ENDEAVOR AIR INDOCTRINATION TRAINING 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. What is MFPTW (Max Flight Plan Takeoff Weight) based on?

A. The maximum takeoff weight based on taxi fuel only

B. The maximum takeoff weight listed on the flight plan that accounts for structural MTOW, MLDW, planned fuel, fuel capacity-limited takeoff weight, METW, and related factors

C. The maximum takeoff weight determined by aircraft age

D. The maximum takeoff weight that excludes fuel considerations

2. Solar heating of the ground will occur _____ than the water.

A. faster

B. slower

C. the same rate

D. only at night

3. In the event of FOM and FAR conflicts, which takes precedence?

A. Company policy governs in case of conflict

B. The flight crew may interpret to their discretion

C. The FAA circular takes precedence over FOM and FAR

D. Regulations take precedence, should follow the most restrictive

4. What is the required physiological night rest duration?

A. 8 hours

B. 12 hours

C. 6 hours

D. 10 hours

5. Wake turbulence vortices may linger the longest over a runway under which wind condition?

A. Light quartering tailwind

B. Calm wind

C. Strong headwind

D. Moderate crosswind

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6. Rest requirements in past 168 hours?

A. 24 hours

B. 30 hours

C. 40 hours

D. 8 hours

7. Which frequency is listed as available to provide FICON when using a Class G airport?

A. METAR

B. CTAF frequency, Unicom or advisory frequency

C. Unicom

D. Company ops freq available to provide FICON

8. For Two Nav operations, how are the ceiling and visibility minima adjusted?

A. Ceiling: Add 200 feet to MDA or DA of the two approaches; Visibility: Add 1/2 statute mile or 800 meters to the higher landing minimum for the two approaches

B. Ceiling: Add 400 feet; Visibility: Add 1 statute mile to the lower minimum

C. Ceiling: Add 100 feet; Visibility: Add 1/4 statute mile

D. Ceiling: No change; Visibility: Add 1 statute mile

9. What is the descent rate limit below 2,500 feet AGL?

A. No more than 2,000 fpm

B. No more than 2,500 fpm

C. No more than 1,500 fpm

D. No more than 1,000 fpm

10. Which feature is explicitly included in the definition of Suitable Accommodation?

A. A desk

B. A private bathroom

C. A lounge chair

D. A bed

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Answers

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

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Explanations

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1. What is MFPTW (Max Flight Plan Takeoff Weight) based on?

A. The maximum takeoff weight based on taxi fuel only

B. The maximum takeoff weight listed on the flight plan that accounts for structural MTOW, MLDW, planned fuel, fuel capacity-limited takeoff weight, METW, and related factors

C. The maximum takeoff weight determined by aircraft age

D. The maximum takeoff weight that excludes fuel considerations

Max Flight Plan Takeoff Weight is the weight limit used for planning a flight that comes from the aircraft's certified capabilities and the planned fuel, not from the age of the airplane. It is determined by combining the structural limits the airplane is certified for (like maximum takeoff weight and maximum landing weight) with the amount of fuel planned for the flight and other related constraints such as fuel capacity, performance requirements, and regulatory limits. Age does not set the takeoff weight limit; it can affect maintenance status or performance in some ways, but the certified weight limits and the planned fuel determine MFPTW.

2. Solar heating of the ground will occur _____ than the water.

A. faster

B. slower

C. the same rate

D. only at night

Solar heating rate is driven by thermal inertia, which is how resistant a material is to temperature change. Ground has much lower thermal inertia than water, so for the same solar energy input its surface temperature rises more quickly. Water can store more heat per degree of temperature rise (higher specific heat) and its motion spreads that energy through a larger volume, delaying temperature increases. So the ground heats faster than the water.

3. In the event of FOM and FAR conflicts, which takes precedence?

A. Company policy governs in case of conflict

B. The flight crew may interpret to their discretion

C. The FAA circular takes precedence over FOM and FAR

D. Regulations take precedence, should follow the most restrictive

When there is a conflict, regulatory requirements have the final say and must be followed over airline procedures. The Flight Operations Manual is the airline's way of implementing those rules, but it cannot override a FAR. If two applicable requirements exist, you must apply the more restrictive one to maintain safety. FAA circulars provide guidance and interpretations, but they do not carry the force of law and cannot override FARs or the FOM. So in this situation, you follow the regulations, choosing the most restrictive applicable rule.

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4. What is the required physiological night rest duration?

A. 8 hours

B. 12 hours

C. 6 hours

D. 10 hours

The idea behind this question is how long a pilot should be given to sleep at night to recover from fatigue and be ready for the next duty. The recommended physiological night rest duration is 10 hours. This longer rest window helps ensure you have enough time not just to fall asleep, but to complete several full sleep cycles and achieve high-quality restorative sleep. It also provides a comfortable buffer for potential delays, awakenings, or pre-sleep routines, so you wake up rested rather than sleep-deprived. Eight hours can be enough for many people, but in aviation fatigue planning, a 10-hour window is favored to account for irregular schedules and circadian challenges, increasing the likelihood of meeting actual sleep needs. Six hours is generally insufficient for full recovery, and twelve hours tends to be more time than necessary, tying up schedule time without added benefit.

