FRONTIER LIMITATIONS AND MEMORY ITEMS 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. What is the effect of exceeding a published limitation during abnormal operations?

A. Nothing; the system tolerates some excess.

B. All procedures are automatically canceled.

C. Performance improves.

D. Increased risk of structural damage, loss of control, or system failure.

2. Which training resource is most often used to verify knowledge of memory items for Frontier aircraft?

A. The QRH and aircraft-specific training manuals

B. Air traffic control hand signals

C. Passenger briefing cards

D. Maintenance planning documents

3. In the event of an in-flight fire, what is a primary memory item action related to fuel control?

A. Call dispatch to request an external fire suppression.

B. Isolate the fuel source and follow the fire in flight memory item to mitigate risk.

C. Increase fuel flow to power fuel pumps.

D. Reduce engine power to minimum, then ignore fuel.

4. What maximum descent rate is allowed in the stabilized approach policy at 1000 feet AFE?

A. 1000 FPM

B. 1500 FPM

C. 1200 FPM

D. 900 FPM

5. During a memory item, what should the crew's communication focus be?

A. Verbose, tactical discussion for crew coordination.

B. No talking to avoid distraction.

C. Clear, concise, and continuous communication to confirm each action is completed.

D. Only one pilot speaks, the other remains quiet.

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6. After completing a memory item during a single-engine landing, what is the recommended approach?

A. Delay the remaining steps until after landing.

B. Call for external assistance.

C. Complete the remaining abnormal procedure steps as quickly as possible while maintaining control.

D. Skip steps and rely on the checklist.

7. If braking is still unavailable after the initial procedures, what is the next recommended action?

A. Parking brake short and successive applications

B. AP OFF

C. A/SKID OFF...ORDER

D. Brake pedals press

8. During stall warning at liftoff, which thrust setting is used?

A. Pitch attitude...15°

B. Bank wings level

C. Thrust TOGA

D. Thrust idle

9. In a loss of braking condition, what is the first corrective action?

A. Reverse thrust to MAX

B. Parking brake short and successive applications

C. A/SKID OFF...ORDER

D. Brake pedals release

10. During descent, which mode is selected to begin the descent?

A. OPEN DES

B. OPEN DESC

C. OPEN DESN

D. OPEN DESA

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Answers

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

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Explanations

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1. What is the effect of exceeding a published limitation during abnormal operations?

A. Nothing; the system tolerates some excess.

B. All procedures are automatically canceled.

C. Performance improves.

D. Increased risk of structural damage, loss of control, or system failure.

Exceeding a published limitation means you're operating outside the tested and certified envelope, where the safety margins were defined to protect the structure, systems, and control authority. Those limits are based on design, testing, and certification data, so pushing beyond them can cause loads, temperatures, or control demands to exceed what the aircraft or system can safely handle. The result can be structural damage, degraded handling, loss of control, or even system failure. There's no guaranteed safety margin beyond the published limits, which is why staying within them is essential, especially during abnormal operations.

2. Which training resource is most often used to verify knowledge of memory items for Frontier aircraft?

A. The QRH and aircraft-specific training manuals

B. Air traffic control hand signals

C. Passenger briefing cards

D. Maintenance planning documents

Memory items are the actions you must perform from memory in emergencies. For Frontier aircraft, the primary resource used to verify knowledge of these items is the Quick Reference Handbook (QRH) alongside aircraft-specific training manuals. The QRH lists the exact memory items and the concise steps crews should recall without hesitation in abnormal situations. Training manuals provide the aircraft-specific procedures, context, and variations that help trainees understand how those memory items apply in real operations. During training and assessments, instructors use the QRH and manuals to test recall, speed, and accuracy under simulated stress, ensuring pilots can initiate the correct actions immediately. Other resources aren't designed for this purpose: air traffic control hand signals relate to external communication, passenger briefing cards are for passenger information, and maintenance planning documents cover upkeep and scheduling rather than in-flight memory items.

3. In the event of an in-flight fire, what is a primary memory item action related to fuel control?

A. Call dispatch to request an external fire suppression.

B. Isolate the fuel source and follow the fire in flight memory item to mitigate risk.

C. Increase fuel flow to power fuel pumps.

D. Reduce engine power to minimum, then ignore fuel.

In-flight fire emergencies rely on quickly denying the fire its fuel. The most critical memory item action related to fuel control is to isolate the fuel source. By shutting off or isolating the fuel supply to the affected engine (the fuel control), you starve the fire of the ongoing fuel feed, which helps to stop the flame spread and buys time to apply extinguishing resources and stabilize the aircraft. This step is performed from memory because it's a fast, repeatable action that directly reduces risk. Choosing to call external fire suppression or to increase fuel flow would not help in this moment—the former relies on external actions that aren't immediate, and the latter feeds the fire. Reducing engine power to minimum without addressing the fuel source leaves the situation unsafe and uncontrolled. The isolated fuel control action is the core step that mitigates the danger and enables the other required procedures to proceed safely.

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4. What maximum descent rate is allowed in the stabilized approach policy at 1000 feet AFE?

