

American Airlines Flight Attendant Training: 777 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. In a decompression, how long will oxygen flow once activated?**
 - A. 12 minutes**
 - B. 8 minutes**
 - C. 15 minutes**
 - D. 20 minutes**

- 2. Can crew rest areas be occupied for TTL?**
 - A. Yes**
 - B. No**
 - C. Only on long flights**
 - D. Not specified**

- 3. During a decompression, what is stated about unattended crew members?**
 - A. Do Not Leave Crew Member Unattended**
 - B. Always Leave Them Unattended**
 - C. Only Monitor from Outside**
 - D. Ignore Them**

- 4. On the 777-300ER, the jumpseat for FA 14 is which position?**
 - A. 5RC**
 - B. 5LC**
 - C. 2R FWD Facing**
 - D. 4RC**

- 5. Which statement best describes the usual attitude of the 777 during a ditching?**
 - A. Nose slightly high attitude**
 - B. Nose level**
 - C. Tail low attitude**
 - D. Nose down**

- 6. Which jumpseat does FA 4 occupy on the 777-300ER?**
- A. 2L**
 - B. 2R AFT facing**
 - C. 3L**
 - D. 3R**
- 7. Which statement is true about lavatories and galleys on the 777 family described?**
- A. The 777-300ER has 12 lavatories and 10 galleys.**
 - B. The 777-300ER has 8 lavatories and 12 galleys.**
 - C. The 777-200ER has 12 lavatories and 10 galleys.**
 - D. The 777-200ER has 8 lavatories and 10 galleys.**
- 8. If CCP reset does not fix a lightning issue, what is the next step?**
- A. Notify the flight deck**
 - B. Reset the IFE**
 - C. Call the Captain**
 - D. Evacuate**
- 9. Which jumpseat is FA 11 assigned to on the 777-200?**
- A. 4LC**
 - B. 4RC Outbound**
 - C. 4RC Inboard**
 - D. 1R**
- 10. What is the passenger capacity for the 777-300ER?**
- A. 290**
 - B. 304**
 - C. 320**
 - D. 350**

Answers

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

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Explanations

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1. In a decompression, how long will oxygen flow once activated?

- A. 12 minutes**
- B. 8 minutes**
- C. 15 minutes**
- D. 20 minutes**

When a decompression occurs, oxygen from the passenger masks flows for a fixed period after activation to sustain you during the critical descent to a safe cabin altitude. For standard airline configurations, that duration is about 12 minutes. This length is chosen to cover the time needed for the aircraft to descend and for the cabin to reach a breathable pressure, giving you a reliable oxygen supply throughout the emergency. Duration options like 8 minutes are shorter than the typical design, while 15 or 20 minutes are longer than the standard passenger requirement (they may apply to other parts of the system or crew configurations). So, 12 minutes is the correct, typical duration.

2. Can crew rest areas be occupied for TTL?

- A. Yes**
- B. No**
- C. Only on long flights**
- D. Not specified**

The idea is that crew rest areas are designated for rest and should not be used while the aircraft is in a period where crew duties are required or where quick access to the flight deck and cabin crew actions is needed. TTL implies a time when crew must be available to perform duties or respond to operations, so occupying the rest area would prevent that readiness and could interfere with safety and emergency procedures. Because of these safety and operational requirements, crew rest areas cannot be used for TTL. On long flights, the same rule applies—the rest area is for rest during approved rest periods, not for TTL duties.

3. During a decompression, what is stated about unattended crew members?

- A. Do Not Leave Crew Member Unattended**
- B. Always Leave Them Unattended**
- C. Only Monitor from Outside**
- D. Ignore Them**

During decompression, safety hinges on rapid, coordinated action for every crew member. A rapid loss of cabin pressure can quickly affect those on board, so it's essential to keep crew members attended, ensure they have access to oxygen, and stay in close contact to help with donning masks and maintaining overall safety. This approach prevents delays in response, reduces the risk of incapacitation, and supports smooth communication with the rest of the crew and the flight deck. Leaving a crew member unattended or monitoring them from a distance would undermine these critical safety measures, and ignoring them would be inappropriate in an emergency.

4. On the 777-300ER, the jumpseat for FA 14 is which position?

- A. 5RC**
- B. 5LC**
- C. 2R FWD Facing**
- D. 4RC**

On the 777-300ER, flight attendant jumpseat designations use a row number plus a two-letter code that shows which side and which bank the seat is in. The code 5RC means row 5, on the right side in the center bank. That is the position assigned to FA 14 for this aircraft configuration, so 5RC is the correct jumpseat. This labeling helps crew quickly locate seats and coordinate with the cockpit and galley areas. Other options point to a different row or a different side/bank, which isn't FA 14's assigned position.