5. Wake turbulence vortices may linger the longest over a runway under which wind condition?

A. Light quartering tailwind

B. Calm wind

C. Strong headwind

D. Moderate crosswind

The main idea is that wake turbulence dissipates most slowly when winds are light and there isn't a strong breeze to move or mix the vortices away from the runway area. A light tailwind component, especially when the wind is quartering (from behind and to the side), tends to carry the vortices along the runway and keep them over the critical area longer, rather than pushing them clear of the approach or departure path. With a calm wind, there's little horizontal movement, but the vortices still dissipate over time through atmospheric turbulence; the tailwind adds a steady advection that keeps them in the hazardous zone longer. A strong headwind pushes the vortices away from the runway more quickly, reducing linger, while a moderate crosswind mixes and disperses them laterally, also reducing the time they remain above the runway. So the light quartering tailwind creates conditions that let wake vortices linger longest over the runway.

6. Rest requirements in past 168 hours?

A. 24 hours

B. 30 hours

C. 40 hours

D. 8 hours

Fatigue safe-guarding relies on a minimum rest period within a rolling seven-day window. The lookback period is 168 hours (7 days), and the required rest in that window is a minimum of 30 hours. That makes 30 hours the correct baseline because it's the mandated floor to ensure enough recovery before continuing duties. Having more than 30 hours is possible, but 30 is the standard minimum. The other options don't meet the mandated minimum: 24 and 8 hours fall short, while 40 hours exceeds the minimum but isn't the defined requirement.

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7. Which frequency is listed as available to provide FICON when using a Class G airport?

A. METAR

B. CTAF frequency, Unicom or advisory frequency

C. Unicom

D. Company ops freq available to provide FICON

At an uncontrolled field (Class G), there's no tower to coordinate with, so flight information is obtained through the airline's own Flight Information Contact channel. The frequency listed to provide FICON is the company operations frequency, which connects you to dispatch or flight operations for weather, updates, and other operational information. METAR is simply a weather report, and CTAF/Unicom is for coordinating with other aircraft on the field, not for obtaining company flight information. Unicom alone isn't designated to provide FICON. Using the company ops frequency ensures you get authoritative, company-approved information for your flight.

8. For Two Nav operations, how are the ceiling and visibility minima adjusted?

A. Ceiling: Add 200 feet to MDA or DA of the two approaches; Visibility: Add 1/2 statute mile or 800 meters to the higher landing minimum for the two approaches

B. Ceiling: Add 400 feet; Visibility: Add 1 statute mile to the lower minimum

C. Ceiling: Add 100 feet; Visibility: Add 1/4 statute mile

D. Ceiling: No change; Visibility: Add 1 statute mile

Two-Nav operations rely on two independent navigation sources to determine the approach course, so there's a greater margin needed for safety if one source is degraded or misinterpreted. To maintain obstacle clearance and safe decision-making, the ceilings (MDA or DA) are raised by 200 feet above the higher of the two published minimums, and the visibility requirement is increased by 1/2 statute mile (or 800 meters) to the higher of the two minimums. In practice, you take the higher MDA/DA from the two approaches, add 200 feet to the ceiling, and take the higher visibility and add 1/2 mile. This is why the first option is correct.

9. What is the descent rate limit below 2,500 feet AGL?

A. No more than 2,000 fpm

B. No more than 2,500 fpm

C. No more than 1,500 fpm

D. No more than 1,000 fpm

As you descend toward the airport, there's a maximum safe rate of descent to use once you're within 2,500 feet AGL. The limit is 1,500 feet per minute. This keeps the approach stable and controllable, helps you meet altitude constraints on the approach, and provides a safe margin to respond to any need to go around. Descending faster than this would compress your altitude loss into a shorter distance, making it harder to stay on the published profile and increasing the risk of overshooting or abrupt adjustments. You can descend more slowly if needed, but 1,500 fpm is the upper limit you should not exceed in this segment.

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10. Which feature is explicitly included in the definition of Suitable Accommodation?

A. A desk

B. A private bathroom

C. A lounge chair

D. A bed

The essential idea here is ensuring proper rest by the accommodation provided. The definition of Suitable Accommodation explicitly includes a bed, because the primary purpose is to give a place where you can sleep and recover. A desk or lounge chair are seating or workspace features, not the sleeping facility the term is defined to guarantee. A private bathroom matters for privacy and hygiene, but it isn't the feature singled out in the definition of Suitable Accommodation. So, a bed is the explicit inclusion, making it the defining element for suitability in this context.

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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://endeavorindoctraining.examzify.com

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

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