CABIN CREW 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.

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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. When guiding a distressed passenger to safety, what is the recommended approach?

A. Guide them to a safe area if required.

B. Move them to the cockpit.

C. Leave them to manage themselves.

D. Shout commands loudly.

2. During Door Check, which condition indicates safety?

A. Arming lever in the disarmed position

B. Arming lever in armed position

C. Observation window obstructed

D. Window shade closed

3. How do you report in-flight incidents after landing?

A. Inform passengers

B. Complete the incident report with details and statements, then submit to the appropriate department per policy.

C. Tell the captain only after deplaning

D. Do nothing

4. Which action is NOT part of end-of-flight duties?

A. Schedule meals for next flight.

B. Restock safety equipment.

C. Clean and restock the cabin.

D. Log any issues.

5. If a defective trolley braking device is discovered during flight, what action must be taken?

A. Stow the trolley and do not use it for cabin service, clearly label as unserviceable

B. Continue to use it with a caution label and report after landing

C. Remove the trolley from the aircraft immediately

D. Notify passengers and ask them not to touch it

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6. In an A321 configuration, which seats are assigned to CCM?

A. 4L and 4R

B. 2R and 3R

C. 1L and 1R

D. 2L and 2R

7. Which of the following is included in the ABP briefing for each exit?

A. To replace the cabin crewmember in case the crewmember becomes incapacitated

B. How to assess conditions outside the aircraft, for example, identify exit usable/unusable

C. How to open the exit

D. All of the above

8. Which term is not part of DRS or ABC framework?

A. Danger

B. Response

C. Airway

D. HAFEX

9. During boarding, which restriction must be enforced?

A. No smoking restrictions are enforced

B. No smoking allowed only in aisles

C. Smoking is allowed during take-off

D. A smoking ban applies only in lavatories

10. What is the policy on smoking and lavatory detectors?

A. Smoking is prohibited; lavatories have smoke detectors; follow procedure to locate source and coordinate with the flight deck.

B. Smoking is allowed in lavatories during turbulence.

C. There are no detectors in lavatories.

D. Detectors are optional and may be ignored.

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Answers

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

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Explanations

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1. When guiding a distressed passenger to safety, what is the recommended approach?

A. Guide them to a safe area if required.

B. Move them to the cockpit.

C. Leave them to manage themselves.

D. Shout commands loudly.

In an emergency, the priority is to keep a distressed passenger safe by providing calm, clear guidance and escorting them to a safe area. This approach directly reduces their exposure to danger and helps maintain control of the situation, which is crucial when emotions are running high. Guiding them to a safe area, if needed, gives you the opportunity to monitor their condition, offer help with movement if necessary, and ensure they're away from hazards or crowded passages. It also helps prevent panic from spreading—clear, short instructions in a reassuring tone are much more effective than vague directions. Moving someone to the cockpit is not appropriate or safe, as it breaches security and places the cabin crew and passenger in an unsuitable environment. Leaving them to manage themselves leaves them vulnerable and can impede the overall safety procedure. Shouting commands loudly tends to escalate fear and confusion, making the situation harder to resolve. So, calmly guide the passenger to a safe area, use simple, direct language like "This way, please," stay with them if possible, and assess what additional help they might need until they're out of danger or under appropriate care.

2. During Door Check, which condition indicates safety?

A. Arming lever in the disarmed position

B. Arming lever in armed position

C. Observation window obstructed

D. Window shade closed

During Door Check, safety is indicated by the arming lever being in the disarmed position. This shows the door's slide is not set to deploy, allowing you to verify the door is safely configured for normal operation without the risk of accidental slide deployment. If the lever were armed, the door could deploy the slide when opened in ordinary use, which isn't appropriate during the Door Check. An obstructed observation window would impair visibility and is not a safety indicator for door configuration, while a closed window shade doesn't reflect the door's safety status during this check.

3. How do you report in-flight incidents after landing?

A. Inform passengers

B. Complete the incident report with details and statements, then submit to the appropriate department per policy.

C. Tell the captain only after deplaning

D. Do nothing

Reporting in-flight incidents after landing focuses on capturing a precise, complete record of what happened and routing it through the proper channels for safety review. The best approach is to finish the incident report with all relevant details and statements, then submit it to the appropriate department per policy. This creates an official, traceable record that guides investigations, corrective actions, and regulatory compliance. Informing passengers or telling the captain only after deplaning can delay or compromise the documentation, and doing nothing fails to protect safety and accountability. Following the policy-driven process ensures the incident is properly reviewed and contributes to overall flight safety.

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4. Which action is NOT part of end-of-flight duties?