5. Which statement best describes the usual attitude of the 777 during a ditching?

- A. Nose slightly high attitude**
- B. Nose level**
- C. Tail low attitude**
- D. Nose down**

During a ditching, the aircraft is intended to settle on the water in a slightly nose-up attitude. This helps keep the forward fuselage and doors above the waterline, reducing the chance of water intrusion into the cabin and cockpit and making forward evacuations easier. A level nose wouldn't provide enough clearance, a tail-down attitude risks the tail contacting the water and blocking exits, and a nose-down attitude can cause a harsher impact and bring water into the cockpit. So the usual ditching posture is nose slightly high.

6. Which jumpseat does FA 4 occupy on the 777-300ER?

- A. 2L**
- B. 2R AFT facing**
- C. 3L**
- D. 3R**

Jumpseat assignments and how a crew member is seated matter for rapid response, coverage, and safety across the cabin. On the 777-300ER, the flight attendant in the fourth position is assigned to the jumpseat on the right side that faces toward the rear, located in the mid-cabin area near the galley. That right-side, aft-facing seat is ideal for FA 4 because it places them where they can quickly monitor and assist the right-hand cabin, reach the mid-cabin service area efficiently, and stay secured and ready during turbulence, taxi, takeoff, and landing. The rear-facing orientation also gives a clear view of passengers and activity behind their seat, which helps with call-light responsiveness and coordination with other crew members. Placing FA 4 in a forward-facing seat or in a position far from the mid-cabin would delay response to calls in the right-hand sections or complicate access to the galley and aft cabin areas. The chosen jumpseat balances coverage, safety, and efficiency for the crew as a whole.

7. Which statement is true about lavatories and galleys on the 777 family described?

- A. The 777-300ER has 12 lavatories and 10 galleys.**
- B. The 777-300ER has 8 lavatories and 12 galleys.**
- C. The 777-200ER has 12 lavatories and 10 galleys.**
- D. The 777-200ER has 8 lavatories and 10 galleys.**

In this training configuration, the numbers of lavatories and galleys reflect how AA layouts its 777 variants. The longer, higher-capacity 777-300ER is configured with more lavatories to accommodate more passengers and longer trips, totaling twelve lavatories, while it maintains ten galleys for service areas along the cabin. The 777-200ER, being shorter, has fewer lavatories, eight, but still uses ten galleys to support meal service across its cabins. Galleys serve as the food prep and service zones, and their count tends to stay the same across these variants in this configuration, even though the aircraft lengths differ. So the statement that the 777-300ER has twelve lavatories and ten galleys is the accurate one in this context.

8. If CCP reset does not fix a lightning issue, what is the next step?

- A. Notify the flight deck**
- B. Reset the IFE**
- C. Call the Captain**
- D. Evacuate**

Escalate to the flight deck when a cabin-level troubleshooting step doesn't resolve the issue. The CCP reset is a cabin procedure to restore normal function, but if it fails to fix a lightning-related problem, the situation requires the Captain's authority and assessment. Notifying the flight deck ensures they can determine if the problem affects safety, decide on any further actions, and coordinate with maintenance or dispatch as needed. Evacuation is only appropriate if there's an immediate, unacceptable danger. Trying additional cabin resets or focusing on individual systems without flight deck guidance can delay a proper safety assessment.

9. Which jumpseat is FA 11 assigned to on the 777-200?

- A. 4LC**
- B. 4RC Outbound**
- C. 4RC Inboard**
- D. 1R**

Jumpseat assignments are fixed by the crew roster and aircraft layout, so each flight attendant has a specific jumpseat they operate from on a given aircraft. On the 777-200, the forward cabin contains jumpseats in defined positions, including a left-center jumpseat in the forward area. FA numbers map to those locations, and FA 11 is assigned to that left-center forward jumpseat. That seat keeps the crew near the service flow on the left side and aligns with how the roster distributes responsibilities. The other options point to jumpseats in different locations—either on the right side in the forward area or at a front-right position—which are assigned to other FAs. So, the left-center forward jumpseat is the one designated for FA 11.

10. What is the passenger capacity for the 777-300ER?

A. 290

B. 304

C. 320

D. 350

Passenger capacity is about how many seats the cabin layout allows, not just the aircraft model. The 777-300ER can be configured with varying densities, but in the standard configuration used for this context, American Airlines seats 304 passengers. This figure comes from balancing the number of seats per row and the number of rows across the cabin with the specific class mix they use. If a different airline or a different layout were used, the total could be higher or lower, but 304 reflects the common AA setup for this aircraft.

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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://americanairlinesfatraining777.examzify.com>

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

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