

AIRCRAFT GROUND PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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

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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. What is the purpose of a post-incident safety review after an on-ground event?**
 - A. Assign blame to individuals
 - B. Identify root cause, prevent recurrence, update procedures
 - C. Archive the incident without changes
 - D. Replace equipment only
- 2. Which action helps prevent injury when handling heavy cargo?**
 - A. Use team lifts for heavy items.
 - B. Lift heavy items alone
 - C. Skip warm-up
 - D. Ignore load weight
- 3. Where cannot a Child Restraint System be placed?**
 - A. Exit row, row behind, or row in front of exit.
 - B. In the cockpit
 - C. In any window seat
 - D. In the last row
- 4. What does the I'M SAFE acronym mean in safety and CRM context?**
 - A. Image, Safety/security, Aircraft status, Flight details, Emergency/CRM
 - B. Image, Safety, Aircraft status, Flight details, Emergency
 - C. Image, Safety/security, Aircraft status, Flight details, CRM
 - D. Image, Safety/security, Aircraft status, Flight details, Emergency/CRM
- 5. Which item is not part of the door preflight requirements?**
 - A. Seals intact
 - B. Door disarmed
 - C. Slide pressure gauge green
 - D. Cabin oxygen masks deployed
- 6. Interphone Code 23 is used to contact which cabin?**
 - A. FWD Cabin (FA1)
 - B. Public Address (PA) to main cabin
 - C. AFT Cabin (FA2)
 - D. Emergency call to all stations

- 7. What are two primary hazards during fueling operations on the ramp?**
- A. Ignition sources
 - B. Static electricity
 - C. Ignition sources and static electricity
 - D. Fuel spill risk
- 8. Why is it important to maintain up-to-date service records for each aircraft under ground operations?**
- A. For weather
 - B. For marketing
 - C. For regulatory compliance, maintenance needs, safety and reliability.
 - D. For passenger satisfaction metrics
- 9. What is FA3's role during boarding?**
- A. Supervising the Door
 - B. Assisting Throughout Main Cabin
 - C. Directing Passenger Flow to Exits
 - D. Monitoring Cabin Temperature
- 10. Interphone code 22 is used to contact which cabin?**
- A. FWD Cabin (FA1)
 - B. AFT Cabin (FA2)
 - C. Public Address (PA) to main cabin
 - D. Emergency call to all stations

Answers

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

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Explanations

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1. What is the purpose of a post-incident safety review after an on-ground event?

- A. Assign blame to individuals
- B. Identify root cause, prevent recurrence, update procedures**
- C. Archive the incident without changes
- D. Replace equipment only

After an on-ground safety event, the aim of a post-incident safety review is to understand what happened at a deeper level and put steps in place to prevent it from happening again. This involves identifying the root causes, implementing corrective actions, and updating procedures or training so the organization learns from the event and reduces similar risks in the future. The option that focuses on identifying the root cause, preventing recurrence, and updating procedures best matches this aim because it addresses not just what happened, but why it happened and how to change systems to stop it from reoccurring. Assigning blame doesn't contribute to safety improvements, archiving the incident without changes misses the opportunity to learn, and replacing equipment only addresses a potential symptom rather than the underlying processes.

2. Which action helps prevent injury when handling heavy cargo?

- A. Use team lifts for heavy items.**
- B. Lift heavy items alone
- C. Skip warm-up
- D. Ignore load weight

The main idea is that sharing the load and coordinating with others reduces the risk of injury when moving heavy cargo. Using team lifts distributes the weight, allows better control, and ensures you can communicate and time movements to keep the load close to your body and stable. This approach lowers the strain on any single person's back and shoulders and reduces the chance of dropping or twisting with a heavy item. Lifting heavy items alone increases the chance of back injury and losing control of the load. Skipping warm-up tightens muscles and can lead to strains during the lift. Ignoring the weight of the load can lead to overexertion, misjudgment of what you can handle, and an unsafe movement. So, teaming up or using appropriate equipment is the safer, more effective choice.

3. Where cannot a Child Restraint System be placed?

- A. Exit row, row behind, or row in front of exit.**
- B. In the cockpit
- C. In any window seat
- D. In the last row

A child restraint system must not be placed in the emergency exit area. The exit row and the rows directly in front of or behind the exit must remain free of obstructions so people can reach and operate the exit quickly during an evacuation. Placing a CRS there could block the exit path or hinder the crew's ability to assist passengers, which is why those rows are off-limits for CRS installation. In contrast, a window seat is usually acceptable for a CRS, as long as the seat belt is properly used and the seat is suitable for the restraint. The last row is also typically usable in many aircraft, again assuming proper installation and fit. The cockpit isn't a seating location for passengers, so a CRS isn't placed there.

4. What does the I'M SAFE acronym mean in safety and CRM context?

- A. Image, Safety/security, Aircraft status, Flight details, Emergency/CRM
- B. Image, Safety, Aircraft status, Flight details, Emergency
- C. Image, Safety/security, Aircraft status, Flight details, CRM
- D. Image, Safety/security, Aircraft status, Flight details, Emergency/CRM

The main idea tested here is a crew safety check that focuses on your personal readiness before flying or performing duties. IM SAFE is a quick self-assessment used in safety and CRM to make sure you're physically and mentally fit for the task. Each letter stands for a factor to consider: Illness, Medication, Stress, Alcohol, Fatigue, and Emotions. In practice, you pause to evaluate whether any of these are likely to impair your performance, and if so, you seek rest, adjust duties, or ask for help so safety isn't compromised. The options listed don't reflect the actual meanings of the mnemonic; the key takeaway is remembering Illness, Medication, Stress, Alcohol, Fatigue, and Emotions as the six things to check.

