RJET CADET INTERVIEW 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. When is an alternate required?

A. If you have a flight plan not filed

B. If winds are calm

C. If destination is VFR

D. If weather at destination is less than 2,000 ft ceilings or 3sm visibility from one hour before ETA to one hour after ETA

2. Why should you set the altimeter to 29.92 when operating in Class A airspace?

A. To maintain same pressure altitude across airspace

B. To save fuel

C. To improve engine performance

D. To avoid turbulence

3. When using the approach light system, descent below 100 feet above the touchdown zone elevation is allowed only if which bars are visible?

A. Red terminating bars or red side row bars must be distinctly visible

B. The runway threshold lights alone

C. No red bars are required

D. The white runway edge lights only

4. What is adverse yaw?

A. A natural tendency to yaw in the same direction as the roll

B. A natural tendency to yaw opposite the roll

C. No yaw occurs

D. Yaw is not related to roll

5. How many usable gallons are in each Warrior fuel tank?

A. 50 gallons

B. 60 gallons

C. 48 gallons

D. 40 gallons

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6. Which element is part of threshold lighting used to identify the threshold on instrument approaches?

A. Threshold lights

B. Wind sock

C. PAPI lights

D. Runway centerline lights

7. RVSM vertical separation for North America?

A. 500 ft

B. 1500 ft

C. 2000 ft

D. 1000 ft

8. Which statement defines Instrument Meteorological Conditions (IMC)?

A. Visibility less than 3 sm and ceilings less than 1000 ft, require pilots to fly primarily by instruments

B. Visibility greater than 3 sm and ceilings greater than 1000 ft

C. Visual flight rules

D. Daylight only

9. During an approach where clearance to land was uncertain, what action did the candidate report taking?

A. Proceeded with the landing.

B. Ignored the clearance and continued.

C. Took no action and waited.

D. Asked for clarification and affirmed the clearance.

10. On an ILS Rwy 28C Jepp chart, IVZE denotes what concept?

A. A DME distance from the localizer to KOENN

B. A distance measuring device type

C. The altitude of the glideslope

D. The runway threshold distance

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Answers

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

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Explanations

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1. When is an alternate required?

A. If you have a flight plan not filed

B. If winds are calm

C. If destination is VFR

D. If weather at destination is less than 2,000 ft ceilings or 3sm visibility from one hour before ETA to one hour after ETA

In IFR flight planning you need a backup airport (an alternate) when the forecast at your destination isn't good enough to assure a safe landing if conditions change. The rule is that you don't need an alternate only if the forecast at the destination, for the period from one hour before to one hour after your ETA, is at least 2,000 ft ceilings and 3 statute miles visibility. If the forecast falls below those minima during that window, you must designate an alternate. The choice describing weather at the destination being worse than those minima in that critical window matches this requirement exactly. The other scenarios—whether a flight plan is filed, winds being calm, or the destination being VFR—don't determine the need for an alternate.

2. Why should you set the altimeter to 29.92 when operating in Class A airspace?

A. To maintain same pressure altitude across airspace

B. To save fuel

C. To improve engine performance

D. To avoid turbulence

In Class A airspace, traffic is separated by flight levels, which are based on a standard pressure reference. Setting the altimeter to 29.92 inches of mercury makes your instrument read pressure altitude rather than true altitude. This standard reference means all aircraft at a given flight level share the same vertical reference, regardless of current sea level pressure, ensuring consistent separation across the airspace. If you used a local setting, readings could differ between aircraft due to weather-driven pressure changes, compromising ATC separation. The other options don't address how vertical separation is achieved in this airspace.

3. When using the approach light system, descent below 100 feet above the touchdown zone elevation is allowed only if which bars are visible?

A. Red terminating bars or red side row bars must be distinctly visible

B. The runway threshold lights alone

C. No red bars are required

D. The white runway edge lights only

When using the approach lighting system, you're allowed to descend below 100 feet above the touchdown zone elevation only when you have a definite visual cue that you're at the final segment of the approach: red terminating bars or red side row bars must be distinctly visible. These red bars mark the end of the lighting sequence and provide the last-needed reference to confirm you're aligned with the runway and in a position to continue the descent visually. Other lights, like threshold lights or white runway edge lights alone, don't provide that definitive cue, so they don't authorize dropping below 100 feet AGL.

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4. What is adverse yaw?

