IATA TRAINING PRACTICE EXAM (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. Which items are allowed without operator approval?

A. Alcoholic beverages

B. Lithium battery cells under a certain amperage

C. Safety measures

D. Dry Ice

2. If substances are dangerous but not hazmat what do you include on the waybill?

A. Hazmat

B. Hazardous

C. Restricted

D. Not Restricted

3. Which of the following is included in Type B Package Markings?

A. The words 'TYPE A'

B. VRI code of the country of origin and design

C. The words 'TYPE B(U)' or 'TYPE B(M)' as appropriate

D. Trefoil symbol

4. Which term describes gas that is dissolved in a liquid phase solvent?

A. Absorbed Gas

B. Dissolved Gas

C. Gas

D. Liquefied Gas

5. What is the normal temperature range during air transport?

A. -70 Fahrenheit to 180 Fahrenheit

B. -40 Fahrenheit to 130 Fahrenheit

C. -20 Fahrenheit to 100 Fahrenheit

D. -10 Fahrenheit to 110 Fahrenheit

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6. What is the maximum permissible external surface dose rate for the package?

A. 0.05 mrem/h

B. 0.5 rem/h

C. 0.5 mrem/h

D. 5 mrem/h

7. Which document certifies dangerous goods shipments, as issued by the shipper?

A. Shipper's Declaration of Dangerous Goods

B. Acceptance Checklist

C. Written information provided to the pilot-in-command

D. Any other applicable transport documents

8. Which term refers to a principle and procedure of DGR that includes a UN list of articles and substances acceptable for air transportation?

A. Classification

B. Prohibitions

C. Packaging

D. Hidden Hazards

9. Which hazmat class is designated for oxidizing substances and organic peroxides?

A. Class Five Oxidizing Substances and Organic Peroxides

B. Class Seven - Radioactive Material

C. Class Two - Gases

D. Class One - Explosives

10. Which class includes a separate approved detector system, built-in extinguishing or suppression system, and requires control ventilation to prevent hazardous quantities entering compartments?

A. Class A

B. Class B

C. Class D

D. Class C

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Answers

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

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Explanations

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1. Which items are allowed without operator approval?

A. Alcoholic beverages

B. Lithium battery cells under a certain amperage

C. Safety measures

D. Dry Ice

Some items can be carried without operator approval because they're not treated as dangerous goods and fall under standard consumer shipment rules. Alcoholic beverages fit this, as long as they're in proper consumer packaging and within the permitted quantities for air transport. In those conditions, they don't require prior authorization from the operator. In contrast, lithium battery cells are classified as dangerous goods and require specific classification, packaging, labeling, and usually operator approval to fly. Dry Ice is also a controlled substance for air transport because it releases CO2 and falls under dangerous-goods rules with strict handling requirements. Safety measures aren't an item that's shipped at all, so they don't apply to the question of items needing operator approval. So alcohols can be allowed without operator approval, while the other options require it under standard regulations.

2. If substances are dangerous but not hazmat what do you include on the waybill?

A. Hazmat

B. Hazardous

C. Restricted

D. Not Restricted

The idea being tested is that not every dangerous substance is treated as HazMat for transport. Some items are dangerous but exempt from the dangerous goods regulations (for example, due to limited quantity or other exceptions). When that happens, the waybill should indicate Not Restricted, signaling that no dangerous goods declaration or DG-specific handling is required for this shipment. The other terms would imply that DG rules apply (Hazmat or Hazardous) or that there are special limitations (Restricted), which isn't the case here. So Not Restricted is the correct way to reflect that the substance is dangerous but not subject to HazMat requirements on the waybill.

3. Which of the following is included in Type B Package Markings?

A. The words 'TYPE A'

B. VRI code of the country of origin and design

C. The words 'TYPE B(U)' or 'TYPE B(M)' as appropriate

D. Trefoil symbol

In Type B package markings, the important piece is showing both that it is a Type B package and which design type it uses. The marking "TYPE B(U)" or "TYPE B(M)" conveys this clearly: it identifies the package as Type B and specifies the design type (U or M) that has been approved for transport. This designation ties the packaging to its tested and certified design, ensuring the correct handling and safety requirements apply. The other options don't fit because a Type B marking is not simply "TYPE A" (that would indicate Type A packaging), and the VRI code or the trefoil symbol are not the design-type markings required for Type B packaging. The trefoil symbol appears as a radiation indicator in many contexts, but the specific Type B package marking required by the standard is the TYPE B(U) or TYPE B(M) designation.

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4. Which term describes gas that is dissolved in a liquid phase solvent?

A. Absorbed Gas

B. Dissolved Gas

C. Gas

D. Liquefied Gas

Gas molecules that enter a liquid and become dispersed within it are described as a dissolved gas. This term captures the idea that the gas has escaped the vapor phase and is now dissolved in the liquid solvent, forming a physical solution. The amount dissolved depends on factors like temperature and pressure, and is often described by solubility concepts such as Henry's law. This is different from being absorbed in a general sense, which is the process by which a substance is taken up by another material; here we're focusing on the state of the gas inside the liquid, not the act of taking it up. It's also not just "gas," since that would refer to the gaseous phase, separate from the liquid. And it isn't a liquefied gas, which would mean the gas has been condensed into a liquid form, not dissolved within a liquid.

