

Breeze Airways E-190 Practice Exam (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. **TRUE or FALSE: There should NEVER be a liner in the LAV waste bins.**
 - A. False
 - B. True
 - C. Not specified
 - D. Sometimes

2. **The interphones use what type of talk/listen line?**
 - A. private-type
 - B. group-type
 - C. party-type
 - D. mixed-type

3. **What type of oxygen is supplied in the lavatories (LAVs) on the E-190?**
 - A. Liquid
 - B. Chemical
 - C. Gaseous
 - D. Vacuum

4. **What is the duration of the Portable Halon Fire Extinguisher?**
 - A. 5-7 seconds
 - B. 20-30 seconds
 - C. 10-12 seconds
 - D. 1 minute

5. **Stowage compartments in the galley areas are ____ - ____.**
 - A. recessed-latching
 - B. single-latching
 - C. locking-latches
 - D. dual-latching

- 6. Which interphone button is used to make a public address?**
- A. PA Button**
 - B. ATTND Button**
 - C. Pilot Button**
 - D. Emergency Pilot Button**
- 7. In an emergency, which interphone button should be used to alert the pilot?**
- A. Emergency Pilot Button**
 - B. Pilot Button**
 - C. PA Button**
 - D. ATTND Button**
- 8. What does the PASS acronym stand for in fire extinguisher use?**
- A. P: Pull/Push; A: Aim; S: Squeeze; S: Sweep**
 - B. P: Push/Pull; A: Aim; S: Squeeze; S: Sweep**
 - C. P: Pull; A: Aim; S: Squeeze; S: Sweep**
 - D. P: Pull/Push; A: Aim; S: Sweep; S: Squeeze**
- 9. The CA will give the brace signal approximately ___ feet from the ground.**
- A. 300 feet**
 - B. 700 feet**
 - C. 1000 feet**
 - D. 500 feet**
- 10. Which items are powered by the galley circuit breakers on the E-190?**
- A. Coffee maker, work light, and ovens.**
 - B. Refrigerator and water pump**
 - C. Air conditioning and galley lights**
 - D. Ovens and coffee pot heater**

Answers

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

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Explanations

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1. TRUE or FALSE: There should NEVER be a liner in the LAV waste bins.

A. False

B. True

C. Not specified

D. Sometimes

Lav waste bins are designed to be linerless, so waste goes directly into the bin and into the aircraft's waste disposal system. Using a liner can lead to tearing or leakage, interfere with the bin's seal and the removal process, and complicate sanitation and maintenance after the flight. For safety and hygiene, there should never be a liner in the lavatory waste bins. There are no exceptions to this rule, which is why the statement is true.

2. The interphones use what type of talk/listen line?

A. private-type

B. group-type

C. party-type

D. mixed-type

The interphone system uses a party-type talk/listen line. That means the line is shared among several stations, so anyone on that line can talk and all others on the same line can hear and respond. It's designed for crew-wide communication (flight deck and cabin crew) on a common channel, rather than a private one-to-one connection. A private-type would be limited to one specific person, and a group-type would restrict who's on the line, which isn't how this interphone is intended to be used. The party-type setup matches the need for broad, immediate coordination across multiple crew members on the same line.

3. What type of oxygen is supplied in the lavatories (LAVs) on the E-190?

A. Liquid

B. Chemical

C. Gaseous

D. Vacuum

Oxygen in the lavatories is chemical oxygen. Lavatories use self-contained chemical oxygen generators that produce oxygen through a chemical reaction when activated, providing a short-term supply for the person in the lavatory without needing bulk liquid or gaseous oxygen tanks or a vacuum system. Liquid oxygen would require heavy cryogenic storage, gaseous oxygen would need a larger, complex pipeline system, and vacuum contains no oxygen at all, so the compact, self-contained chemical method is the practical choice for an LAV.

4. What is the duration of the Portable Halon Fire Extinguisher?

- A. 5-7 seconds
- B. 20-30 seconds
- C. 10-12 seconds**
- D. 1 minute

Discharge duration is how long the extinguisher releases its agent after you push the handle. For a portable Halon extinguisher on an E-190, that release lasts about 10-12 seconds. This reflects the amount of Halon in a standard aircraft portable unit and the flow rate through the nozzle. The short, intense burst is meant to knock down a small fire quickly by covering the base of the flames with a sweeping motion, then you reassess or take further action if the fire isn't out. The other time options don't match the typical capacity and flow of a standard aircraft portable Halon extinguisher.

