

# **BREEZE AIRWAYS GENERAL EMERGENCY PRACTICE EXAM (SAMPLE)**

**STUDY GUIDE**



**SAMPLE STUDY GUIDE  
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

<https://breezeairwaysgenemergency.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 Hypoxia?**

- A. Increased blood oxygen levels
- B. Reduced levels of oxygen in the blood
- C. A type of pressure change
- D. A disease

**2. The fog observed in the cabin during rapid decompression is caused by which phenomenon?**

- A. Smoke from engine
- B. Humidity change
- C. Moisture Condensation
- D. Engine oil leakage

**3. When should a PBE be worn?**

- A. When smoke or fumes are present
- B. Always
- C. Never
- D. Only during emergencies

**4. Aircraft tires are approximately how many PSI?**

- A. 150 PSI
- B. 200 PSI
- C. 250 PSI
- D. 300 PSI

**5. An explosive decompression occurs within how many seconds?**

- A. 1-10 seconds
- B. 10 seconds or longer
- C. 5 seconds
- D. Less than 1 second

- 6. Which is NOT a function listed as maintained by the Advanced Environmental Control Systems?**
- A. Cabin Pressure
  - B. Ventilation
  - C. Temperature
  - D. Cabin Humidity
- 7. In the evacuation mnemonic DKPLAD, what does the letter L stand for?**
- A. Account for all souls onboard and administer first-aid if necessary
  - B. Passengers can use slides as flotation aids until life rafts become available
  - C. Listen to CA's instructions
  - D. Detach mooring line from life raft
- 8. Which emergency situation requires an immediate evacuation?**
- A. Mechanical failure
  - B. Ditching
  - C. Medical emergency
  - D. Bird strike
- 9. When fighting a fire, what must be done after the flames are extinguished?**
- A. Evacuate immediately
  - B. Fuel suppression
  - C. Notify ground crew
  - D. Monitor for re-ignition
- 10. What does SOC stand for?**
- A. System Operations Committee
  - B. Safety Operations Center
  - C. Systems Operations Center
  - D. Systems Oversight Center



## **Answers**

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

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## **Explanations**

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## 1. What is Hypoxia?

- A. Increased blood oxygen levels
- B. Reduced levels of oxygen in the blood**
- C. A type of pressure change
- D. A disease

*Hypoxia is a condition in which the body's tissues don't receive enough oxygen to meet their needs. In aviation, this often comes from the reduced oxygen in the blood as you ascend, so less oxygen is delivered to cells. That's why describing it as reduced levels of oxygen in the blood is the best match. The other ideas don't define hypoxia: more oxygen in the blood is hyperoxia, a pressure change isn't the definition (though pressure changes can cause hypoxia), and hypoxia isn't a disease, but a state that can result from various causes.*

## 2. The fog observed in the cabin during rapid decompression is caused by which phenomenon?

- A. Smoke from engine
- B. Humidity change
- C. Moisture Condensation**
- D. Engine oil leakage

*During rapid decompression, the cabin air expands quickly and cools. The humidity already in that air can't stay in vapor form at the lower temperature, so water vapor condenses into tiny droplets, creating visible fog. This moisture condensation is the phenomenon at work. It isn't smoke from the engines and it isn't oil leaking; those would show other signs such as odor or dark plumes. The fog tends to appear when humidity is high and clears as the cabin returns to stable pressure.*

## 3. When should a PBE be worn?

- A. When smoke or fumes are present**
- B. Always
- C. Never
- D. Only during emergencies

*Protective Breathing Equipment is used to shield your airway from smoke and toxic fumes by delivering clean air under positive pressure. Because smoke exposure can rapidly reduce visibility and impair breathing, you don the PBE as soon as smoke or fumes are present so you can continue to breathe safely, move, and assist others. It's not worn continuously because the supply is finite and wearing it unnecessarily can be uncomfortable and wasteful. It isn't appropriate to wear it only during some vague "emergency" separate from smoke, since smoke conditions themselves require protection. So, you wear the PBE whenever you detect smoke or fumes and keep it on until you're clear of the hazard.*

#### 4. Aircraft tires are approximately how many PSI?

- A. 150 PSI
- B. 200 PSI**
- C. 250 PSI
- D. 300 PSI

Aircraft tires operate at very high pressures to support the heavy loads of landing, braking, and taxiing without excessive tire flex or heat buildup. The typical value used for most main landing gear tires is around 200 psi. This higher pressure keeps the tire from spreading too much under load and helps manage heat during high-speed, high-load events like touchdown. Pressures much lower, like 150 psi, would cause too much tire flex and heat; pressures as high as 250–300 psi would exceed many tire ratings and increase the risk of a failure on impact. So the best match is about 200 psi, with the exact value shown on the tire sidewall or aircraft placard and checked cold before flight.

