

Air Canada Rouge SEP Final Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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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.

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!

Questions

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- 1. Which exits are to be used during land, water and tidal flat on 319/320?**
 - A. Land: all exits; Water: doors primary and overwing exits are alternate (on a 321 you would disarm doors 2 and 3)**
 - B. Land: front doors only; Water: all exits; Tidal flat: none**
 - C. Land: rear exits only; Water: all exits; Tidal flat: all exits**
 - D. Land: all exits; Water: overwing exits only; Tidal flat: none**

- 2. What does PELC stand for?**
 - A. Prepared Emergency Landing Card**
 - B. Prepared Emergency Landing Checklist**
 - C. Passenger Emergency Landing Card**
 - D. Pilot Emergency Landing Card**

- 3. Which statement about the DME flashlight is true?**
 - A. It lasts 15 minutes**
 - B. It lasts 30 minutes to 4 hours**
 - C. It lasts 5 hours**
 - D. It lasts 1 day**

- 4. Acceptable electronic devices are allowed during which conditions?**
 - A. All phases of flight**
 - B. Only during the gate when the boarding door is open**
 - C. All phases or specific phases including parked at the gate with the boarding door open or during long delays**
 - D. Never allowed**

- 5. During which phase may acceptable electronic devices be used?**
 - A. During takeoff**
 - B. While parked at the gate with the boarding door open**
 - C. During taxi**
 - D. During landing**

- 6. Which statement about cabin crew pre-flight briefings is correct?**
- A. They are required only for the first flight of the day**
 - B. They are required before any flight involving a stop over 2 hours**
 - C. They are required before any flight involving a different aircraft type and/or crew member(s)**
 - D. All of the above**
- 7. What indicates that a circuit breaker has tripped?**
- A. Red button**
 - B. White rim at the base**
 - C. Green indicator**
 - D. No indicator**
- 8. What is the duration of Oxygen Bottles (Portable System) on the High setting?**
- A. 156 minutes**
 - B. 60 minutes**
 - C. 78 minutes**
 - D. 90 minutes**
- 9. Why is it important to conduct crew briefings?**
- A. To listen to music**
 - B. To avoid passenger contact**
 - C. For cabin crew to remain in control of all situations. Set expectations, be on the same page, have all the right information, clarify procedures**
 - D. To assign seats**
- 10. Cabin crew will prepare the passengers and the cabin for an emergency landing using:**
- A. Emergency Procedures Card**
 - B. Prepared Emergency Landing Card (PELC)**
 - C. Passenger Safety Card**
 - D. Cabin Crew Card**

Answers

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

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Explanations

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1. Which exits are to be used during land, water and tidal flat on 319/320?

A. Land: all exits; Water: doors primary and overwing exits are alternate (on a 321 you would disarm doors 2 and 3)

B. Land: front doors only; Water: all exits; Tidal flat: none

C. Land: rear exits only; Water: all exits; Tidal flat: all exits

D. Land: all exits; Water: overwing exits only; Tidal flat: none

The situation tests how exit use changes with the environment to keep people safe and get them away from danger as quickly as possible. On dry land, you want maximum egress capacity, so all available exits are used to evacuate everyone fast and spread people out to avoid crowding. For a water ditching, the focus shifts to flotation and orderly escape onto life rafts. The primary exits are the ones equipped to deploy rafts, and the overwing exits serve as alternate paths if needed. Some aircraft configurations (for example certain variants in other models) require disarming certain middle doors so that they don't interfere with raft deployment or crowd flow, which is why you might see a note about disarming doors on a different model. The key idea is to prioritize exits that provide life-saving flotation and to have alternates ready if the primary paths become crowded or unusable. In a tidal flat scenario, exits aren't used in the same way because the area immediately outside the aircraft can be unstable ground (mud, shallow water, debris). Opening exits that discharge passengers onto that surface could create dangerous, immobile evacuations, so the procedure is to avoid using exits in that particular environment and instead direct passengers to safe areas with the assistance of crew and rescue assets. So, the standard approach reflected here is: use all exits on land; in water use the primary door exits plus overwing exits as alternates (with model-specific disarming considerations); and in a tidal flat, avoid using exits altogether.

2. What does PELC stand for?

A. Prepared Emergency Landing Card

B. Prepared Emergency Landing Checklist

C. Passenger Emergency Landing Card

D. Pilot Emergency Landing Card

PELC is a compact, ready-to-use reference used by cabin crew during an emergency landing. It stands for Prepared Emergency Landing Card. The card format is chosen so it can be read at a glance and provide quick, standardized actions for crew and clear guidance for passengers in the intense moments around landing and evacuation. This is distinct from a checklist (which is typically a pilot-focused procedure) or a card aimed specifically at passengers or pilots, making the card version the correct match.

3. Which statement about the DME flashlight is true?

- A. It lasts 15 minutes
- B. It lasts 30 minutes to 4 hours**
- C. It lasts 5 hours
- D. It lasts 1 day

Emergency flashlights on aircraft are designed to provide light during power loss or an evacuation, and their endurance is given as a range to account for different battery types and usage modes. For the DME flashlight, you'd expect it to operate from about thirty minutes up to four hours depending on the battery installed and whether it's used at low or high brightness. This range ensures there's enough light to guide people to exits during an evacuation while not draining the battery too quickly. The other times don't fit typical emergency-light specifications: fifteen minutes is too short for a complete evacuation, five hours is longer than standard for these devices, and lasting a full day isn't feasible with onboard emergency-battery designs.

