

Aircraft Dispatcher Training Center (ADTC) ADX Practice Test (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. When will an AIRMET-S be upgraded to a SIGMET?**
 - A. When the conditions for clear icing exist are forecast**
 - B. Ceilings of 400' or less**
 - C. An area of greater than 3,000 square miles is covered**
 - D. All of the above**

- 2. In a METAR, what would "VRB02KT" refer to?**
 - A. Variable winds at 2 knots**
 - B. Wind speed of 2 knots**
 - C. Visibility restriction of 2 knots**
 - D. A vertical wind shear of 2 knots**

- 3. What type of weather information is typically available from the Weather Data Source for Ogden-Hinckley?**
 - A. Cloud height, obstructions to vision, temperature, dewpoint, altimeter, wind data, and density altitude**
 - B. Cloud bases/tops, obstructions to vision, altimeter, winds, precipitation, and the intensity of precipitation**
 - C. Cloud height, weather, obstructions to vision, temperature, dewpoint, altimeter, surface winds, and any pertinent remarks**
 - D. Standard weather reports including visibility and ceiling only**

- 4. How long should cockpit voice and flight recorder data be retained after an accident?**
 - A. 30 days**
 - B. 60 days**
 - C. 90 days**
 - D. 120 days**

- 5. When detecting turbulence, what does moderate chop indicate about the performance of the aircraft?**
 - A. Slight impact on altitude with constant speed**
 - B. Frequent altitude changes with significant passenger discomfort**
 - C. Minimal changes in speed and pattern**
 - D. Non-pertinent to aircraft functions**

- 6. The purpose of leading edge slats is to?**
- A. Delay airflow separation at high angles of attack and slow speeds**
 - B. Decrease rate of sink**
 - C. Increase parasite drag to slow the airplane**
 - D. Provide structural stability to the wing**
- 7. What occurred at 1830Z according to the following TAF?**
- A. Ceilings lowered**
 - B. Showers in the vicinity**
 - C. Wind speed decreased**
 - D. Clear conditions reported**
- 8. How should flight crew ensure compliance with emergency procedures?**
- A. By memorizing all procedures**
 - B. By using checklists consistently**
 - C. By conducting briefings before each flight**
 - D. By involving ground crew in planning**
- 9. For ETOPS flight planning, what is the required RFFS for an alternate airport up to 180 minutes?**
- A. ICAO category 3**
 - B. ICAO category 4**
 - C. ICAO category 5**
 - D. None of the above**
- 10. For an airplane with a capacity of 333 seats and 296 passengers aboard, what is the minimum number of flight attendants required?**
- A. Five**
 - B. Six**
 - C. Seven**
 - D. Eight**

Answers

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

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Explanations

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1. When will an AIRMET-S be upgraded to a SIGMET?

- A. When the conditions for clear icing exist are forecast**
- B. Ceilings of 400' or less**
- C. An area of greater than 3,000 square miles is covered**
- D. All of the above**

The correct interpretation of when an AIRMET-S (a type of advisory for non-convective weather phenomena) will be upgraded to a SIGMET (significant meteorological information) revolves around the criteria defined for significant weather conditions. In this context, the distinction leading to the upgrade from an AIRMET-S to a SIGMET is primarily focused on the extent and impact of weather phenomena. When conditions cover an area greater than 3,000 square miles, it signals that the weather conditions are extensive enough to warrant greater urgency and increased attention from pilots and air traffic controllers. This is crucial because a SIGMET indicates significant weather that could seriously affect the safety of aircraft operations, such as severe turbulence, thunderstorms, or icing, especially when they occur over large areas. While conditions like clear icing forecasts or low ceilings are important, the defining factor that necessitates an upgrade to a SIGMET, in this case, is the size of the affected area. This is why option C is the correct point of focus, reflecting the critical nature of the coverage area when it comes to aviation safety considerations.

2. In a METAR, what would "VRB02KT" refer to?

- A. Variable winds at 2 knots**
- B. Wind speed of 2 knots**
- C. Visibility restriction of 2 knots**
- D. A vertical wind shear of 2 knots**

The term "VRB02KT" in a METAR report indicates variable winds at a speed of 2 knots. The acronym "VRB" stands for "variable," meaning that the wind is not consistent and could be changing direction frequently. The "02" specifies the wind speed, indicating it is 2 knots. Lastly, "KT" signifies that the speed is measured in knots, which is the standard unit for reporting wind speed in aviation contexts. Thus, the information conveyed by "VRB02KT" is that the wind is variable and blowing at a relatively light speed of 2 knots. This is important for weather conditions affecting flight operations, as understanding wind direction and speed helps with takeoffs, landings, and overall flight planning.