5. What is the normal temperature range during air transport?

A. -70 Fahrenheit to 180 Fahrenheit

B. -40 Fahrenheit to 130 Fahrenheit

C. -20 Fahrenheit to 100 Fahrenheit

D. -10 Fahrenheit to 110 Fahrenheit

The main idea is understanding the typical ambient temperature range that air transport environments are designed to maintain for general cargo. From -40 Fahrenheit up to 130 Fahrenheit covers a broad span that includes very cold climates (-40 F is about -40 C) and hot conditions (130 F is about 54 C). This range aligns with what aircraft environmental control systems and cargo holds can reliably maintain under normal operations, on the ground and in flight, for a wide variety of goods. It provides enough leeway for different climates and against delays without requiring special cooling or heating equipment for every shipment. If a shipment has more stringent temperature requirements, it would need specialized support, such as a temperature-controlled container or reefer unit. The other ranges either exceed what standard systems routinely sustain or are too narrow to accommodate typical on-route and ground conditions.

6. What is the maximum permissible external surface dose rate for the package?

A. 0.05 mrem/h

B. 0.5 rem/h

C. 0.5 mrem/h

D. 5 mrem/h

Radiation safety for packaging relies on limiting the amount of radiation that can be detected at the surface to protect people handling the package. The external surface dose rate is the rate at which radiation would be received if a dosimeter were placed directly on the package surface. Five millirem per hour is the standard limit used for many transport packaging scenarios. In more common units, that's about 0.05 millisievert per hour. This relatively low, conservative limit helps ensure that workers who handle or inspect the package over a typical shift would stay within annual occupational exposure guidelines, even with repeated or close-range exposure. Other options imply either much higher or much lower rates than those typically permitted. For example, five millisieverts per hour would be a much larger rate than allowed at the surface, while rates far below five millirem per hour would be unnecessarily restrictive given practical transport conditions.

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7. Which document certifies dangerous goods shipments, as issued by the shipper?

A. Shipper's Declaration of Dangerous Goods

B. Acceptance Checklist

C. Written information provided to the pilot-in-command

D. Any other applicable transport documents

The main idea is that the shipper's own certification is the formal statement that a dangerous goods shipment complies with all applicable rules. The Shipper's Declaration of Dangerous Goods is issued by the shipper (or their authorized agent) and attests that the goods have been properly described, classified, packaged, marked, and labeled, and that they are in proper condition for transport. It must be completed for shipments that require it and accompanies the cargo, so the carrier and authorities have a signed, dated confirmation of compliance. The declaration typically includes the UN number, proper shipping name, hazard class, packing group, quantity, and packing details, and it bears the shipper's signature. Other documents like checklists or information provided to the flight crew exist to support safety and verification, but they do not serve as the certification of the shipment itself.

8. Which term refers to a principle and procedure of DGR that includes a UN list of articles and substances acceptable for air transportation?

A. Classification

B. Prohibitions

C. Packaging

D. Hidden Hazards

The idea being tested is how Dangerous Goods Regulations determine transport eligibility through classification. Classification is the process of identifying exactly what the dangerous good is—its hazard class, packing group, and the correct UN number and proper shipping name—by using the UN list as the reference. This keeps the information consistent and ensures you know what rules apply for air transport. By correctly classifying, you can confirm that an article or substance is permitted for air transport and determine the specific packaging, labeling, documentation, and handling requirements that must be followed. The other terms relate to different aspects: prohibitions cover items that are not allowed to be transported at all; packaging concerns how goods must be packed to meet safety standards; hidden hazards address substances that may present risk under certain conditions but aren't obviously dangerous from their name alone.

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9. Which hazmat class is designated for oxidizing substances and organic peroxides?

A. Class Five Oxidizing Substances and Organic Peroxides

B. Class Seven - Radioactive Material

C. Class Two - Gases

D. Class One - Explosives

The idea being tested is how hazardous materials are grouped by the type of hazard they pose. Oxidizing substances and organic peroxides fall into Class Five because their primary danger comes from the way they release or provide oxygen, which can fuel fires or cause explosive decomposition. Oxidizers can feed fires, making them harder to control, while organic peroxides are reactive compounds that can decompose violently and also act as oxidizers. That's why the designation Class Five Oxidizing Substances and Organic Peroxides is the precise category for these materials. It covers the two subdivisions within this class: 5.1 for oxidizing substances and 5.2 for organic peroxides. In contrast, the other options point to different hazard classes: radioactive materials belong to Class Seven, gases belong to Class Two, and explosives belong to Class One. Each of those classes has its own distinct hazards and handling rules, separate from oxidizers and organic peroxides.

10. Which class includes a separate approved detector system, built-in extinguishing or suppression system, and requires control ventilation to prevent hazardous quantities entering compartments?

A. Class A

B. Class B

C. Class D

D. Class C

Fire safety in contained storage spaces is defined by a combination of detection, suppression, and ventilation control. This class is the one that requires a separate approved detector system to spot a fire inside the compartment quickly, a built-in extinguishing or suppression system to act automatically and contain or suppress the fire, and controlled ventilation to prevent hazardous quantities—such as smoke, toxic gases, or flammable vapors—from entering other compartments or occupied areas. The idea behind these requirements is to ensure rapid detection and automatic response within a high risk space, while also preventing the spread of dangerous substances through the aircraft's ventilation system. This combination of independent detection, integrated suppression, and ventilation control distinguishes it from other classes that don't mandate all these specific provisions.

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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://iatatraining.examzify.com

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

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