

CABIN CREW PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. Finish preparations require cabin crew to be seated and secured before which order?**
 - A. After the door is opened
 - B. Before landing
 - C. Before "BRACE" order
 - D. After evacuation
- 2. Who is responsible for announcing 'CABIN CREW, BOARDING COMPLETED' after all passengers have boarded?**
 - A. Ground Staff
 - B. Senior Cabin Crew Manager
 - C. Commander
 - D. Flight Attendant
- 3. When is the cargo manifest delivered to the SCCM?**
 - A. After takeoff
 - B. Before departure
 - C. Upon arrival
 - D. During boarding
- 4. Where are life jackets stored and when are they worn?**
 - A. Stored under passenger seats and worn during turbulence.
 - B. Stored in overhead bins and worn only by children.
 - C. Stored under passenger seats or in accessible compartments; worn during a water landing or when instructed by crew.
 - D. Kept in cockpit and worn at takeoff.
- 5. Which item is not listed as part of the safety demonstration?**
 - A. Safety Card
 - B. Seatbelt
 - C. Exits
 - D. First Aid Kit

- 6. Pre-boarding duties include checks to ensure what?**
- A. To ensure that emergency equipment is checked only after flight
 - B. To verify passenger seating alignment
 - C. To check weather conditions
 - D. To ensure functionality and minimum numbers required for dispatch
- 7. The Flight Deck security check includes which area?**
- A. Exterior compartments and hatches
 - B. Inside the flight deck including all stowage areas
 - C. Exterior surfaces only
 - D. Only the cockpit door
- 8. In the FREE to fly standard, what does the 'F' stand for?**
- A. Rested sufficiently
 - B. Free of any symptoms which can lead to sickness or incapacitation
 - C. Eaten before the duty
 - D. Enough time has elapsed since consumption of alcohol or medication
- 9. How should waste or biohazard materials be disposed of on board?**
- A. Use designated containers, follow sanitation procedures, and ensure correct labeling and disposal.
 - B. Mix waste with regular trash to save space.
 - C. Dispose of waste in passenger toilets.
 - D. Keep waste in the galley until the flight ends.
- 10. What is the recommended chest compression rate during adult CPR in flight?**
- A. 60–80 compressions per minute.
 - B. 80–100 compressions per minute.
 - C. 100–120 compressions per minute.
 - D. 120–140 compressions per minute.

Answers

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

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Explanations

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1. Finish preparations require cabin crew to be seated and secured before which order?

- A. After the door is opened
- B. Before landing
- C. Before "BRACE" order**
- D. After evacuation

Finish preparations are done in advance of an imminent impact so crew are protected and ready to act. Being seated and secured before the BRACE order ensures that, when the signal to brace is given, everyone is already in position and safely strapped. This minimizes the risk of injury and allows the crew to concentrate on guiding passengers and performing safety duties without delays. Waiting until after the BRACE order would mean moving around unbuckled at a critical moment, which isn't safe. The other options describe actions associated with different phases (opening doors or evacuations) and don't reflect the need to be secured before the brace signal.

2. Who is responsible for announcing 'CABIN CREW, BOARDING COMPLETED' after all passengers have boarded?

- A. Ground Staff
- B. Senior Cabin Crew Manager**
- C. Commander
- D. Flight Attendant

The key idea here is that final boarding status calls are a cabin crew responsibility, handled by the person who leads the cabin crew on board. The Senior Cabin Crew Manager oversees all cabin operations, ensures everything is ready for departure (all passengers aboard, bags secured, doors closed, safety checks completed), and then communicates the formal boarding-completed status to passengers. This role has the authority to make official announcements on the cabin's behalf and to coordinate the crew to maintain standard procedures. Ground staff work at the gate and aren't on board to deliver this message, and while the commander oversees the flight from the cockpit, routine cabin announcements are managed by the cabin crew. A flight attendant can deliver announcements, but the designated leader responsible for cabin operations is the Senior Cabin Crew Manager, making this the most appropriate person to announce that boarding is complete.

3. When is the cargo manifest delivered to the SCCM?

- A. After takeoff
- B. Before departure**
- C. Upon arrival
- D. During boarding

Delivering the cargo manifest to the SCCM before departure is essential because it gives ground and flight teams the full, verified picture of what is on board well in advance of pushback. The manifest lists every item, its weight, quantity, and any special handling or dangerous goods. With this information, the SCCM can confirm the load plan matches the aircraft's weight and balance limits, ensure hazardous materials are properly documented and segregated, and coordinate loading with ground handling and cargo compartments. This advance delivery allows any discrepancies to be resolved and all required paperwork to be completed before the aircraft moves, preventing delays and safety or regulatory issues. If the manifest were provided later—during boarding, after takeoff, or upon arrival—there would be no time to complete these critical checks, risking unsafe loading and schedule disruptions.

4. Where are life jackets stored and when are they worn?

- A. Stored under passenger seats and worn during turbulence.
- B. Stored in overhead bins and worn only by children.
- C. Stored under passenger seats or in accessible compartments; worn during a water landing or when instructed by crew.**
- D. Kept in cockpit and worn at takeoff.