A. 1000 FPM

B. 1500 FPM

C. 1200 FPM

D. 900 FPM

Stabilized approach criteria set how fast you're allowed to descend while you're still in a stable, controlled configuration toward the runway. At 1000 feet above field elevation, the maximum descent rate you're permitted is 1200 feet per minute. This higher ceiling accounts for real-world factors like wind and higher groundspeed, which can push you into a steeper yet still manageable path as long as you're on the correct flight path, on-speed, in landing configuration, and with a stable sink rate. Choosing a lower rate, such as 1000 fpm, would be more conservative but not the defined maximum. A rate of 1500 fpm would risk breaking the stabilized criteria, and 900 fpm, while usable, isn't the maximum permitted at that altitude.

5. During a memory item, what should the crew's communication focus be?

A. Verbose, tactical discussion for crew coordination.

B. No talking to avoid distraction.

C. Clear, concise, and continuous communication to confirm each action is completed.

D. Only one pilot speaks, the other remains quiet.

During memory items, communication should be clear, concise, and continuous, with every action confirmed as completed. These tasks are time-critical, so crew members must exchange brief, unambiguous callouts and quick readbacks to verify that each step is done and nothing is missed. This keeps situational awareness tight and reduces the chance of overlooking a required action under pressure. Verbose discussion would slow things down and clutter the cockpit, while no talking or only one pilot speaking would break the shared understanding of what has been accomplished. By using focused, confirmatory communication, the crew maintains coordination and safety throughout the item.

6. After completing a memory item during a single-engine landing, what is the recommended approach?

A. Delay the remaining steps until after landing.

B. Call for external assistance.

C. Complete the remaining abnormal procedure steps as quickly as possible while maintaining control.

D. Skip steps and rely on the checklist.

When you've finished the memory item, the priority is to work through the remaining abnormal procedure steps as quickly as you can while keeping the airplane under proper control. Memory items are the immediate actions required to address the situation, but they don't finish the job by themselves. Moving promptly through the rest of the abnormal procedures helps you confirm engine health, configure the aircraft for the approach and landing, and secure systems as needed, all while you maintain the necessary airspeed, attitude, and energy state. This approach reduces the risk of being stuck with an unresolved abnormal condition at a critical moment, which could compromise your ability to land safely. Calling for external help can be appropriate if the situation warrants it, but it shouldn't replace completing the procedures. Skipping steps or delaying them until after landing leaves you exposed to unresolved issues when you're fighting for control and energy on approach.

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7. If braking is still unavailable after the initial procedures, what is the next recommended action?

A. Parking brake short and successive applications

B. AP OFF

C. A/SKID OFF...ORDER

D. Brake pedals press

When braking isn't available after the initial procedures, the next recommended action is to use the parking brake in short, successive applications. The parking brake is a separate system from the normal wheel brakes, so cycling it in small increments can restore some deceleration without risking a rapid, sustained pull that could overspeed or overheat tires. This approach gives you a controllable way to slow the aircraft and maintain direction while you assess the situation or bring the aircraft to a safe stop. Autopilot off won't restore braking, and turning anti-skid off isn't a remedy for a braking failure and can worsen control. Simply pressing the brake pedals relies on the same system that's not functioning, so it doesn't address the failure.

8. During stall warning at liftoff, which thrust setting is used?

A. Pitch attitude...15°

B. Bank wings level

C. Thrust TOGA

D. Thrust idle

When a stall warning occurs at liftoff, the immediate goal is to recover quickly by going around and increasing airspeed. The thrust setting used for this is maximum thrust, known as TOGA. Pushing to TOGA provides the most power available, helping you accelerate, reduce the angle of attack, and climb away from the stall. Other options focus on attitude or idle thrust, which won't give the necessary energy to recover quickly, so they're not appropriate for this situation.

9. In a loss of braking condition, what is the first corrective action?

A. Reverse thrust to MAX

B. Parking brake short and successive applications

C. A/SKID OFF...ORDER

D. Brake pedals release

When braking action is lost, the first move is to release the brake pedals. This quickly relieves pressure in the brake system, allowing the anti-skid/pressure regulators to reset and preventing further heat buildup or potential wheel lock. With the brakes off, you give the system a chance to reinitialize so braking can be re-applied more effectively and safely, using light, progressive pressure as needed. Reapplying the brakes after the system has reset helps you regain control and determine if braking performance has returned. Reason the other options aren't the first action: increasing thrust to maximum isn't a reset of the braking system and can create unintended handling or control issues. Turning anti-skid off removes a critical protection that helps prevent wheel lock, so it's not a prudent first step. Repeatedly using the parking brake during a loss of braking can cause wheel skidding, wear, or damage and isn't how you restore normal braking.

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10. During descent, which mode is selected to begin the descent?

A. OPEN DES

B. OPEN DESC

C. OPEN DESN

D. OPEN DESA

Open Descent is the mode you use to start descending from cruise altitude. It tells the autopilot/automation to begin following the published descent path down to the next altitude constraint, while the flight director guides the aircraft along that profile. This mode is designed for initiating descent in a controlled, profile-driven way, letting the system manage the vertical path and speed constraints as you begin your downward leg. The other labels aren't standard modes you'd select to start a descent, so they wouldn't initiate the descent in the same way. Open Descent specifically signals the automation to engage the open descent profile, which is why it's the correct choice here.

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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://frontierlimmemoryitems.examzify.com

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

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