct?**

A. Foam hatch should be closed when pumping

B. Water fill is never performed using hydrants

C. Auxiliary agents may be mixed to increase efficiency

D. Water fill may use hydrant/mobile supply/supply line/overhead fill

**5. What is the purpose of a fuel/water separator in airport drainage?**

A. To separate fuel from water before entering storm water.

B. To mix fuel with water.

C. To store water for firefighters.

D. To neutralize flame.

**6. Which zone contains command, staging, transport, mortuary, PIO, and support?**

A. Hot zone

B. Warm zone

C. Cold zone

D. Transition zone

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**7. Tailpipe fires may spread to what kind of fires?**

A. Ground fires only

B. Ground or 3D fires

C. Aerial fires only

D. Indoor fires

**8. Which items are included in emergency information provided by ATCT/EOC?**

A. Aircraft make/model, carrier/call sign, emergency situation, souls on board, fuel on board, response/category, and other pertinent info.

B. Pilot's personal contact information.

C. Ground crew employment history.

D. Seat arrangement and snack preferences.

**9. Which option best represents rotating resupply points in ARFF operations?**

A. Rapid resupply by tender/tanker

B. Sustained resupply by pumper/fixed source

C. Rotating resupply points

D. Manual supply only

**10. Which agent is preferred for interior fires?**

A. Water

B. Foam

C. Dry chemical

D. Dry powder

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# Answers

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

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# Explanations

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## 1. What best describes hydro-chem/wet chemical?

A. Dry chemical injected into a water or foam master stream

B. Foam concentrate injected directly into the air stream

C. Water stream used alone without additives

D. Halogen gas extinguishing agent

*Hydro-chem, or wet chemical, is described by delivering a dry chemical additive into a water- or foam-delivered master stream. The dry chemical mixes with the water (or foam) to create a wetting and soaping action that cools the fuel and, for grease/oil fires, saponifies fats to form a soapy layer that helps suppress the fire. This delivery method—using a dry chemical carried by the water/foam stream—matches how wet chemical systems are designed to operate. It isn't simply foam injected into the air stream, or water used alone without additives, and it isn't a halogen gas extinguishing agent.*

## 2. What hazard exists with cowling fires?

A. It may release trapped burning fuel.

B. It cools the engine and suppresses fire.

C. It prevents fuel leaks.

D. It rapidly extinguishes all flames.

*In a cowling fire, the key hazard is trapped burning fuel. The engine compartment and cowling contain fuel lines, reservoirs, and wiring within a sealed area. When heat from the fire affects these components, fuel can become trapped and, if the cowling is breached or damaged, that burning fuel can be released into the flames, feeding the fire or causing a reflash. That danger of releasing burning fuel is the main reason this scenario is hazardous. The other statements aren't hazards themselves. Cooling and suppression are firefighting actions, not inherent hazards. While leaks can occur, the critical risk in cowling fires is the potential release of burning fuel from trapped pockets, which can sustain or reignite the fire.*

## 3. How are taxiways designated?

A. By color only.

B. By length.

C. Alphanumerically, such as A or A1.

D. By the direction of traffic.

*Taxiways are designated using alphanumeric codes. The main taxiways are given letters, and any branch or connecting taxiway that extends from a main taxiway gets a numeric suffix to indicate its relationship to that main path. This system provides a clear, scalable way to identify exact routes on the movement area, which is essential for pilots, ground crews, and emergency responders to navigate and communicate, especially on busy or complex airports. It also keeps taxiway naming distinct from runway numbers and from color or length cues, which aren't reliable for routing. In practice, you look for the lettered taxiway, then the numeric suffix if present, to reach your desired location or incident site.*

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## 4. Which statement about resupply servicing rules is correct?

A. Foam hatch should be closed when pumping

B. Water fill is never performed using hydrants

C. Auxiliary agents may be mixed to increase efficiency

D. Water fill may use hydrant/mobile supply/supply line/overhead fill

*Resupply servicing rules specify how water and firefighting agents are replenished to sustain operations, ensuring a continuous and safe supply to the apparatus. The statement that water fill may use hydrant, mobile supply, supply line, or overhead fill reflects the practical, allowed methods for replenishing water in the field. Hydrants provide a reliable, high-flow refill when available. Mobile supply units bring water to scenes or stations where hydrants aren't convenient, keeping units topped up. A supply line can deliver water directly from a fixed or mobile source to the vehicle, useful for extended operations or remote locations. Overhead fill uses an elevated or gravity-fed source to speed up replenishment when ground access is limited. Other options describe procedures or capabilities not directly tied to replenishment sources: foam hatch status during pumping is a procedural detail of the foam system, hydrants being never used contradicts standard practice, and mixing auxiliary agents to increase efficiency falls outside the basic water resupply methods covered by these rules.*