- 3. What type of weather information is typically available from the Weather Data Source for Ogden-Hinckley?**
- A. Cloud height, obstructions to vision, temperature, dewpoint, altimeter, wind data, and density altitude**
 - B. Cloud bases/tops, obstructions to vision, altimeter, winds, precipitation, and the intensity of precipitation**
 - C. Cloud height, weather, obstructions to vision, temperature, dewpoint, altimeter, surface winds, and any pertinent remarks**
 - D. Standard weather reports including visibility and ceiling only**

The correct answer encompasses a comprehensive set of weather information important for aircraft operations, specifically highlighting elements critical for safety and operational planning. In the context of Ogden-Hinckley Airport, cloud height and weather conditions provide essential details for determining flight safety and route planning. The inclusion of obstructions to vision is crucial as it affects visual flight rules (VFR) operations. Temperature and dewpoint are necessary for understanding potential weather impacts, such as visibility and aircraft performance. The altimeter setting is vital for ensuring accurate altitude readings, directly affecting safe aircraft operations. Surface winds are also included, as they influence takeoff and landing procedures, and any pertinent remarks can provide additional context about unusual weather phenomena or airport conditions. This combination of information is typically expected from a reliable weather data source, making it appropriate for an operational setting such as an airport environment where multiple significant factors must be considered for flight safety.

- 4. How long should cockpit voice and flight recorder data be retained after an accident?**
- A. 30 days**
 - B. 60 days**
 - C. 90 days**
 - D. 120 days**

The appropriate retention period for cockpit voice and flight recorder data after an accident is 60 days. This timeframe is essential for ensuring that crucial information regarding the flight is available for investigation by safety authorities. The rationale behind this 60-day retention period is that it provides a balance between the need for timely access to data for investigative purposes and the practical considerations of data storage and management. The flight recorder data can include vital information that helps in determining the cause of an accident, which is critical for improving aviation safety standards and preventing future incidents. Choosing this specific duration facilitates a thorough examination of the events leading up to the incident, ensuring that investigators have sufficient time to analyze the recordings in conjunction with other available evidence. This period has been established in line with regulatory guidelines and practices within the aviation industry, underscoring the importance of having reliable data accessible during the investigative process.

5. When detecting turbulence, what does moderate chop indicate about the performance of the aircraft?

- A. Slight impact on altitude with constant speed**
- B. Frequent altitude changes with significant passenger discomfort**
- C. Minimal changes in speed and pattern**
- D. Non-pertinent to aircraft functions**

Moderate chop typically indicates that the aircraft is experiencing a degree of turbulence that can cause noticeable effects on its performance. In this context, frequent altitude changes may occur, which can indeed lead to significant discomfort for passengers. This level of chop signifies that the aircraft is being affected by varying wind currents, leading to a somewhat erratic flight path. Passengers may feel the continuous bumps and shifts, which can be uncomfortable, thus correlating with the implications of significant discomfort mentioned in the correct answer. Understanding how moderate chop impacts an aircraft's flight dynamics is crucial for both safety and passenger experience. Pilots and dispatchers need to be aware that this level of turbulence may require monitoring and potentially briefings for passengers, as well as contingency planning, depending on the severity of the turbulence ahead.

6. The purpose of leading edge slats is to?

- A. Delay airflow separation at high angles of attack and slow speeds**
- B. Decrease rate of sink**
- C. Increase parasite drag to slow the airplane**
- D. Provide structural stability to the wing**

Leading edge slats are a critical aerodynamic feature on many aircraft wings, primarily designed to enhance the aircraft's performance during specific flight conditions, particularly at high angles of attack and slower speeds. The primary purpose of leading edge slats is to delay airflow separation, which occurs when the smooth flow of air over the wing is disrupted, potentially leading to a stall. By employing leading edge slats, the wing can maintain smoother airflow over its surface, thereby extending its operational envelope and improving lift characteristics. This improved lift allows the aircraft to operate more safely and effectively during take-off, landing, and in maneuvers that require significant angle-of-attack increases. The extension of the lift curve through the delay of stall enhances overall aircraft control and stability during low-speed flight situations. This function directly addresses the challenges encountered during take-off and landing phases of flight where slower speeds and higher angles of attack are prevalent, thereby facilitating safer operations.