A. A natural tendency to yaw in the same direction as the roll

B. A natural tendency to yaw opposite the roll

C. No yaw occurs

D. Yaw is not related to roll

Adverse yaw is the tendency of an aircraft to yaw in the opposite direction to the roll when you use the ailerons to bank. When you roll, the wing being lowered (down-wind wing) deflects its aileron, which increases drag on that wing in addition to lifting it. That extra drag creates a yaw moment so the nose initially points away from the direction you're rolling. For example, a left roll causes the nose to yaw to the right at first. To maintain coordinated flight, you use rudder to counter this yaw and keep the nose aligned with the roll. This is why the correct choice describes yaw opposite the roll. The other statements fail because yaw does occur and is related to roll, and it doesn't occur in the same direction as the roll.

5. How many usable gallons are in each Warrior fuel tank?

A. 50 gallons

B. 60 gallons

C. 48 gallons

D. 40 gallons

Usable fuel is the amount you can actually burn, which isn't the same as the total capacity because some fuel remains unusable due to the tank's pickup position and geometry. For the Warrior, the system is designed to hold 50 gallons, but about 2 gallons are unusable. So the usable amount is 50 minus 2, which equals 48 gallons. The other numbers would either exceed the tank's actual capacity or assume more unusable fuel than the design provides, so they don't reflect what you can rely on in flight.

6. Which element is part of threshold lighting used to identify the threshold on instrument approaches?

A. Threshold lights

B. Wind sock

C. PAPI lights

D. Runway centerline lights

On instrument approaches, identifying where the runway begins is done with threshold lighting. This system places lights along the threshold line so you can clearly see the start and align your descent to touch down at the correct point, even in low visibility. The other cues serve different purposes: a wind sock shows wind direction, PAPI lights provide glide slope guidance, and runway centerline lights help you stay aligned with the runway once you're on it. The threshold lights are specifically the feature used to identify the threshold itself.

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7. RVSM vertical separation for North America?

A. 500 ft

B. 1500 ft

C. 2000 ft

D. 1000 ft

In RVSM airspace, the vertical separation between flight levels is reduced to 1000 feet to allow more aircraft to operate efficiently within the same vertical block. In North America, this standard applies between flight levels 290 and 410, so adjacent aircraft are separated by 1000 feet while cruising in that band. This relies on aircraft having certified altitude-keeping systems and two independent altitude measurement sources to ensure accuracy. So the best answer is 1000 ft. The other values aren't used as the required separation within North American RVSM airspace is one thousand feet; larger separations would waste capacity, and smaller separations aren't allowed without different, more stringent systems.

8. Which statement defines Instrument Meteorological Conditions (IMC)?

A. Visibility less than 3 sm and ceilings less than 1000 ft, require pilots to fly primarily by instruments

B. Visibility greater than 3 sm and ceilings greater than 1000 ft

C. Visual flight rules

D. Daylight only

IMC is when weather is not suitable for flying by looking outside, so pilots must rely on their instruments to fly. The statement captures the common defining scenario: visibility is below 3 statute miles and the cloud base (ceiling) is under 1,000 feet, which means pilots need to fly by instruments and follow instrument flight rules. In contrast, weather that meets or exceeds those visual minimums—visibility at least 3 miles and ceilings at least 1,000 feet—allows Visual Meteorological Conditions and VFR. IMC can occur in day or night, so daylight only isn't a determinant.

9. During an approach where clearance to land was uncertain, what action did the candidate report taking?

A. Proceeded with the landing.

B. Ignored the clearance and continued.

C. Took no action and waited.

D. Asked for clarification and affirmed the clearance.

When clearance to land isn't clear, the proper move is to verify with ATC rather than proceeding on assumption. The action described—asking for clarification and affirming the clearance—demonstrates good radio discipline and safe decision-making. You don't advance the approach until you have an explicit, confirmed landing clearance, which helps prevent runway conflicts and ensures both you and ATC are aligned. This approach shows you sought exact instructions, then confirmed them before continuing. Choosing to proceed without clarification or to do nothing without communicating would be unsafe or noncompliant in a scenario where the clearance is uncertain.

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10. On an ILS Rwy 28C Jepp chart, IVZE denotes what concept?

A. A DME distance from the localizer to KOENN

B. A distance measuring device type

C. The altitude of the glideslope

D. The runway threshold distance

IVZE is a DME-defined fix along the ILS approach. On Jeppesen charts, some positions are shown not by crossing radials but by a precise distance from a navigation aid, usually the localizer. The four-letter identifier IVZE marks such a fix, tying it to a specific DME distance from the localizer and to the reference point KOENN. This lets you determine your exact position on the final approach using the LOC DME readout. It isn't an indicating of a DME device type, nor a glideslope altitude, nor the runway threshold distance.

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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://rjetcadetinterview.examzify.com

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

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