#### 5. An explosive decompression occurs within how many seconds?

- A. 1-10 seconds
- B. 10 seconds or longer
- C. 5 seconds
- D. Less than 1 second**

An explosive decompression happens when cabin pressure is lost in effectively an instant—within less than one second. That ultra-rapid drop creates a sudden and large pressure differential, causing immediate effects on people and the aircraft structure, and it requires instant crew action, including donning oxygen and securing oneself. This is what separates explosive decompression from rapid decompression, which occurs more gradually over about one to ten seconds. So, the correct time frame is less than one second; the other options describe slower decompression that doesn't fit the explosive category.

#### 6. Which is NOT a function listed as maintained by the Advanced Environmental Control Systems?

- A. Cabin Pressure
- B. Ventilation
- C. Temperature
- D. Cabin Humidity**

The Advanced Environmental Control System is designed around three main duties: keeping the cabin pressurized at a safe level, providing and circulating fresh air (ventilation), and maintaining a comfortable cabin temperature. Cabin pressure is managed with bleed air and the outflow valve to hold a set cabin altitude. Ventilation ensures the air environment stays fresh and breathable by circulating conditioned air. Temperature control adjusts the mixture of heated and cooled air to meet the desired comfort setpoint. Humidity, on the other hand, is not actively kept as a separate, controlled parameter by the ECS in this context. It tends to vary with the other controls and operating conditions rather than being directly regulated by a dedicated humidity control loop. That makes cabin humidity the one not listed as a function maintained by the advanced environmental control system.

**7. In the evacuation mnemonic DKPLAD, what does the letter L stand for?**

- A. Account for all souls onboard and administer first-aid if necessary
- B. Passengers can use slides as flotation aids until life rafts become available
- C. Listen to CA's instructions**
- D. Detach mooring line from life raft

*During an evacuation, following the DKPLAD sequence helps passengers act quickly and safely, and the L specifically means listening to the CA's instructions. This is the best emphasis because the crew in charge will be directing everyone based on the current conditions, telling people when to exit, where to move, and what to do next. Paying attention to those commands keeps the evacuation orderly and prevents conflicting actions that could slow things down or cause injuries. The other ideas describe broader safety goals or crew-managed procedures rather than the immediate passenger action the L represents; for example, counting everyone and providing first aid are important safety objectives but not the action tied to the evacuation step of listening to the CA, and certain equipment actions are handled by the crew rather than something a passenger is instructed to perform. So, L stands for listening to the CA's instructions.*

**8. Which emergency situation requires an immediate evacuation?**

- A. Mechanical failure
- B. Ditching**
- C. Medical emergency
- D. Bird strike

*When survival is at immediate risk the moment you touch down or contact a hazardous environment, evacuation must be performed at once. Ditching, a water landing, creates an urgent, time-sensitive danger because the aircraft can take on water quickly, sink, or capsize. In such a scenario, every second counts to get passengers onto life rafts or into the open water and away from a potentially sinking fuselage. That urgency is why ditching is the situation that requires an immediate evacuation. Other emergencies don't inherently mandate instant egress. A mechanical failure may allow the airplane to complete a safe landing at an alternate airport, giving time to assess and evacuate only after landing if needed. A medical emergency on board is serious and often requires diversion or on-scene medical care, but evacuation of the entire cabin isn't automatically required immediately. A bird strike might force an abnormal situation or even an emergency landing, but it doesn't automatically demand immediate evacuation unless there are injuries, fire, or other imminent hazards.*

**9. When fighting a fire, what must be done after the flames are extinguished?**

- A. Evacuate immediately
- B. Fuel suppression
- C. Notify ground crew
- D. Monitor for re-ignition**

*After flames are extinguished, the immediate danger often shifts to potential re-ignition. Hot spots and hidden embers can smolder and flare up again if heat or fuel sources remain, even when there's no visible flame. The best action is to monitor the area for re-ignition—keeping the scene under observation, cooling suspicious spots, and being prepared to reapply suppression as needed until the risk is truly gone. Other steps like evacuating, continuing fuel suppression, or notifying ground crew are important parts of incident response, but they don't directly address the ongoing hazard of hidden heat the way active monitoring does.*

## 10. What does SOC stand for?

- A. System Operations Committee
- B. Safety Operations Center
- C. Systems Operations Center
- D. Systems Oversight Center

*The main idea is understanding what SOC refers to in airline operations. SOC stands for the central hub that monitors and coordinates flight operations across the entire system in real time. It brings together data from multiple domains—flight status, weather, gate and ramp status, crew scheduling, maintenance, and passenger communications—to maintain situational awareness and direct action during normal operations and disruptions. The plural "Systems" indicates the integration of many operational systems, not just a single one, which is why Systems Operations Center is the standard term. Other options describe a safety-focused center, a governance committee, or an oversight facility, which don't capture the live, cross functional coordination role of the central operations hub.*

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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](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

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

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