

Aircraft Ground (EJet) - Breeze Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

This is a sample study guide. To access the full version with hundreds of 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.

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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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

- 1. Who can control the cabin temperature?**
 - A. Any flight attendant**
 - B. Only the captain**
 - C. FA1 if allowed by flight deck**
 - D. Only ground crew**
- 2. When does sterile flight deck begin after takeoff?**
 - A. At the flight deck door**
 - B. At 5,000 feet**
 - C. At 10,000 feet**
 - D. At 15,000 feet**
- 3. How many flight attendant (FA) panels are typically found on aircraft?**
 - A. 1**
 - B. 2**
 - C. 3**
 - D. 4**
- 4. What is the common issue indicated by a "master caution" alert?**
 - A. Engine failure**
 - B. Non-critical system failure or malfunction**
 - C. Cabin depressurization**
 - D. Fuel system failure**
- 5. How does the autothrottle system work during cruise?**
 - A. It is disabled**
 - B. It increases thrust during descent**
 - C. It maintains constant throttle settings**
 - D. It decreases engine power for fuel savings**

- 6. What action is required after opening the emergency door during a land evacuation?**
- A. Engage the slide**
 - B. Pull the manual inflation handle**
 - C. Activate the emergency lighting**
 - D. Notify the crew**
- 7. If the handle is up, what does a green/unarmed slide indicator mean?**
- A. Girtbar connected**
 - B. Door closed**
 - C. Slide disarmed**
 - D. Slide armed**
- 8. What color will indicate if a circuit breaker has popped?**
- A. Red**
 - B. Green**
 - C. White ring**
 - D. Yellow**
- 9. What does the term "RNAV" stand for?**
- A. Regional Navigation**
 - B. Route Navigation**
 - C. Area Navigation**
 - D. Runway Navigation**
- 10. What type of aircraft is the Embraer E190 classified as?**
- A. Wide-body aircraft**
 - B. Narrow-body aircraft**
 - C. Regional jet**
 - D. Cargo aircraft**

Answers

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

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Explanations

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1. Who can control the cabin temperature?

- A. Any flight attendant
- B. Only the captain
- C. FA1 if allowed by flight deck**
- D. Only ground crew

The cabin temperature can be controlled by the Flight Attendant 1 (FA1) if permitted by the flight deck. This is typically part of the flight crew's procedures, where FA1 has the responsibility and ability to adjust cabin conditions to ensure passenger comfort during the flight. The need for coordination with the flight deck is essential since they oversee overall aircraft operations and can provide guidance based on the flight's specific needs. In situations where the crew must respond to passenger requests, maintain a comfortable environment, or address issues such as changes in outside temperatures or malfunctioning systems, FA1's role becomes crucial. By empowering FA1 to make adjustments, the flight crew can manage cabin conditions effectively while still maintaining safety protocols and communication with the flight deck. Other options imply that control is limited to specific roles or personnel. While other crew members may have varying authorities depending on the airline's policies and standard operating procedures, FA1's control—given the necessary approval—provides the flexibility needed in managing passenger comfort within the regulatory framework of aircraft operations.

2. When does sterile flight deck begin after takeoff?

- A. At the flight deck door
- B. At 5,000 feet
- C. At 10,000 feet**
- D. At 15,000 feet

The sterile flight deck period begins at 10,000 feet after takeoff. This is a crucial phase during which non-essential conversations and activities are minimized to ensure that pilots can focus entirely on flying the aircraft and managing its systems. This regulation is designed to enhance safety, especially during critical phases of flight like takeoff and landing, when maintaining clear communication and situational awareness is vital. The rationale for starting at 10,000 feet is rooted in the increased complexity of operations that occur during ascent, particularly from the time the aircraft becomes airborne until it reaches a safe altitude where the risks associated with takeoff have significantly decreased. This delineation helps ensure that pilots can devote their full attention to the tasks at hand, such as monitoring engine performance, altitude climb, and navigational adjustments without distractions. As for the other altitudes mentioned, they do not align with the established aviation protocols for when the sterile flight deck begins, which is specifically set at 10,000 feet in most regulatory guidelines.

3. How many flight attendant (FA) panels are typically found on aircraft?

- A. 1
- B. 2**
- C. 3
- D. 4

Typically, there are two flight attendant panels located within an aircraft. These panels are strategically placed in the cabin to ensure that the flight attendants can easily access and manage various functions during the flight. The primary responsibilities of these panels include cabin lighting controls, communication systems, and monitoring the status of passenger safety equipment. Having two panels allows for effective communication and redundancy, particularly in larger aircraft where the cockpit is often quite a distance from the passenger cabin. This setup enables flight attendants to maintain operational efficiency and safety throughout the flight, ensuring they can respond quickly to any situations that may arise.

4. What is the common issue indicated by a "master caution" alert?

- A. Engine failure
- B. Non-critical system failure or malfunction**
- C. Cabin depressurization
- D. Fuel system failure

A "master caution" alert indicates a non-critical system failure or malfunction. This alert serves as a general warning to the flight crew that there is an issue that requires attention, but it does not indicate an immediate or grave threat to the safety of the flight. In aviation, different alerts are categorized based on their severity. While serious situations, such as engine failure, cabin depressurization, or fuel system failure, would trigger more urgent warnings and alerts, a master caution is designed to prompt the crew to check systems that may not be functioning as intended but are not currently critical to safe operations. This system is essential for maintaining situational awareness and helps prioritize issues that must be addressed without causing undue alarm in the cockpit. Understanding this distinction between critical and non-critical alerts is crucial for pilots and crew members as they navigate complex situations and ensure the safety of their flights.