7. What occurred at 1830Z according to the following TAF?

- A. Ceilings lowered**
- B. Showers in the vicinity**
- C. Wind speed decreased**
- D. Clear conditions reported**

In the context of a TAF (Terminal Aerodrome Forecast), the information typically provides predictions about weather conditions over a specified period. When interpreting the forecast, "ceilings lowered" indicates that the forecast is predicting a decrease in the height of the cloud base, which could potentially reduce visibility and create challenging flying conditions. This choice is considered correct because if the TAF indicates that the cloud heights are forecasted to decrease by 1830Z, it directly impacts operations, necessitating careful consideration for flight planning and safety decisions. Lower ceilings can restrict approach and landing capabilities at an airport, making it critical information for dispatchers and pilots. Other options may describe various weather phenomena but do not accurately reflect the specific impacts related to the time observed in the TAF. For example, "showers in the vicinity," although a significant detail, would relate to temporary weather rather than the broader forecast implications of ceiling height. Similarly, "wind speed decreased" and "clear conditions reported" would suggest entirely different weather scenarios that do not align with the indication of lowered ceilings. Hence, understanding the impact of ceiling changes is vital for flights operating in and out of an airport.

8. How should flight crew ensure compliance with emergency procedures?

- A. By memorizing all procedures**
- B. By using checklists consistently**
- C. By conducting briefings before each flight**
- D. By involving ground crew in planning**

Using checklists consistently is crucial for flight crews to ensure compliance with emergency procedures. Checklists provide a systematic approach to confirm that all necessary steps are taken during normal operations and emergencies. They are designed to reduce the probability of human error by providing a clear, structured sequence of actions to follow. During high-stress situations, such as emergencies, checklists serve as a reliable reference that can help crew members stay focused and organized. The use of a checklist allows for a thorough verification of actions that need to be performed, ensuring that no critical steps are overlooked. This approach is standardized across aviation practices to promote safety and efficiency in operations. While memorizing procedures, conducting briefings, and involving the ground crew can also play important roles in operations, reliance on memory can lead to lapses under pressure, and briefings may not cover all steps during a dynamic situation. Engaging the ground crew is valuable for overall operational planning but does not directly address in-flight emergency compliance. Thus, the consistent use of checklists stands out as the most effective method to ensure that emergency procedures are properly followed.

9. For ETOPS flight planning, what is the required RFFS for an alternate airport up to 180 minutes?

- A. ICAO category 3
- B. ICAO category 4**
- C. ICAO category 5
- D. None of the above

The correct choice reflects the standards set for ETOPS (Extended Operations) flight planning, particularly regarding the required Rescue and Fire Fighting Services (RFFS) for alternate airports. For flights with a diversion time of up to 180 minutes, the required RFFS is categorized under ICAO category 4. This category requires a specific level of firefighting capability and equipment to ensure that the airport can adequately respond to an aircraft emergency during operations that are further away from suitable airports. ICAO category 4 airports are equipped with the necessary facilities and personnel to handle significant aircraft emergencies, which is essential for ensuring safety during extended operations where immediate assistance may be critical. Therefore, when planning ETOPS routes, ensuring that the alternate airports conform to at least this standard is vital for compliance with safety regulations and operational protocols. In this context, the other categories either do not meet the minimum requirement for an alternate airport for 180-minute ETOPS or exceed what is necessary, as there are specific criteria established to ascertain the level of RFFS based on the duration and type of flight operation. Thus, selecting ICAO category 4 confirms adherence to these established safety standards.

10. For an airplane with a capacity of 333 seats and 296 passengers aboard, what is the minimum number of flight attendants required?

- A. Five
- B. Six
- C. Seven**
- D. Eight

In determining the minimum number of flight attendants required for an aircraft, regulations often provide specific ratios based on the passenger capacity of the aircraft. For large aircraft, such as one with a capacity of 333 seats, regulatory guidelines usually stipulate that there must be a minimum number of flight attendants per number of passengers. The standard regulation usually indicates that for every 50 passengers, at least one flight attendant is required. In this scenario, with 296 passengers aboard, we would calculate the minimum need as follows: - The total number of passengers (296) is considered in relation to the required ratio. - To find the number of flight attendants needed, the calculation involves dividing the total number of passengers by the number of passengers that can be serviced by each flight attendant. For example, if we take the common ratio of one flight attendant for every 50 passengers, 296 divided by 50 gives us slightly more than 5.92, which rounds up to 6. However, since the aircraft's maximum capacity is of significance, it's essential to ensure that the aircraft is adequately staffed even if not all seats are occupied. Aircraft often round up to ensure safety and adherence to minimum staffing standards. In most regulations, for every 50 passengers

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://adtcadx.examzify.com>

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

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