PHASES OF FLIGHT DELTA ASSESSMENT 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 minimum age required for a passenger to sit in the exit row?

A. 12

B. 16

C. 15

D. 18

2. Which title describes the ACS employee who handles disability-related issues?

A. Accessibility advocate

B. Compliant resolution officer

C. Disability services manager

D. Access compliance agent

3. How should a captain handle a threatened engine-out during the takeoff phase?

A. Follow the engine-out procedures, monitor performance, and decide to continue or abort per SOP and performance data.

B. Immediately abort regardless of performance data.

C. Climb with maximum bank to transfer control.

D. Turn off all engine indications and wait.

4. Which items are typically included in a pre-takeoff checklist?

A. Verify clearance, flight controls, trim, flaps, spoilers as appropriate, engine indications, fuel, oil, and comms with ATC.

B. Confirm cabin temperature, in-flight entertainment, seat belts.

C. Set navigation database, check cabin crew.

D. Confirm fuel uplift only.

5. What is the primary purpose of STAR and SID terminologies in flight planning?

A. Define standard departure/arrival routes, altitude constraints, and transitions to simplify ATC communication

B. Establish crew rest and duty schedules

C. Determine in-flight entertainment options

D. Record maintenance and service history

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6. What is a key consequence of poor ATC sequencing during departure and arrival?

A. Increased risk of spacing violations and sequencing conflicts.

B. Increased fuel efficiency.

C. Faster touchdown.

D. No impact on safety.

7. What is the first action in the Exit Seat Briefing sequence?

A. Assess

B. Notify

C. Confirm

D. Evacuate

8. How do icing conditions impact aircraft performance and what are anti-ice/de-ice concepts?

A. Ice increases weight and reduces lift; anti-ice prevents ice formation; de-ice removes it; crew must activate systems as required.

B. Ice reduces weight and increases lift; anti-ice melts ice automatically.

C. Ice has no significant effect on performance.

D. Ice increases weight but does not affect lift.

9. When aligning flight crew readiness, when must the final preflight walk-through be done?

A. During boarding

B. Before boarding begins

C. After boarding begins

D. After engine start

10. Which timing best describes when the final preflight walk-through must be finished?

A. After boarding begins

B. Before boarding begins

C. During boarding

D. After engine start

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Answers

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

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Explanations

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1. What is the minimum age required for a passenger to sit in the exit row?

A. 12

B. 16

C. 15

D. 18

Exit row seating is reserved for passengers who can assist in an emergency evacuation. Because these seats require understanding safety instructions and the ability to act quickly and help others, there is a minimum age established. The standard minimum age used in many aviation safety guidelines is 15 years, which is why 15 is the correct answer. A younger passenger would typically not be considered able to meet these requirements, while ages that are older still satisfy the rule but aren't the minimum threshold.

2. Which title describes the ACS employee who handles disability-related issues?

A. Accessibility advocate

B. Compliant resolution officer

C. Disability services manager

D. Access compliance agent

When a role is about handling disability-related issues, the emphasis is on resolving concerns within the rules that govern accessibility. A title that clearly combines handling problems with following the rules communicates both the process and the compliance aspect. This is why the term that best fits is "compliant resolution officer." It signals someone who takes disability-related concerns, works within regulatory or policy guidelines, and moves issues toward a formal resolution. Accessibility advocate focuses on promoting accessibility and might not manage individual cases or enforce policy. Disability services manager implies overseeing services rather than specifically resolving issues or ensuring regulatory compliance. Access compliance agent sounds plausible for checking compliance, but it's less about actively resolving individual disability-related concerns and more about compliance checks.

