FLIGHT OPERATIONS MANUAL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

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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. Are crewmembers permitted to use their personal electronic devices during aircraft operation?

A. Yes

B. No

C. Only in the cabin

D. Only with supervisor approval

2. Who monitors and assists the PF, and manages aircraft systems and radio communications?

A. PF

B. PM

C. The Captain

D. The Flight Engineer

3. What does CA MEL indicate?

A. MEL items may be accomplished only by maintenance technicians.

B. CA MEL indicates MEL is not applicable.

C. MEL items must be accomplished by the flight crew alone without communication.

D. MEL items may be accomplished by the flight crew under direct verbal communications with Maintenance Control.

4. What system is used to verify a crewmember in order to occupy the flight deck jumpseat?

A. CASS

B. TSA

C. IADS

D. ACS

5. Which action would trigger a NEW dispatch release due to flight plan changes?

A. Dispatcher Change of Flight Plan

B. Rejected takeoff with return to gate

C. Diversion

D. Change of flight number

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6. How shall crewmembers handle news media following an accident / incident?

A. Do not make any statements to public or press

B. Provide any official information as required

C. Do not make any statements to public or press; refer questions to the company

D. Answer all media inquiries personally

7. How is ballast fuel included as part of the Hold fuel communicated to the flight crew?

A. Notified in briefing

B. Notated on the release

C. Displayed on cockpit display

D. Marked on the fuel card

8. Who must be advised any time cold temperature corrections are applied to altitude?

A. ATC

B. Dispatcher

C. Passengers

D. Pilot Flying

9. For short-call reserve, the reserve availability period may not exceed _____ hours.

A. 8

B. 12

C. 14

D. 16

10. EOW routes operated above 35 degrees north latitude are limited to_____ from the nearest shoreline.

A. 100

B. 162

C. 200

D. 50

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Answers

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

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Explanations

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1. Are crewmembers permitted to use their personal electronic devices during aircraft operation?

A. Yes

B. No

C. Only in the cabin

D. Only with supervisor approval

Keeping full attention on flight duties is essential for safe operation. Personal electronic devices distract crew members from monitoring instruments, communicating with ATC and each other, and following standard operating procedures. Even a brief glance or a notification can take focus away from critical tasks, increasing the risk of missing cues, misreading data, or delayed responses to abnormal situations. For this reason, crewmembers are not permitted to use personal devices during aircraft operation, in any area of the cabin or cockpit. The other options would still allow distractions or create exceptions that undermine the safety goal of maintaining an undistracted, sterile cockpit environment during flight.

2. Who monitors and assists the PF, and manages aircraft systems and radio communications?

A. PF

B. PM

C. The Captain

D. The Flight Engineer

In two-crew flight operations, duties are split between the pilot flying and the pilot monitoring. The pilot monitoring watches progress, ensures procedures are followed, and handles supporting tasks while the PF concentrates on flying the aircraft. This role also includes managing aircraft systems and radio communications, making the pilot monitoring the best fit for overseeing systems and staying in touch with ATC and other communications needs. The captain is the commander and may perform either role depending on assignment, but the specific responsibility described—monitoring, assisting the PF, and handling systems and radios—belongs to the pilot monitoring. The flight engineer, where present, handles complex systems in older three-crew setups, but on many modern two-crew airliners there isn't a flight engineer on the flight deck.

3. What does CA MEL indicate?

A. MEL items may be accomplished only by maintenance technicians.

B. CA MEL indicates MEL is not applicable.

C. MEL items must be accomplished by the flight crew alone without communication.

D. MEL items may be accomplished by the flight crew under direct verbal communications with Maintenance Control.

CA MEL defines which MEL items can be deferred and how the flight crew may handle them with direct oversight from Maintenance Control. In operation, certain MEL items are approved for the crew to address themselves, as long as they are communicating directly with Maintenance Control and following specific instructions. This allows the flight to continue without waiting for a technician on the ground, while still staying within approved safety and documentation limits. So, MEL items on a CA-MEL may be accomplished by the flight crew under direct verbal communication with Maintenance Control. That direct contact is essential to ensure the steps taken are authorized and correctly recorded. The other options imply that only technicians must act, that the MEL isn't applicable, or that no communication is needed—none of which align with how CA-MEL operates.

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4. What system is used to verify a crewmember in order to occupy the flight deck jumpseat?

A. CASS

B. TSA

C. IADS

D. ACS

The key idea is that access to the flight deck jumpseat is controlled by the Crew Access Security System. This system verifies a crewmember's identity and authorization before they may occupy the jumpseat, ensuring only on-duty, approved crew can gain access. The crewmember presents a valid airline ID or badge, and the system checks this against the airline's crew roster and security database, issuing a release when the person is authorized. This provides accountability and strengthens cockpit security after 9/11. While TSA handles federal security oversight and passenger screening, the in-flight jumpseat verification is performed by the airline's CASS; the other options aren't the standard system used for this purpose.