Access to life jackets and the moment they're worn are arranged for rapid use in an emergency and under crew direction. Life jackets are stored under passenger seats or in accessible compartments so passengers can reach them quickly if needed. They are worn during a water landing or whenever the crew instructs you to don them. This ensures flotation gear is ready when it matters most and used only when rescue risk makes it necessary. Storing them in overhead bins isn't standard for quick access, they aren't limited to children, they aren't kept in the cockpit, and they aren't worn at takeoff as a routine precaution.

5. Which item is not listed as part of the safety demonstration?

- A. Safety Card
- B. Seatbelt
- C. Exits
- D. First Aid Kit**

The safety demonstration focuses on actions and information passengers need to know for their safety: how to fasten and unfasten the seatbelt, where the emergency exits are, and where to find the safety information card in your seat pocket. These elements are all about how you respond in an emergency and how to access crucial instructions quickly. A first aid kit, while important for medical needs on board, isn't part of the routine passenger briefing or the actions you're asked to perform during takeoff and in an evacuation. It's onboard equipment, not something passengers are guided to use during the safety demonstration. That's why the item not listed as part of the safety demonstration is the first aid kit.

6. Pre-boarding duties include checks to ensure what?

- A. To ensure that emergency equipment is checked only after flight
- B. To verify passenger seating alignment
- C. To check weather conditions
- D. To ensure functionality and minimum numbers required for dispatch**

Pre-boarding duties are about confirming the aircraft is ready to operate safely before passengers board. The essential part is making sure that emergency equipment is functional and that there are enough crew members to meet the minimum staffing required for dispatch. This combination ensures that, from the moment passengers start boarding, safety systems are ready to perform and there is adequate crew to manage the cabin and respond to any incidents. The other options miss this critical safety and regulatory check: emergency gear checked after flight wouldn't ensure readiness before departure, seating alignment isn't a primary safety check for dispatch, and weather conditions are typically handled by operations or the flight crew rather than a pre-boarding cabin check.

7. The Flight Deck security check includes which area?

- A. Exterior compartments and hatches
- B. Inside the flight deck including all stowage areas**
- C. Exterior surfaces only
- D. Only the cockpit door

The key idea is that the flight deck security check is a thorough interior sweep of the flight deck, not just the door. It covers the whole flight deck area, including all stowage and storage spaces inside, to ensure there are no unauthorized persons or concealed items that could pose a threat. Exterior components like compartments or hatches and only checking the cockpit door don't fully address security, since someone could hide a risk in internal storage or behind panels within the flight deck. By inspecting inside the flight deck and all its storage areas, crew confirm everything is secure and tamper-free before or during flight.

8. In the FREE to fly standard, what does the 'F' stand for?

- A. Rested sufficiently
- B. Free of any symptoms which can lead to sickness or incapacitation**
- C. Eaten before the duty
- D. Enough time has elapsed since consumption of alcohol or medication

F stands for being free of any symptoms which can lead to sickness or incapacitation. The idea is that a crew member must not be showing signs of illness or conditions that could impair their ability to perform duties. Symptoms like nausea, dizziness, chest pain, fever, severe fatigue, or confusion can affect judgment, reaction time, or the ability to handle an in-flight emergency, so they must not be present. The other parts of the FREE to fly standard (rested sufficiently, eaten before duty, enough time since alcohol or medication) address other factors that can affect performance, but they are separate from this particular requirement.

9. How should waste or biohazard materials be disposed of on board?

- A. Use designated containers, follow sanitation procedures, and ensure correct labeling and disposal.
- B. Mix waste with regular trash to save space.**
- C. Dispose of waste in passenger toilets.
- D. Keep waste in the galley until the flight ends.

The main concept here is safe, compliant handling of waste and biohazard materials through proper containment, labeling, and disposal procedures. The correct approach is to use designated containers designed to hold waste securely, keep it sealed to prevent leaks or exposure, and follow established sanitation procedures along with accurate labeling so the waste can be handled and disposed of by authorized services. Mixing waste with regular trash is unsafe because it contaminates the broader waste stream, creating exposure risks for crew, cleaners, and ground staff, and it violates established procedures. Disposing waste in passenger toilets is not allowed since it can clog plumbing, contaminate the wastewater system, and pose a health risk. Keeping waste in the galley until landing also undermines safety and sanitation standards, increasing the chance of leaks, odors, and accidental exposure, and failing to meet proper disposal timelines.

10. What is the recommended chest compression rate during adult CPR in flight?

- A. 60–80 compressions per minute.
- B. 80–100 compressions per minute.
- C. 100–120 compressions per minute.**
- D. 120–140 compressions per minute.

Maintaining a brisk, steady pace for chest compressions is essential because it directly controls how well blood is circulated to the heart and brain during CPR. A pace that's too slow reduces perfusion, while a pace that's too fast can shorten each compression and prevent full chest recoil, which is needed for the heart to fill again between squeezes. The best rhythm is one that is fast enough to sustain circulation but slow enough to allow depths to be achieved consistently and for the chest to recoil fully after each compression. In flight, you can use a simple metronome or a familiar song to help keep this rhythm steady, countering fatigue and ensuring compressions remain effective. So the correct approach is a brisk, controlled tempo that aligns with standard CPR guidelines, balancing speed with adequate depth and recoil.

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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://cabincrew.examzify.com>

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

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