3. How should a captain handle a threatened engine-out during the takeoff phase?

A. Follow the engine-out procedures, monitor performance, and decide to continue or abort per SOP and performance data.

B. Immediately abort regardless of performance data.

C. Climb with maximum bank to transfer control.

D. Turn off all engine indications and wait.

When a threatened engine-out occurs during takeoff, follow the established engine-out procedures and rely on performance data to guide the go/no-go decision. You quickly apply the engine-out checklist and configure the airplane for the remaining-engine climb, while continuously monitoring engine indications, airspeed, and climb performance. The decision to continue or abort isn't automatic; it hinges on whether the airplane can safely achieve the required climb gradient and obstacle clearance with one operative engine, given current weight, runway length, density altitude, and winds. If the data show a safe path to continue, you proceed and manage the asymmetric thrust with disciplined control. If the performance data indicate you cannot meet the climb requirements or ensure obstacle clearance, you abort promptly. This data-driven, procedural approach keeps you in control and aligned with safety margins. The other options aren't aligned with safe takeoff decision-making: aborting immediately regardless of data ignores a potential safe continue path; climbing with a maximum bank is a dangerous, nonstandard maneuver that degrades control and stall margins; turning off all engine indications leaves you blind to critical information and unable to make an informed decision.

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4. Which items are typically included in a pre-takeoff checklist?

A. Verify clearance, flight controls, trim, flaps, spoilers as appropriate, engine indications, fuel, oil, and comms with ATC.

B. Confirm cabin temperature, in-flight entertainment, seat belts.

C. Set navigation database, check cabin crew.

D. Confirm fuel uplift only.

Preparing the aircraft for takeoff requires confirming the airplane is properly configured and ready for departure, with all systems within limits and clearances in place. The best choice includes the essential checks: obtaining ATC clearance, verifying the flight controls move freely, setting the proper trim, and configuring flaps and spoilers as appropriate for the takeoff. It also covers confirming engine indications are normal, ensuring sufficient fuel and oil quantities, and verifying that communications with ATC are working. These steps ensure the aircraft is prepared to perform the takeoff safely and respond correctly during the roll and initial climb. Other options focus on cabin services or tasks not typically part of the flight deck pre-takeoff checks: cabin temperature, in-flight entertainment, and seat belts relate to passenger comfort rather than assessing aircraft readiness; setting the navigation database and checking cabin crew are not part of the pre-takeoff configuration; and merely confirming fuel uplift omits many critical checks needed before departure.

5. What is the primary purpose of STAR and SID terminologies in flight planning?

A. Define standard departure/arrival routes, altitude constraints, and transitions to simplify ATC communication

B. Establish crew rest and duty schedules

C. Determine in-flight entertainment options

D. Record maintenance and service history

STARs and SIDs are published, standard flight paths used at the start and end of a flight. They define standard departure/arrival routes, altitude constraints, and transitions into and out of the en-route airspace. This standardization makes communication with air traffic control clearer and faster because pilots and controllers refer to the same routes and constraints, reducing the chance of miscommunication and conflicts. For example, a SID specifies how to depart from the runway—initial climb instructions, altitude to reach, and the turn to join a specific airway—so the departure blends smoothly into the en-route network. On arrival, a STAR guides you from the en-route airways toward the airport, with published altitudes and transitions that lead you to the approach path in a predictable sequence. These procedures aren't about crew rest schedules, in-flight entertainment options, or maintenance records. They're focused on routing, altitude constraints, and seamless transitions to simplify ATC coordination and ensure safe, orderly airspace flow.

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6. What is a key consequence of poor ATC sequencing during departure and arrival?

A. Increased risk of spacing violations and sequencing conflicts.

B. Increased fuel efficiency.

C. Faster touchdown.

D. No impact on safety.

Maintaining safe, orderly air traffic flow hinges on ATC sequencing to keep departure and arrival streams properly spaced and prepared for clean, conflict-free transitions. When sequencing is poor, aircraft can end up too close in time or position or on paths that intersect in unsafe ways. That directly raises the risk of spacing violations—where required separations aren't maintained—and sequencing conflicts, where the planned order or clearances would lead to conflicting tracks or altitudes. The result is a safety concern that can trigger holds, vectors, go-arounds, or other corrective actions to restore safe separation. Fuel efficiency wouldn't typically improve with bad sequencing; it often worsens due to extra holds, unnecessary vectors, and extended taxi or flight times. Faster touchdown isn't a reliable outcome and can come at the cost of safety. Claiming there's no impact on safety ignores the clear safety implications of compromised spacing and conflicting sequences.