4. Acceptable electronic devices are allowed during which conditions?

- A. All phases of flight
- B. Only during the gate when the boarding door is open
- C. All phases or specific phases including parked at the gate with the boarding door open or during long delays**
- D. Never allowed

Electronic device use is not a blanket rule—you can use devices in certain phases or under specific conditions, as long as safety isn't being compromised and the crew approves. The best choice reflects that there are times when devices are permitted, including when the aircraft is parked at the gate with the door open or during long delays, and that usage is guided by crew instructions and airplane mode requirements. The other options are too absolute or restrict the situation too much: some phases aren't eligible for device use, and there are indeed times you can use devices under the right conditions.

5. During which phase may acceptable electronic devices be used?

- A. During takeoff
- B. While parked at the gate with the boarding door open**
- C. During taxi
- D. During landing

Electronic device use is tied to the phase of flight. The only time acceptable electronic devices may be used is when the aircraft is parked at the gate with the boarding door open. This is because during critical flight phases—takeoff, taxi, and landing—devices must be turned off or set to airplane mode to avoid any potential interference with avionics and to keep passengers focused on safety procedures. When the plane is on the ground at the gate with doors open, there's no flight operation underway, ground crew are present, and airline policy permits device use under supervision. That's why this phase is the correct choice.

6. Which statement about cabin crew pre-flight briefings is correct?

- A. They are required only for the first flight of the day**
- B. They are required before any flight involving a stop over 2 hours**
- C. They are required before any flight involving a different aircraft type and/or crew member(s)**

D. All of the above

Pre-flight briefings ensure the cabin crew are aligned on the flight plan, safety procedures, roles, and any differences for this trip. This is required at the start of a duty day to reset everyone's awareness after rest and to incorporate any new policies. It's also required before any flight that includes a stopover longer than two hours, because crew and operational details can change during the layover and need to be communicated. Additionally, when the aircraft type changes or there are different crew members on board, a briefing is necessary to cover the specific procedures, equipment differences, and assigned responsibilities for that flight. Since each of these scenarios calls for a briefing, all of the above statements are true.

7. What indicates that a circuit breaker has tripped?

- A. Red button**
- B. White rim at the base**
- C. Green indicator**
- D. No indicator**

When a circuit breaker trips, the mechanism moves out of the ON position to interrupt the circuit, and a clear visual cue shows that it's no longer supplying power. In this item, the white rim at the base is the designated visual cue indicating the breaker has tripped. It provides a quick, easy-to-see signal that the circuit is open, which is why it's the best indicator in this context. The red reset button is typically used after a trip to restore power, a green indicator usually shows power is on, and having no indicator wouldn't reliably reveal the trip status.

8. What is the duration of Oxygen Bottles (Portable System) on the High setting?

- A. 156 minutes**
- B. 60 minutes**
- C. 78 minutes**
- D. 90 minutes**

Oxygen duration depends on two things: how much oxygen is in the bottle and how fast it's being delivered. The High setting delivers more oxygen per minute, so the bottle depletes faster than on lower settings. For the standard portable oxygen system used in this context, that higher-flow setting lasts about 78 minutes. That's why 78 minutes is the best answer. The other values would correspond to different flow rates or bottle sizes that aren't applicable here, so they don't fit the scenario.

9. Why is it important to conduct crew briefings?

- A. To listen to music
- B. To avoid passenger contact
- C. For cabin crew to remain in control of all situations. Set expectations, be on the same page, have all the right information, clarify procedures**
- D. To assign seats

Briefings establish a shared picture and coordinated action among the cabin crew before service. They ensure everyone understands the flight specifics, passenger needs, service plan, security considerations, and emergency procedures, so each crew member knows their role and how to communicate. By setting expectations, aligning on procedures, and making sure the right information is available, the team can respond quickly and consistently, keeping operations safe and smooth in any situation. This is why briefings are important—they help cabin crew stay in control and work together effectively. Listening to music, avoiding passenger contact, or assigning seats aren't the purposes of a briefing, which is focused on safety, coordination, and consistent service.

10. Cabin crew will prepare the passengers and the cabin for an emergency landing using:

- A. Emergency Procedures Card
- B. Prepared Emergency Landing Card (PELC)**
- C. Passenger Safety Card
- D. Cabin Crew Card

Know that the briefing tool used just before landing is designed to quickly and clearly set passenger expectations and actions for a possible emergency. The Prepared Emergency Landing Card provides concise, step-by-step information for crew to relay to passengers about brace positions, where the exits are, how to secure loose items, and what to do after touchdown. This ensures consistency and calm in a high-stress moment, helping everyone act quickly and safely. Other resources serve different purposes. An Emergency Procedures Card is focused on crew actions during actual emergencies rather than guiding passenger behavior before touchdown. The Passenger Safety Card offers general safety information for everyday flight procedures and is not specifically tailored to the landing briefing. A Cabin Crew Card isn't the standard tool used to brief passengers for an emergency landing.

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://aircanadarougesepfinal.examzify.com>

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

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