5. Which item is not part of the door preflight requirements?

- A. Seals intact
- B. Door disarmed
- C. Slide pressure gauge green
- D. Cabin oxygen masks deployed

The main idea here is understanding what a door preflight check verifies to ensure the exit is ready for use in an emergency. During this check you look at the door and its slide system, not at cabin systems. Seals intact is part of this because a proper door seal prevents leakage and ensures the door fits correctly in the frame. Checking that the door is disarmed is also part of the preflight, since you want to confirm the door won't automatically deploy the slide while the aircraft is on the ground. The slide pressure gauge being green is a direct indication that the evacuation slide is charged and ready to function if needed. Cabin oxygen masks being deployed, however, is not part of the door preflight. Oxygen mask deployment is a cabin safety function related to depressurization or an emergency in the cabin, not the door's mechanism or slide readiness. Masks should be stowed and secured during normal preflight checks.

6. Interphone Code 23 is used to contact which cabin?

- A. FWD Cabin (FA1)
- B. Public Address (PA) to main cabin
- C. AFT Cabin (FA2)
- D. Emergency call to all stations

Interphone codes select which cabin crew station you reach through the cabin interphone. Code 23 is set to contact the AFT Cabin, specifically FA2. This lets the aft crew communicate directly without involving the forward crew or using the public address system. The forward cabin FA1 would use a different code, the PA to main cabin is handled by the public address system rather than an interphone code, and an emergency call to all stations uses a separate emergency function rather than a targeted interphone code.

7. What are two primary hazards during fueling operations on the ramp?

- A. Ignition sources
- B. Static electricity
- C. Ignition sources and static electricity**
- D. Fuel spill risk

When fueling on the ramp, the immediate danger comes from anything that can ignite fuel vapors and from the buildup and discharge of static electricity. Fuel vapors are highly flammable, so an ignition source—such as sparks from electrical equipment, faulty wiring, hot surfaces, or any other heat or spark source—can ignite vapors quickly. At the same time, static electricity can accumulate as fuel flows through hoses and across aircraft surfaces. A discharge from that static can spark in the presence of vapors if a conductive path isn't established to ground. The key controls are preventing ignition sources and ensuring proper bonding and grounding between the fueling equipment and the aircraft to allow any static charge to dissipate safely. This focus directly addresses the highest-fire-risk conditions on the ramp. Fuel spill risk is a concern, but it's largely mitigated by procedures and containment measures; the two most critical hazards to prevent during fueling are ignition sources and static electricity.

8. Why is it important to maintain up-to-date service records for each aircraft under ground operations?

- A. For weather
- B. For marketing
- C. For regulatory compliance, maintenance needs, safety and reliability.**
- D. For passenger satisfaction metrics

Keeping service records current is essential because they prove the aircraft's airworthiness and provide a documented history of all maintenance, inspections, and repairs. This history shows that required maintenance schedules, inspections, and directives have been completed, and it helps technicians determine what is due next, preventing unexpected failures. The records support safety and reliability by enabling quick verification of what work has been done, when it was done, and whether any components need replacement or further checks. They are also critical for regulatory compliance—authorities can audit the log to confirm adherence to rules, and missing or outdated records can lead to grounding, penalties, or insurance issues. Options like weather, marketing, or passenger satisfaction relate to other aspects of operations and do not address airworthiness or maintenance accountability, which is why they are not the primary purpose of keeping up-to-date service records.

9. What is FA3's role during boarding?

- A. Supervising the Door
- B. Assisting Throughout Main Cabin**
- C. Directing Passenger Flow to Exits
- D. Monitoring Cabin Temperature

FA3's role during boarding is to assist throughout the main cabin. This involves moving through the cabin to help passengers find seats, assist with stowing carry-on luggage, answer questions, and support families or passengers needing extra help, ensuring everyone is seated and ready for departure. This hands-on presence in the main cabin keeps boarding smooth and supports the crew with safety and service tasks as passengers board. Supervising the door is typically done by crew at the doorway to manage entry and monitor the area near the exit. Directing passenger flow to exits is a function for evacuations or abnormal situations, not normal boarding. Monitoring cabin temperature is important but not the primary focus of boarding duties.

10. Interphone code 22 is used to contact which cabin?

- A. FWD Cabin (FA1)**
- B. AFT Cabin (FA2)**
- C. Public Address (PA) to main cabin**
- D. Emergency call to all stations**

Interphone codes map to specific cabin areas in the crew communication system. Code 22 is preassigned to contact the forward cabin, FA1. Entering 22 sends a direct call to the forward cabin FA1, so that particular station can respond quickly and privately. The Public Address to main cabin uses the PA system rather than this interphone code, so it isn't reached by 22. An emergency call to all stations would trigger a different, system-wide alert that goes to every station, not just the forward cabin. The aft cabin would have its own distinct code, not 22.

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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://aircraftground.examzify.com>

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

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