A. Schedule meals for next flight.

B. Restock safety equipment.

C. Clean and restock the cabin.

D. Log any issues.

End-of-flight duties focus on wrapping up the current flight safely and leaving the aircraft ready for the next crew and passengers. That means cleaning and restocking the cabin, ensuring safety equipment is replenished and in working order, tidying the galley and lavatories, and logging any issues or faults encountered. Scheduling meals for the next flight, however, is part of service planning and catering coordination that happens during turn-around or pre-flight planning, not as a wrap-up task after a flight. The meal planning tasks are typically handled by catering and inflight service teams to ensure the next service runs smoothly, whereas end-of-flight duties are about immediate safety, cleanliness, and record-keeping.

5. If a defective trolley braking device is discovered during flight, what action must be taken?

A. Stow the trolley and do not use it for cabin service, clearly label as unserviceable

B. Continue to use it with a caution label and report after landing

C. Remove the trolley from the aircraft immediately

D. Notify passengers and ask them not to touch it

When a defective item is discovered, safety requires it to be taken out of service immediately. A trolley with a broken braking device can move unintentionally, posing a serious risk to crew and passengers during service or turbulence. The correct action is to stow the trolley away from active service and clearly label it as unserviceable so it cannot be used. This prevents any attempt to push or rely on it in its faulty state and signals to maintenance that it needs repair or replacement. After stowing, inform the supervisor or flight crew and arrange for maintenance to address the issue after landing. Continuing to use it with a caution label would still allow the hazard, removing it mid-flight isn't practical, and notifying passengers isn't the appropriate safety step for handling a defective piece of equipment.

6. In an A321 configuration, which seats are assigned to CCM?

A. 4L and 4R

B. 2R and 3R

C. 1L and 1R

D. 2L and 2R

Cabin crew seating is chosen to ensure rapid access to the aisles and exits during taxi, takeoff, landing, and in an emergency. On an A321, the standard CCM positions are the jumpseats located on the right side of the cabin, near the doors in the early/mid cabin area—specifically the seats aligned with rows 2 and 3 on the starboard side. This setup gives the crew a clear view of the cabin, fast access to the 2R and 3R exits, and space to assist passengers without blocking passenger seating. Placing CCM in other locations would hinder quick door access and evacuation, which is why those options aren't used.

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7. Which of the following is included in the ABP briefing for each exit?

A. To replace the cabin crewmember in case the crewmember becomes incapacitated

B. How to assess conditions outside the aircraft, for example, identify exit usable/unusable

C. How to open the exit

D. All of the above

ABP briefing equips a passenger with responsibilities during an evacuation. It covers being prepared to step in if a cabin crewmember becomes incapacitated, so you may need to take over duties to help evacuate passengers. It also covers how to assess conditions outside the aircraft to decide which exits are usable, and how to open the exit if required. Since all these elements are included in the ABP briefing, choosing all of the above is the correct answer.

8. Which term is not part of DRS or ABC framework?

A. Danger

B. Response

C. Airway

D. HAFEX

In emergency care, these terms come from the DRSABCD and ABC assessment sequences. Danger is checked first to ensure the scene is safe, then you assess the person's Response to see if they're conscious. Airway is part of the ABC sequence, which focuses on opening and maintaining the airway, then Breathing and Circulation follow to identify life-threatening issues. HAFEX isn't a term used in these standard frameworks, so it isn't part of the usual emergency assessment. That's why HAFEX is the term that doesn't fit.

9. During boarding, which restriction must be enforced?

A. No smoking restrictions are enforced

B. No smoking allowed only in aisles

C. Smoking is allowed during take-off

D. A smoking ban applies only in lavatories

A no-smoking policy must be actively enforced from boarding through the flight. The best choice reflects that restrictions on smoking are in effect and applied, which aligns with standard safety rules that prohibit smoking anywhere on the aircraft to prevent fire risk and ensure passenger comfort. That said, smoking is not allowed in any area, including aisles, lavatories, and the cabin, and never during take-off. The other options imply partial or timed allowances or restrictions, which do not meet the required strict prohibition.

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10. What is the policy on smoking and lavatory detectors?

A. Smoking is prohibited; lavatories have smoke detectors; follow procedure to locate source and coordinate with the flight deck.

B. Smoking is allowed in lavatories during turbulence.

C. There are no detectors in lavatories.

D. Detectors are optional and may be ignored.

Smoke in flight is not permitted, and lavatories are equipped with smoke detectors. When a detector alarms or there is a suspected smoking incident, cabin crew must follow the established procedure to locate the source and coordinate with the flight deck. This rapid, coordinated response protects safety and allows the flight deck to determine the appropriate action. The other options conflict with safety rules (smoking isn't allowed anywhere on board), deny the existence of detectors, or suggest detectors can be ignored, all of which undermine crew procedures and safety.

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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://cabincrew.examzify.com

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

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