

AIR CANADA ROUGE SEP FINAL PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://aircanadarougesepfinal.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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

SAMPLE

- 1. Halon cannot be used on fires of which class?**
 - A. Class A
 - B. Class B
 - C. Class C
 - D. Class D

- 2. Hypoglycemia presents a flight safety risk to operating flight deck and cabin crew. True or false: a crew meal shall take priority if there is an immediate medical requirement for food.**
 - A. True
 - B. False
 - C. Only for the flight deck
 - D. Depends on the meal service schedule

- 3. What is the definition of flight deck lockdown?**
 - A. The Suspension of Traffic Between the Passenger Cabin and the Flight Deck Door
 - B. Blocking Communications to the Flight Deck
 - C. Locking the Flight Deck Door Without Other Restrictions
 - D. Closing All Cabin Doors

- 4. If the In Charge becomes incapacitated during flight, which FA is assigned In-Charge?**
 - A. FA with least seniority
 - B. FA with most recent training
 - C. FA with more seniority / chain of command
 - D. Captain's choice

- 5. What is the maximum load for the wheelchair?**
 - A. 220 lb / 100 kg
 - B. 200 lb / 90 kg
 - C. 240 lb / 110 kg
 - D. 180 lb / 80 kg

6. How should the required forms be submitted?

- A. Electronically via ADQ on the portal
- B. By mail
- C. By fax
- D. In person

7. Which class covers cooking oils and fats in kitchens?

- A. Class A
- B. Class B
- C. Class K
- D. Class D

8. When do you do periodic flight deck checks?

- A. No more than every 60 minutes on flights
- B. No more than every 90 minutes on flights over 2 hours
- C. Every 120 minutes
- D. Only before take-off and after landing

9. Which equipment provides breathable air for cabin crew when fighting a fire?

- A. Halon fire extinguisher
- B. Drager PBE
- C. Protective gloves
- D. Axe

10. Can you serve alcohol to an IFSO?

- A. Yes, they can accept it and drink it
- B. No, never
- C. Only if they request it
- D. Yes they can accept it but they won't drink it

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Halon cannot be used on fires of which class?

- A. Class A
- B. Class B
- C. Class C
- D. Class D**

Halon extinguishes by interfering with the chemical reactions occurring in the flame and by displacing some of the oxygen locally. That makes it effective for ordinary combustibles, flammable liquids, and energized electrical fires. But fires involving reactive metals (the metal fire category) behave very differently: the metal itself can keep reacting at extremely high temperatures, and Halon doesn't provide the cooling or the proper separation of fuel and oxidizer that these fires need. For metal fires, special dry powder extinguishing agents (and sometimes water cooling in certain cases) are required. So Halon cannot be used on Class D fires.

2. Hypoglycemia presents a flight safety risk to operating flight deck and cabin crew. True or false: a crew meal shall take priority if there is an immediate medical requirement for food.

- A. True**
- B. False
- C. Only for the flight deck
- D. Depends on the meal service schedule

Hypoglycemia can quickly impair judgment, coordination, and reaction time, which are crucial for safe flight operations for both the flight deck and cabin crew. When there is an immediate medical need for food, addressing that need becomes the top priority because restoring blood glucose promptly reduces the risk of errors, confusion, or loss of consciousness. In practice, this means pausing or adjusting the meal service so the affected crew member can obtain fast-acting carbohydrates right away, ensuring safety takes precedence over completing the current service. Once blood sugar is stabilized, service can resume.

3. What is the definition of flight deck lockdown?

- A. The Suspension of Traffic Between the Passenger Cabin and the Flight Deck Door**
- B. Blocking Communications to the Flight Deck
- C. Locking the Flight Deck Door Without Other Restrictions
- D. Closing All Cabin Doors

Flight deck lockdown means suspending traffic between the passenger cabin and the flight deck door. In practice, the cockpit remains secured with the door closed and no one from the cabin is allowed to approach or enter, so the crew can manage a security situation with the flight deck isolated. It's about restricting movement through that doorway, not just locking the door or closing other cabin doors. The other options describe actions that don't capture the intent of isolating the flight deck from cabin traffic.

4. If the In Charge becomes incapacitated during flight, which FA is assigned In-Charge?

- A. FA with least seniority
- B. FA with most recent training
- C. FA with more seniority / chain of command**
- D. Captain's choice

When leadership in the cabin is needed, the crew follows a defined chain of command. If the designated In-Charge becomes incapacitated, the most senior flight attendant remaining on board steps into that role. This person has the deepest experience with cabin procedures, passenger management, and coordinating the crew under pressure, which is crucial for maintaining safety and order in an emergency. Relying on seniority ensures a clear, immediate line of authority and consistent decision-making, rather than relying on who was trained most recently or leaving the decision to the captain at that moment. The least senior would lack the necessary credibility and authority, and a captain's on-the-fly choice would disrupt the established hierarchy.

