FLIGHT SURGEON MODULE D 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 the first step in the basic in-flight medical assessment approach?

A. Call for help

B. Assess safety

C. Provide initial treatment

D. Monitor the patient

2. Which is a disadvantage of utilizing UAS?

A. Steep learning curve

B. Immediate full situational awareness

C. Unlimited flight duration

D. Lower data throughput

3. Which description best defines standards system inadequacies?

A. Standards that are unclear, impractical, inadequate or do not exist.

B. Standards that are perfectly clear and always applicable.

C. Standards that are optional and rarely used.

D. Standards that are outdated but fully available.

4. Which condition constitutes a Class F mishap?

A. FOD causing turbine damage

B. Bird strike causing engine damage

C. Structural failure

D. Fire in the cockpit

5. Which mishap classes are subject to the Commander's Discretion for specimen collection?

A. A, B, C

B. D, E, or Combat Related

C. F

D. A, D, F

6. Completing the mishap field report requires which item?

A. Summary of analysis into factors and recommendations

B. Personal details of witnesses

C. Daily maintenance log

D. Weather data only

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7. In ARMS percentage rating, which color corresponds to 70-84%?

A. Green

B. Amber

C. Red

D. Blue

8. What precaution is advised for pregnant aircrew concerning radiation exposure at altitude?

A. Increase exposure limits during pregnancy

B. Ignore exposure limits

C. Schedule only night flights

D. Minimize exposure; comply with aviation authority limits; seek medical guidance; many workplaces limit flight hours during pregnancy

9. Which statement about downtimes is true?

A. They are all 12hr

B. Simulator Sickness and CS Gas share 12hr

C. Centrifuge is 12hr

D. Edhedra /DMAA has 6hr downtime

10. Within Class B mishaps, which injury description is included?

A. 3+ hospitalizations as a result of a single occurrence

B. Death of one crew member

C. No injury

D. Minor first aid

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Answers

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

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Explanations

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1. What is the first step in the basic in-flight medical assessment approach?

A. Call for help

B. Assess safety

C. Provide initial treatment

D. Monitor the patient

Assessing safety first ensures you and the patient aren't put at further risk before you begin any medical actions. In the aircraft, hazards can arise quickly—turbulence, spills, smoke, crowded space, or loose items—that could cause injury if you approach without first confirming the environment is safe. Checking safety means ensuring you have a workable path to the patient, that essential hazards are managed or avoided, and that you won't become another casualty while helping. Once you've established a safe scene, you can summon help, perform a quick medical assessment (airway, breathing, circulation, and level of consciousness), provide any needed initial treatment, and then keep monitoring and reassessing as the situation evolves. The safety check is the prerequisite that makes the subsequent steps effective and responsible in flight.

2. Which is a disadvantage of utilizing UAS?

A. Steep learning curve

B. Immediate full situational awareness

C. Unlimited flight duration

D. Lower data throughput

Steep learning curve is the main concept here: operating unmanned aircraft systems requires mastering flight control, mission planning, payload management, data interpretation, and safety/regulatory procedures. This combination takes time and training, which can slow adoption and increase the likelihood of errors if operators aren't adequately prepared. Immediate full situational awareness sounds appealing, but in practice UAS operations depend on sensor feeds, data processing, and line-of-sight or controller range; you don't automatically have perfect awareness without proper systems and training. Unlimited flight duration isn't realistic because power limits, weather, and regulatory rules constrain endurance. Lower data throughput isn't a universal drawback either; some systems handle high-bandwidth sensors well, while others don't, but it isn't an inherent disadvantage of UAS as a concept.

3. Which description best defines standards system inadequacies?

A. Standards that are unclear, impractical, inadequate or do not exist.

B. Standards that are perfectly clear and always applicable.

C. Standards that are optional and rarely used.

D. Standards that are outdated but fully available.

Standards system inadequacies show up when the guidance is not clear enough to follow, not practical to apply in real work, incomplete in covering what's needed, or simply missing where it should exist. If standards are unclear, people don't know what's required or how to judge compliance. If they're impractical, they can't be implemented in the actual environment. If standards are inadequate, they fail to address essential safety or performance needs. If some standards don't exist for a situation, there's no baseline to measure against. Because of all these possibilities, the description that states standards are unclear, impractical, inadequate, or do not exist best captures what inadequacy means in a standards system. The other options describe different issues: being perfectly clear and always applicable is the opposite of inadequacy; being optional and rarely used points to adoption rather than quality of the standards themselves; and being outdated but fully available means they exist and can be accessed, though they may be stale, which is a narrower problem.

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4. Which condition constitutes a Class F mishap?