5. How does the autothrottle system work during cruise?

- A. It is disabled**
- B. It increases thrust during descent**
- C. It maintains constant throttle settings**
- D. It decreases engine power for fuel savings**

The autothrottle system during cruise is designed specifically to maintain constant throttle settings to ensure optimal performance and fuel efficiency. By utilizing the autothrottle, the aircraft can automatically adjust engine thrust to maintain a desired airspeed, taking into account factors such as aircraft weight, altitude, and atmospheric conditions. This makes it easier for pilots to focus on other aspects of flight management while ensuring that the aircraft remains in its intended flight envelope. In cruise, the autothrottle continuously monitors airspeed and makes adjustments as necessary to keep the aircraft flying efficiently. This is particularly important as air density changes with altitude, as well as in varying wind conditions. The system's ability to adjust thrust automatically helps maintain a steady speed, which is crucial for efficient fuel consumption and overall flight stability.

6. What action is required after opening the emergency door during a land evacuation?

- A. Engage the slide**
- B. Pull the manual inflation handle**
- C. Activate the emergency lighting**
- D. Notify the crew**

After opening the emergency door during a land evacuation, pulling the manual inflation handle is the required action. This step is critical because it initiates the deployment of the evacuation slide, allowing passengers to exit the aircraft safely and efficiently. The operation of the evacuation slide is essential for a quick and orderly evacuation, especially in emergency situations where time is of the essence. By pulling the manual inflation handle, the slide inflates, ensuring it is ready for use by evacuees. This action must be completed immediately after the door is opened to ensure that passengers have a secure and swift pathway away from the aircraft. Other options, such as notifying the crew or activating emergency lighting, may be important in certain contexts, but they do not directly facilitate the immediate evacuation process. Engaging the slide is an essential step, but it follows the action of pulling the manual inflation handle; hence, the latter is considered the primary action immediately after the door is opened.

7. If the handle is up, what does a green/unarmed slide indicator mean?

- A. Girtbar connected**
- B. Door closed**
- C. Slide disarmed**
- D. Slide armed**

When the handle is in the up position and a green/unarmed slide indicator is present, it indicates that the slide is disarmed. This means that the emergency slide is not ready to deploy in the event of an emergency, which is critical for ensuring the safety of passengers during normal operations. If the slide were armed, it would be ready to inflate and deploy, which is not the case here. The green/unarmed indicator provides a visual confirmation that the slide mechanism is secure and not in a state where it could inadvertently deploy. Understanding the significance of slide indicators is essential for cabin crew and ground staff to ensure the proper management of emergency equipment aboard the aircraft. In this scenario, while other indicators such as door status and girtbar connection are important, they are not directly represented by the green/unarmed slide indicator when the handle is in the up position.

8. What color will indicate if a circuit breaker has popped?

- A. Red**
- B. Green**
- C. White ring**
- D. Yellow**

The correct choice is indicated by a white ring around the circuit breaker when it has popped. This visual signal is specifically designed to show the status of the breaker, making it easy for ground crew or maintenance personnel to identify that the circuit breaker has tripped. Other colors commonly found in circuit breaker indicators may denote different statuses or functions, but the white ring serves a unique purpose in indicating a tripped condition. Using distinct colors and markings for various functions is essential in aviation maintenance to prevent confusion and ensure safety protocols are followed correctly.

9. What does the term "RNAV" stand for?

- A. Regional Navigation**
- B. Route Navigation**
- C. Area Navigation**
- D. Runway Navigation**

The term "RNAV" stands for "Area Navigation." This is a method of navigation that allows an aircraft to choose any course within the coverage of ground or satellite-based navigation aids. RNAV enables more efficient flight paths, greater flexibility in routing, and effective airspace utilization. It helps streamline air traffic, enhance safety, and decrease fuel consumption by allowing pilots to navigate more directly to their destination without needing to fly from one navigational aid to another. This capability is particularly critical in busy airspaces and for meeting the demands of modern aviation, where efficiency and precision are essential. Other options don't accurately represent the meaning of RNAV. Regional Navigation and Route Navigation suggest a more limited scope or specific geographic limitation, while Runway Navigation implies a focus strictly on a runway's positioning, which does not cover the broader capability of RNAV systems.

10. What type of aircraft is the Embraer E190 classified as?

- A. Wide-body aircraft**
- B. Narrow-body aircraft**
- C. Regional jet**
- D. Cargo aircraft**

The Embraer E190 is classified as a regional jet due to its design and operational capabilities. Regional jets, like the E190, are typically used for short to medium-haul flights and serve routes where demand does not justify larger aircraft. The E190 features a single aisle and is designed to carry a modest number of passengers, usually between 60 and 100, which aligns with the characteristics of regional aviation. Its efficient engines and lower operational costs make it ideal for regional airlines that often serve smaller markets or connect underserved routes to larger city airports. By contrast, wide-body aircraft are designed for long-haul flights with larger passenger capacities and multiple aisles, while narrow-body aircraft, though they can also serve regional routes, do not fall specifically into the regional jet category. Cargo aircraft are specialized for freight transport and do not share the same design or capacity used for passenger service, distinguishing them from the purpose of the E190.

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://aircraftgroundejetbreeze.examzify.com>

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