5. What is the maximum load for the wheelchair?

- A. 220 lb / 100 kg**
- B. 200 lb / 90 kg
- C. 240 lb / 110 kg
- D. 180 lb / 80 kg

The maximum load is the weight the wheelchair is designed to safely carry when secured for transport. The wheelchair in this scenario is rated for 100 kg (220 lb), which reflects the total load the chair and its securing system can handle while in the cabin. Staying at or below this limit ensures the chair, its brakes, frame, and the aircraft's restraint system all perform safely during movement and turbulence. The other weight options fall short or exceed the tested capacity, so 100 kg is the appropriate maximum.

6. How should the required forms be submitted?

- A. Electronically via ADQ on the portal**
- B. By mail
- C. By fax
- D. In person

Submitting required forms electronically through the portal using ADQ is the intended method because it provides a secure, trackable, and efficient workflow. This approach ensures all required fields are completed, attachments are validated, and you receive a timestamped receipt. Compared with mailing, faxing, or delivering in person, electronic submission avoids delays, handwriting or legibility issues, risks of loss, and handling bottlenecks, and it routes the documents directly to the correct department. The portal also keeps an auditable record for both you and the organization, which streamlines processing and reduces the chance of misrouting or missing documents.

7. Which class covers cooking oils and fats in kitchens?

- A. Class A
- B. Class B
- C. Class K**
- D. Class D

Fires involving cooking oils and fats in kitchens require a specialized extinguishing approach because fats behave differently from other fuels when they ignite. The appropriate category is Class K, designed specifically for commercial kitchen fires. It uses a wet chemical extinguishing agent that saponifies fats into a soapy layer, which cools, separates the fat from the air, and smothers the flames to prevent re-ignition. That direct handling of fats and oils in a kitchen makes Class K the best choice for these fires. Other categories cover different fuels—ordinary combustibles, flammable liquids, and metals—and don't address the unique properties of cooking oil fires.

8. When do you do periodic flight deck checks?

- A. No more than every 60 minutes on flights
- B. No more than every 90 minutes on flights over 2 hours**
- C. Every 120 minutes
- D. Only before take-off and after landing

Periodic flight deck checks are a safety practice on longer flights to maintain continual cockpit oversight and security. On flights over two hours, these checks should be done no more than every 90 minutes. This interval balances keeping the flight deck under watch with giving crew time for necessary rest and routine cockpit duties, so potential issues—equipment alerts, door status, or crew readiness—can be detected promptly without excessive disruption. Doing them more frequently (like every 60 minutes) would bog down operations and reduce rest opportunities, while waiting longer (like 120 minutes) could leave the cockpit unattended too long and miss emerging problems. Checking only before take-off and after landing ignores mid-flight contingencies and security needs.

9. Which equipment provides breathable air for cabin crew when fighting a fire?

- A. Halon fire extinguisher
- B. Dräger PBE**
- C. Protective gloves
- D. Axe

When fighting a fire, you need a source of breathable air independent of the smoky cabin air. The Dräger PBE provides that by delivering air from a cylinder through a mask or hood, so the crew member can breathe clean air while approaching the fire or assisting passengers. It's designed specifically for emergency firefighting and potential rapid egress, giving a limited-duration supply of air suitable for hard-to-breathe environments. The other options don't supply breathable air. A halon extinguisher releases gas to suppress the flame, not to provide air for breathing. Protective gloves protect the hands, and an axe is a tool for breaking through obstacles or accessing areas, not for air supply.

10. Can you serve alcohol to an IFSO?

- A. Yes, they can accept it and drink it
- B. No, never
- C. Only if they request it
- D. Yes they can accept it but they won't drink it**

When dealing with an IFSO (In-Flight Security Officer) on board, you balance courteous service with safety considerations. An IFSO can accept an alcoholic beverage, but they will not drink it while on duty to stay fully alert and maintain professionalism. So the best option is that they can accept the drink, but they won't consume it. This reflects offering hospitality without pressuring or implying that drinking is appropriate during duty. The other options overstate or misstate the situation: it isn't a blanket "never" to offer, nor a requirement that they must request it, and it isn't correct to assume they will drink.

SAMPLE

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!

SAMPLE