5. Which action would trigger a NEW dispatch release due to flight plan changes?

A. Dispatcher Change of Flight Plan

B. Rejected takeoff with return to gate

C. Diversion

D. Change of flight number

A new dispatch release is required whenever the published flight plan is changed after it has been released. When the dispatcher directly changes the flight plan—altering routing, altitude, fuel, alternate, or other plan details—it creates a new version of the plan that must be communicated to the flight crew, ATC, and ground operations. This ensures everyone is working from the most current, approved plan and maintains regulatory and operational integrity. The other scenarios involve changes that can occur during operations and might prompt updates, but they're not the act of the dispatcher modifying the released flight plan itself. A diversion or a return-to-gate event may lead to updated plans, and changing the flight number is largely administrative rather than a change to the flight plan content.

6. How shall crewmembers handle news media following an accident / incident?

A. Do not make any statements to public or press

B. Provide any official information as required

C. Do not make any statements to public or press; refer questions to the company

D. Answer all media inquiries personally

When a crew is involved in an accident or incident, communications must be controlled through a single designated spokesperson. This ensures that information released to the public is accurate, consistent, and vetted, which protects the investigation and prevents rumors or conflicting statements. The best approach is to refrain from making statements to the public or press on your own and direct all inquiries to the company's official communications channel or media relations office. That way, questions are handled by trained personnel who know what can be shared and when, and only approved information goes out. Other approaches can lead to problems: not saying anything at all creates a vacuum that the media and public may fill with speculation; allowing anyone to provide official information risks inconsistent or incorrect details; answering personally invites misstatements and conflicts with ongoing investigations.

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7. How is ballast fuel included as part of the Hold fuel communicated to the flight crew?

A. Notified in briefing

B. Notated on the release

C. Displayed on cockpit display

D. Marked on the fuel card

Ballast for hold is communicated to the flight crew by notating it on the flight release. The release is the official document that carries all planned fuel data for the flight—trip fuel, contingency, alternate, final reserve, and any ballast or hold fuel. Recording ballast on the release provides a clear, auditable source of truth that both dispatch and the crew can rely on, and it ensures the crew knows exactly what fuel is planned for holding and how it affects weight and balance. Relying solely on a briefing note or a cockpit display can lead to mismatches with the official plan, and the fuel card is about actual fueling at the airport rather than the planned hold ballast.

8. Who must be advised any time cold temperature corrections are applied to altitude?

A. ATC

B. Dispatcher

C. Passengers

D. Pilot Flying

Cold temperature corrections affect the altitude you truly have versus what the altimeter indicates, so keeping ATC informed is essential. In controlled airspace, air traffic control relies on reported and assigned altitudes to manage traffic separation and terrain/airspace restrictions. When you apply a cold-temperature correction to your altitude, you must tell ATC so they can update their coordination and ensure safe vertical separation from other aircraft. The dispatcher isn't actively managing in-flight separation the way ATC does, passengers aren't involved in altitude reporting, and while the Pilot Flying may implement the correction, informing ATC is the required action to maintain safe, coordinated traffic flow.

9. For short-call reserve, the reserve availability period may not exceed _____ hours.

A. 8

B. 12

C. 14

D. 16

Short-call reserve means you are on standby to report for duty with only brief notice. The reserve availability period sets how long you must remain ready after being placed on reserve. Fourteen hours is the limit because it provides enough time to cover late or unexpected trips while still protecting fatigue management and required rest. Extending the window to longer than fourteen hours could infringe on rest and fatigue rules, while shorter windows (like eight or twelve hours) might not give enough chance to cover irregular schedules.

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10. EOW routes operated above 35 degrees north latitude are limited to_____ from the nearest shoreline.

A. 100

B. 162

C. 200

D. 50

Staying within a defined distance from land on routes in the northern overwater environment is all about ensuring timely diversion options and rescue capacity in an emergency. When operating above 35 degrees north, the coastline area provides the available landing sites, airports, and SAR assets that crews may rely on in a dire situation. Limiting the route to within 100 nautical miles of the nearest shoreline gives a practical safety margin: it keeps an alternate landing option close enough to reach safely, while still allowing efficient routing over water. Choosing a smaller distance would unduly constrain routing and complicate operations, while larger distances would place aircraft farther from possible airports and rescue resources, increasing risk in abnormal scenarios. Therefore, 100 nautical miles best balances safety and efficiency for these higher-latitude overwater routes.

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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://flightopsmanual.examzify.com

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

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