## 5. What is the purpose of a fuel/water separator in airport drainage?

A. To separate fuel from water before entering storm water.

B. To mix fuel with water.

C. To store water for firefighters.

D. To neutralize flame.

*The main idea is to keep pollutants out of the stormwater by removing fuel from runoff. Fuel/water separators are placed in airport drainage to handle water that has been in contact with aircraft fueling or spills. Since aviation fuel is lighter than water, it forms a fuel layer on top while clearer water flows through. The separator provides a chamber where water can pass while the fuel is skimmed off or collected separately for proper disposal or recycling. This prevents fuel from entering the storm sewer and environment, helps meet environmental regulations, and reduces fire risk by limiting surface fuel. Regular maintenance is needed to remove the collected hydrocarbons.*

## 6. Which zone contains command, staging, transport, mortuary, PIO, and support?

A. Hot zone

B. Warm zone

C. Cold zone

D. Transition zone

*In incident command structure, zones are defined by hazard and function. The area outside the actual danger where there is no active contamination, and where key coordination and support activities take place, is the cold zone. This is where you establish the command post, set up staging for resources, handle transport, manage the mortuary operations, coordinate with the Public Information Officer, and house other support functions. The hot zone is where the hazards are immediate and responders work in PPE to control the threat, while the warm zone sits between hot and cold and is used for decontamination and transition. So, the functions listed—command, staging, transport, mortuary, PIO, and support—fit in the cold zone.*

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## 7. Tailpipe fires may spread to what kind of fires?

A. Ground fires only

B. Ground or 3D fires

C. Aerial fires only

D. Indoor fires

*Tailpipe fires contain extremely hot exhaust and can emit embers and radiant heat that reach beyond the immediately burning area. This heat can ignite fuels on the ground, such as spilled fuel or dry debris, and it can also propagate into surrounding three-dimensional spaces around the aircraft—like wing root areas, engine nacelles, pylon regions, and other compartments—through openings, gaps, or ducts. Because of this dual capability, tailpipe fires are capable of spreading to both ground fires and 3D fires, not just one specific setting. The options that limit spread to only ground, only aerial, or only indoor fires don't reflect the way heat and embers can move around and into surrounding structures.*

## 8. Which items are included in emergency information provided by ATCT/EOC?

A. Aircraft make/model, carrier/call sign, emergency situation, souls on board, fuel on board, response/category, and other pertinent info.

B. Pilot's personal contact information.

C. Ground crew employment history.

D. Seat arrangement and snack preferences.

*Emergency information shared by ATCT and the EOC centers on details that let responders quickly identify the aircraft and understand the immediate risk, so they can plan and deploy the right resources without delay. Knowing the aircraft's make/model and who operates it (carrier/call sign) lets responders verify exactly which airplane is involved and coordinate with the airline for passenger manifests and crew information. The nature of the emergency sets the response path—whether it's a fire, a fuel leak, a medical issue, or a combination—so fire, EMS, and law enforcement know what tactics and resources to bring. How many souls are onboard informs life-safety planning, rescue priorities, and the number of ambulances and personnel that may be needed. The amount of fuel on board signals hazard level and fuels management needs, affecting firefighting strategy and the risk assessment for fuel-fed fires. A formal response or category label helps establish the scope of the response, command structure, and resource allocation. And any other pertinent information captures additional hazards or constraints—such as weather conditions, runway status, potential hazardous materials, or injuries—that further shape how responders approach the scene. Personal pilot contact details, ground crew employment history, or passenger seating and snack preferences don't contribute to immediate rescue or fire suppression decisions and thus aren't part of the emergency information shared in these situations.*

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## 9. Which option best represents rotating resupply points in ARFF operations?

A. Rapid resupply by tender/tanker

B. Sustained resupply by pumper/fixed source

C. Rotating resupply points

D. Manual supply only

*In ARFF operations, resupply must be flexible to support changing priorities and access routes around the incident. Rotating resupply points means you actively move the replenishment locations among several sites rather than sticking to one fixed point. This keeps the supply lines flowing as units reposition, prevents a single choke point from slowing crews, and lets crews approach from different directions depending on where the attack or rescue work is happening. It also helps mirror the layout of multiple incident sectors or back-up lines and keeps foam concentrate, water, fittings, and other gear available where it's most needed. The other options describe specific methods at a fixed or limited point (rapid by tender/tanker, sustained by pumper/fixed source, or manual supply only) but they don't capture the strategic flexibility of changing the resupply location as the incident evolves. Rotating resupply points best represents how resupply is managed to sustain operations across dynamic ARFF incidents.*

## 10. Which agent is preferred for interior fires?

A. Water

B. Foam

C. Dry chemical

D. Dry powder

*Interior fires require rapid cooling of the burning materials, and water does this best. Its high heat absorption soaks seat cushions, upholstery, carpeting, and structural components, dropping temperatures quickly and penetrating into hidden pockets. This cooling slows or stops the spread and helps prevent reignition, which is crucial in a confined cabin where occupants may be nearby. Foam can be helpful on hydrocarbon fuel fires, but inside the aircraft cabin its residues and potential to obscure vision make it less ideal as the primary interior agent. Dry chemical and dry powder extinguishers can suppress small or specific flames, but they leave residues that can damage sensitive equipment and electronics and they don't provide the sustained cooling needed for mixed interior materials.*

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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://airportfirerescueops.examzify.com

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

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