7. What is the first action in the Exit Seat Briefing sequence?

A. Assess

B. Notify

C. Confirm

D. Evacuate

The first action in the Exit Seat Briefing sequence is to assess the passenger and the current situation. This check determines whether the person seated in the exit row can safely perform the duties required in an emergency and whether the exit area is accessible. By assessing early, you identify any factors that could prevent safe operation—such as language barriers, mobility or physical limitations, age, or an inability to follow instructions. If the person is found suitable, you then inform them of the responsibilities and how to operate the exit if needed, followed by confirming their understanding. Evacuation, on the other hand, is a response in an actual emergency, not a step in the briefing sequence.

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8. How do icing conditions impact aircraft performance and what are anti-ice/de-ice concepts?

A. Ice increases weight and reduces lift; anti-ice prevents ice formation; de-ice removes it; crew must activate systems as required.

B. Ice reduces weight and increases lift; anti-ice melts ice automatically.

C. Ice has no significant effect on performance.

D. Ice increases weight but does not affect lift.

Ice on an aircraft changes performance because it adds mass and alters the airflow over the surfaces. The added ice increases the aircraft's weight, which alone makes climbing and accelerating harder. But the bigger effect comes from the way a rough, ice-coated surface disrupts the smooth flow of air. This roughness increases drag and, more importantly, reduces the wing's ability to generate lift. The result is a higher stall speed, lower maximum lift, and degraded handling, especially in turning and climbing, along with greater fuel burn due to the extra drag. Icing also poses risks to sensing and propulsion. Ice can clog or distort pitot tubes and other sensors, leading to inaccurate airspeed and altitude readings, and ice accumulation on engine inlets can threaten engine performance. To manage these risks, aircraft use anti-ice and de-ice systems. Anti-ice keeps surfaces from forming ice by heating or otherwise protecting them so that ice never sticks, while de-ice methods remove ice that has already formed, using heated surfaces, inflatable boots, or de-icing fluids. Some systems operate automatically based on sensors and conditions, while others require crew action per procedures. The goal is to keep critical surfaces clean to maintain lift, limit drag, and preserve safe handling and performance throughout icing conditions.

9. When aligning flight crew readiness, when must the final preflight walk-through be done?

A. During boarding

B. Before boarding begins

C. After boarding begins

D. After engine start

The final preflight walk-through is a last-check performed once boarding has begun to confirm cabin readiness and exterior condition before engines are started. Doing it after passengers have boarded lets you verify that doors are closed and locked, cabin equipment is secured, serviceability items are addressed, and any issues can be resolved while there is still time before pushback. If you waited until after engine start, you'd miss the chance to correct problems safely and efficiently. Conversely, doing it before boarding wouldn't reflect the actual state of the aircraft with passengers on board and ready to fly.

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10. Which timing best describes when the final preflight walk-through must be finished?

A. After boarding begins

B. Before boarding begins

C. During boarding

D. After engine start

The main idea is timing the exterior safety check so the aircraft is confirmed safe before passengers are involved. This final preflight walk-around is a thorough exterior check of the aircraft to verify things like doors and latches are secure, no obvious damage or fluid leaks, tires and gear appear sound, and there are no hazards around the aircraft or obstructions in critical areas. Completing it before boarding begins ensures any discrepancies can be handled without delaying passengers or exposing them to risk, and it allows the crew to proceed with boarding and pushback with confidence. Doing it after boarding begins would disrupt passengers and crew movement and could miss or delay addressing issues. Starting engines with unresolved exterior concerns would be unsafe, so the walk-around is finished before boarding starts.

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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:

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

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