

BREEZE AIRWAYS E-190 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

<https://breezeairwayse190.examzify.com>



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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 primary role of the QRH in degraded navigation or abnormal indications?**
 - A. It provides the procedures to follow for degraded navigation and other abnormal indications.
 - B. It provides a general description of weather phenomena.
 - C. It is not used during flight.
 - D. It only applies to maintenance on the ground.
- 2. What chime is heard when the no smoking sign or the seatbelt sign is turned on?**
 - A. HI
 - B. LO
 - C. Beep
 - D. Ding
- 3. Which button is unique to the Forward FA panel?**
 - A. Engine Start
 - B. LAV Smoke Test
 - C. Cabin Temperature
 - D. PSU Test/Reset
- 4. Which instrument and navigation method should be used if the primary navigation display fails?**
 - A. Use standby instruments and alternative navigation methods as instructed by QRH.
 - B. Retry the primary navigation display several times.
 - C. Ignore the failure and continue as planned.
 - D. End the flight plan and request vectoring to the nearest airport.
- 5. After a fault in the galley, what is the recommended procedure for circuit breakers?**
 - A. Reset them immediately
 - B. Power down and reset the breakers
 - C. Ignore and continue operations
 - D. Do not reset; report to maintenance

- 6. In response to a suspected bleed air leak, what is the first action you should take?**
- A. Notify ATC before troubleshooting.
 - B. Open all bleed valves to equalize pressure.
 - C. Isolate the affected bleed, monitor cabin pressurization, and follow the QRH for bleed system faults.
 - D. Increase cabin pressurization to maximum.
- 7. Where would you verify electrical power status during approach and what displays indicate source availability?**
- A. On ECAM electrical pages and on the cockpit electrical panel; PFD/SD indicates source availability via bus status annunciations.
 - B. On the fuel management page only.
 - C. On the navigation display with IMU status.
 - D. On the weather radar page.
- 8. Where is the Flight Deck Access Control Panel located relative to the flight deck door?**
- A. Top of the G1 galley next to the flight deck door
 - B. In the flight deck ceiling panel
 - C. Behind the main entry door
 - D. On the aft bulkhead
- 9. When should the infant/child key be used on the AED?**
- A. For all children under 12 years.
 - B. Only for infants under 1 year.
 - C. When the infant/child is under 55 lbs or 8 years old.
 - D. Only when an adult key is unavailable.
- 10. Which statement is true regarding infant life vests on the E-190?**
- A. There are 6 infant LVs
 - B. There are 4
 - C. There are 8
 - D. There are 2

Answers

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

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Explanations

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1. What is the primary role of the QRH in degraded navigation or abnormal indications?

- A. It provides the procedures to follow for degraded navigation and other abnormal indications.
- B. It provides a general description of weather phenomena.**
- C. It is not used during flight.
- D. It only applies to maintenance on the ground.

Degraded navigation or other abnormal indications require a fast, standardized response. The QRH serves as the quick-reference guide that houses the approved procedures for these conditions. It provides concise, step-by-step actions and memory items to diagnose, confirm, and recover from failures, or to safely continue if recovery isn't immediate. It's designed for use in flight, organized by system or scenario so you can quickly locate the correct checklist, reducing workload and ensuring consistent, correct actions across crews. It's not a source of weather information, and it isn't a maintenance document; weather details belong in weather-focused resources, and maintenance actions follow separate MEL/CDL procedures. So, its primary role is to provide the procedures to follow for degraded navigation and other abnormal indications.

2. What chime is heard when the no smoking sign or the seatbelt sign is turned on?

- A. HI
- B. LO**
- C. Beep
- D. Ding

When safety signs are activated, the cabin uses a distinct low-pitched chime to alert everyone. This low chime differentiates these routine safety-sign activations from other alerts, which helps passengers and crew recognize the event without alarm. The high-pitched chime, a generic beeping sound, or a simple ding would be used for different kinds of warnings or reminders, not for the no smoking or seatbelt signs. Therefore, the sound you hear in this situation is the low chime.

3. Which button is unique to the Forward FA panel?

- A. Engine Start
- B. LAV Smoke Test**
- C. Cabin Temperature
- D. PSU Test/Reset

The button that is unique to the Forward FA panel is the LAV Smoke Test. This control is specifically for testing the lavatory smoke detector, a function tied to the lavatory system and accessed by flight attendants from the forward panel. Other options belong to systems or areas not unique to the forward FA panel: Engine Start is a cockpit/engine control, Cabin Temperature relates to the environmental control system handled elsewhere, and PSU Test/Reset involves power-related/PSU functions not exclusive to this panel.

4. Which instrument and navigation method should be used if the primary navigation display fails?

- A. Use standby instruments and alternative navigation methods as instructed by QRH.
- B. Retry the primary navigation display several times.**
- C. Ignore the failure and continue as planned.
- D. End the flight plan and request vectoring to the nearest airport.

When the primary navigation display fails, you rely on independent backup instruments and the procedures in the QRH. The primary source of navigation data is out, so switch to the standby instruments—the attitude indicator, altimeter, airspeed, and heading indicator—to maintain basic flight attitude, speed, altitude, and heading. Use alternate navigation methods available through those backups, such as dead reckoning, pilotage, and any usable VOR/LOC or other independent nav sources, while cross-checking with the remaining systems. Following the QRH steps ensures you re-establish navigation safely and communicate with ATC as needed. Trying the failed display again isn't a guaranteed fix and can leave you without reliable navigation, so the backup instruments and methods are the appropriate path.