5. Stowage compartments in the galley areas are ____ - ____.

- A. recessed-latching
- B. single-latching
- C. locking-latches
- D. dual-latching**

Two latches are used on galley stowage doors to provide reliable, redundant retention. With a dual-latching design, the door stays closed even if one latch is released or affected by vibration, turbulence, or a rough maneuver. This redundancy helps prevent items from spilling or becoming hazards during flight and ensures the door remains shut during critical phases like takeoff, landing, and turbulence. Recessed-latching describes the latch appearance, which doesn't address how many points of retention there are. A single latch offers less security against unexpected opening, and locking-latches imply a separate lock mechanism, which isn't the standard requirement for normal galley stowage. The dual-latching setup best meets safety needs by providing two independent secure points.

6. Which interphone button is used to make a public address?

- A. PA Button**
- B. ATTND Button
- C. Pilot Button
- D. Emergency Pilot Button

The interphone's public address function is what you use to speak to all passengers. Pressing the PA button connects your microphone to the cabin loudspeakers, so your message is broadcast throughout the cabin. The other buttons serve different, non-public-address roles: ATTND is for contacting cabin attendants, the Pilot button is for talking to the flight deck, and the Emergency Pilot button is for priority emergency calls to the pilots. So the PA button is the one used to make a public address.

7. In an emergency, which interphone button should be used to alert the pilot?

- A. Emergency Pilot Button**
- B. Pilot Button**
- C. PA Button**
- D. ATTND Button**

In an emergency, you need a direct, unmistakable alert that reaches the flight crew immediately. The interphone system includes a dedicated high-priority path to the pilots, designed to grab their attention right away. Pressing the Emergency Pilot control triggers that urgent alert, usually with a distinct tone and indication in the cockpit, so the captain or first officer understands action is required now. The other options serve different purposes: the Pilot control would contact the flight deck but without the emergency priority; the PA button is intended for speaking to passengers; the ATTND button is for reaching cabin attendants. None of these provide the rapid, cockpit-focused alert that the emergency control delivers.

8. What does the PASS acronym stand for in fire extinguisher use?

- A. P: Pull/Push; A: Aim; S: Squeeze; S: Sweep**
- B. P: Push/Pull; A: Aim; S: Squeeze; S: Sweep**
- C. P: Pull; A: Aim; S: Squeeze; S: Sweep**
- D. P: Pull/Push; A: Aim; S: Sweep; S: Squeeze**

PASS is a quick guide for using a portable fire extinguisher: P stands for Pull the pin to break the tamper seal and allow discharge; A stands for Aim at the base of the fire; S stands for Squeeze the handle to release the extinguishing agent; the final S stands for Sweep the nozzle from side to side across the base of the fire to blanket the fuel source. Pulling the pin is the necessary first step because it unlocks the trigger mechanism. Pushing would not disengage the safety feature. Aiming at the base ensures the suppressant reaches the fuel rather than just the flames. Squeezing or pressing the lever releases the agent, and sweeping from side to side helps cover the area and prevent reignition by treating the entire base of the fire.

9. The CA will give the brace signal approximately ___ feet from the ground.

- A. 300 feet**
- B. 700 feet**
- C. 1000 feet**
- D. 500 feet**

The key idea here is the timing of the brace signal to ensure everyone can quickly protect themselves before potential impact. In this procedure, the cabin attendant issues the brace cue when the aircraft is about 500 feet above the ground. That distance gives just enough time for passengers to adopt the brace position and for crew to complete any final checks or instructions, without waiting so long that there isn't enough time to solidify protective posture before touchdown. If the cue came much higher, the response window might be unnecessarily long and could introduce delays in securing passengers; if it came much lower, there wouldn't be enough time for everyone to brace properly. So 500 feet strikes the right balance for initiating protective actions.

10. Which items are powered by the galley circuit breakers on the E-190?

- A. Coffee maker, work light, and ovens.**
- B. Refrigerator and water pump**
- C. Air conditioning and galley lights**
- D. Ovens and coffee pot heater**

Galley circuit breakers are used to power equipment located in the galley that crews use for meal and service tasks, and they are grouped to allow the galley to be isolated from other aircraft systems. In the E-190, items you would expect on these breakers are the coffee maker, the galley work light, and ovens. The coffee maker and ovens are the primary galley appliances for beverage service and food warming, while the work light provides essential illumination for the crew working in the galley. Refrigerator and water pump are not part of the galley breaker group; they belong to other circuits that support critical systems like food storage and potable water. Air conditioning and galley lights would involve environmental and general lighting circuits rather than the dedicated galley service breakers. Ovens and a coffee pot heater could seem related, but the standard galley breaker grouping specifically includes the coffee maker, work light, and ovens, which is why that combination is the correct one.

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://breezeairwayse190.examzify.com>

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

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