A. FOD causing turbine damage

B. Bird strike causing engine damage

C. Structural failure

D. Fire in the cockpit

Class F mishaps focus on damage caused by foreign object debris harming critical engine components, especially the turbine. When a stray object is ingested or struck the engine and leads to turbine damage, it directly fits this category because the incident stems from FOD and targets essential propulsion hardware. That makes the scenario describing FOD causing turbine damage the most representative example of Class F. The other scenarios involve different mishap paths—structural failure relates to the airframe integrity, and a cockpit fire is a fire/injury-related event—so they don't exemplify Class F. A bird strike is a form of FOD, but the clear, direct tie to turbine damage best aligns with the Class F definition used here.

5. Which mishap classes are subject to the Commander's Discretion for specimen collection?

A. A, B, C

B. D, E, or Combat Related

C. F

D. A, D, F

In mishap investigations, who collects specimens is tied to how severe the incident is. For the less severe categories, the policy gives the Commander discretion over whether to collect specimens. Specifically, mishaps that fall into the less severe groups, including the ones labeled as D, E, or combat-related, are subject to the Commander's discretion for specimen collection. This means the commander can decide to order collection or to forego it based on the situation, balancing investigative needs with practicality and safety considerations. In contrast, the more severe mishap categories (A, B, and C) typically require specimen collection as part of the formal investigation to ensure evidence is preserved and tox screens or analyses can proceed.

6. Completing the mishap field report requires which item?

A. Summary of analysis into factors and recommendations

B. Personal details of witnesses

C. Daily maintenance log

D. Weather data only

The essence of a mishap field report is to translate what happened into learning and prevention. The required element is a concise summary that analyzes contributing factors and lays out recommendations to prevent recurrence. This section connects the dots between the incident and actionable safety improvements, guiding both immediate corrective actions and longer-term preventive measures. Other items like personal details of witnesses, weather data by itself, or a daily maintenance log aren't the central analytical piece needed to close out the mishap report; they may be part of supporting information, but they don't fulfill the key purpose of documenting factors and recommended responses. So, the best answer is the summary of analysis into factors and recommendations.

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7. In ARMS percentage rating, which color corresponds to 70-84%?

A. Green

B. Amber

C. Red

D. Blue

Colors in ARMS rating are used to quickly convey where performance sits on the scale. Green typically signals top performance, red signals a low rating, and amber marks a middle, cautionary level. The 70–84% range falls into that middle tier, so amber is the appropriate color: it indicates you're below the high green zone yet not in the dangerous red zone, signaling that improvement is needed to reach the higher performance band. Blue isn't the standard color for this middle range, and would represent a different status outside this 70–84% band.

8. What precaution is advised for pregnant aircrew concerning radiation exposure at altitude?

A. Increase exposure limits during pregnancy

B. Ignore exposure limits

C. Schedule only night flights

D. Minimize exposure; comply with aviation authority limits; seek medical guidance; many workplaces limit flight hours during pregnancy

Cosmic radiation rises with altitude, so the developing fetus is exposed to more ionizing radiation when aircrew fly. The safest approach for pregnant aircrew is to actively minimize that exposure while staying within established rules and seeking medical advice. This means keeping doses as low as practically possible, adhering to aviation authority limits for occupational exposure, and getting individualized medical guidance to decide on flight duties or limits during pregnancy. Many workplaces support this by placing stricter flight-hour caps during pregnancy to keep cumulative exposure well within safe ranges. Increasing permissible exposure would raise risk to the fetus, ignoring limits is unsafe, and simply scheduling night flights doesn't inherently guarantee a meaningful reduction in dose or address regulatory and medical considerations.

9. Which statement about downtimes is true?

A. They are all 12hr

B. Simulator Sickness and CS Gas share 12hr

C. Centrifuge is 12hr

D. Edhedra /DMAA has 6hr downtime

Downtimes are the mandated rest periods after exposure to training stimuli to allow symptoms to subside and prevent impaired performance. In this set, simulator sickness and CS gas share a 12-hour downtime because their effects tend to resolve within about half a day, so both require a 12-hour recovery window before resuming flight duties. The other options either misstate the duration for centrifuge exposure or for ephedra/DMAA, which do not share the same 12-hour downtime. So, the pairing of simulator sickness and CS gas with a 12-hour downtime is the correct statement.

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10. Within Class B mishaps, which injury description is included?

A. 3+ hospitalizations as a result of a single occurrence

B. Death of one crew member

C. No injury

D. Minor first aid

Class B mishaps include injuries that require hospitalization of three or more personnel due to a single event. This threshold distinguishes Class B from higher-severity Class A (which includes fatalities, permanent disabilities, or very large property damage) and from lower-severity cases (no injury or only minor first aid). So the description of three or more hospitalizations fits the injury criteria for Class B, making it the correct choice.

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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://flightsurgeonmodd.examzify.com

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

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