5. After a fault in the galley, what is the recommended procedure for circuit breakers?

- A. Reset them immediately
- B. Power down and reset the breakers
- C. Ignore and continue operations
- D. Do not reset; report to maintenance**

When a fault is detected in the galley, the circuit breakers should not be reset by the crew. Breakers are there to protect wiring and equipment from damage due to overloads or faults, and simply resetting a tripped breaker can re-energize a fault path, potentially leading to arcing, overheating, or a fire once power is re-applied. The safe and correct action is to report the fault to maintenance and follow the established procedures, leaving the breaker in its faulted/off state until a qualified technician inspects and repairs the issue. This approach preserves the fault condition for proper diagnosis and prevents masking a hidden problem. Resetting without diagnosis, powering down and then resetting, or ignoring the fault all fail to address the underlying issue and pose safety risks.

6. In response to a suspected bleed air leak, what is the first action you should take?

- A. Notify ATC before troubleshooting.
- B. Open all bleed valves to equalize pressure.
- C. Isolate the affected bleed, monitor cabin pressurization, and follow the QRH for bleed system faults.**
- D. Increase cabin pressurization to maximum.

When facing a suspected bleed air leak, the first action is to isolate the affected bleed, monitor cabin pressurization, and follow the QRH for bleed system faults. Isolating the bleed valve stops the source of the leak, helping to preserve cabin pressure and reduce contamination or damage from unconditioned air. At the same time, you keep a close eye on cabin pressure to ensure you stay within safe limits as you manage the fault. Following the QRH provides the proper, tested steps to handle bleed faults, such as selecting the appropriate bleed source and switching to available alternate systems if needed. Notifying ATC before troubleshooting isn't the priority because the airplane must be stabilized and the cabin conditions safeguarded first. Opening all bleed valves would worsen the situation by increasing the leak, and attempting to raise cabin pressure to maximum is dangerous and inappropriate when a leak is present.

7. Where would you verify electrical power status during approach and what displays indicate source availability?

- A. On ECAM electrical pages and on the cockpit electrical panel; PFD/SD indicates source availability via bus status annunciations.
- B. On the fuel management page only.
- C. On the navigation display with IMU status.**
- D. On the weather radar page.

The main thing being checked is whether the attitude and navigation systems have a reliable power source in use during approach. The navigation display can show the IMU status, and that is the quickest, most direct indicator you have in the cockpit that the inertial reference system is powered and functioning. If the IMU is powered and healthy, you can trust the attitude data and heading information on the PFD and ND, which is essential for a stable approach and accurate flight path tracking. ECAM electrical pages and the cockpit electrical panel do tell you about power sources, but they're more about overall system troubleshooting and take you away from the moment-to-moment cockpit reference you rely on during approach. The fuel management page is not related to electrical power, and the weather radar page likewise doesn't indicate source availability. So, checking the IMU status on the navigation display gives the most relevant, real-time confirmation that power is available where you need it.

8. Where is the Flight Deck Access Control Panel located relative to the flight deck door?

- A. Top of the G1 galley next to the flight deck door**
- B. In the flight deck ceiling panel
- C. Behind the main entry door
- D. On the aft bulkhead

The key idea is where the Flight Deck Access Control Panel is placed so cabin crew can reach it quickly as they approach the flight deck door. On the Embraer E-190, this panel is located at the top of the G1 galley, right next to the flight deck door. This position puts the control within easy reach for crew members, enabling them to request entry or communicate with the pilots without moving away from the door area. Placing the panel in the flight deck ceiling, behind the main entry door, or on the aft bulkhead would make it harder to access or farther from the usual crew workflow, so those locations aren't practical.

9. When should the infant/child key be used on the AED?

- A. For all children under 12 years.
- B. Only for infants under 1 year.
- C. When the infant/child is under 55 lbs or 8 years old.**
- D. Only when an adult key is unavailable.

Defibrillator energy dosing for pediatric patients. The infant/child key switches the AED into pediatric (lower-energy) settings designed for smaller bodies. Use it when the patient is under 55 pounds or 8 years old. This lowers the shock energy to reduce risk of injury while still aiming to be effective for a child. When the child weighs more than 55 pounds or is older than 8, switch to the adult settings, since the higher energy is appropriate for larger bodies. The adult path should be used for patients who exceed those pediatric limits, rather than relying on the pediatric key.

10. Which statement is true regarding infant life vests on the E-190?

- A. There are 6 infant LVs**
- B. There are 4
- C. There are 8
- D. There are 2

Infant life vests are part of the cabin safety equipment kept on board to provide a vest for an infant passenger if needed. On Breeze's Embraer 190, the safety inventory specifies six infant life vests, which ensures there are enough for up to six infants or to cover multiple infant passengers while also providing a spare. This count comes from the aircraft's standard equipment list and is verified during preflight checks. So, the statement that there are six infant life vests matches the E-190 configuration. Smaller or larger counts wouldn't align with the documented safety equipment for this aircraft.

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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