

Crew Duties Drill 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. Which action is part of preparing for landing and securing the cabin?**
 - A. Return coats**
 - B. Open overhead bins to retrieve items**
 - C. Serve beverages**
 - D. Activate emergency exit doors**

- 2. If the agent knocks on the deplaning door, the door is disarmed, and it is safe to open, you should give a thumbs up.**
 - A. True**
 - B. False**
 - C. Not applicable**
 - D. Cannot determine**

- 3. Which of the following is NOT listed as a task to secure the cabin for landing?**
 - A. Return coats**
 - B. Pick up service items**
 - C. Check lavs are empty**
 - D. Thank premium customers**

- 4. How many minutes after the sterile chime should service begin?**
 - A. 8 to 12 minutes**
 - B. 12 to 15 minutes**
 - C. 15 to 20 minutes**
 - D. 5 to 10 minutes**

- 5. You must do a ____ second review of ESCAPE while in your jumpseat.**
 - A. 15**
 - B. 20**
 - C. 30**
 - D. 60**

- 6. A single chime indicates the end of the sterile flight deck at ___ feet, meaning it is safe to begin duties.**
- A. 5,000**
 - B. 10,000**
 - C. 15,000**
 - D. 20,000**
- 7. Crew members can deplane as soon as the agent opens the door.**
- A. True**
 - B. False**
 - C. Only after cross check**
 - D. Only with supervisor approval**
- 8. After the aircraft arrives at the gate, comes to a complete stop, and the seatbelt sign turns off, who turns the lights to bright?**
- A. The Agent**
 - B. FA1**
 - C. The Captain**
 - D. Any FA**
- 9. Who completes the final walkthrough of the aircraft and verifies disarms?**
- A. All FAs**
 - B. The Agent**
 - C. The Captain**
 - D. FA1**
- 10. When the seatbelt sign comes on, there is a single chime, a seatbelt sign PA is made, and all FAs must complete a seatbelt compliance check. (True or False)**
- A. True**
 - B. False**
 - C. Not sure**
 - D. Not applicable**

Answers

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

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Explanations

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1. Which action is part of preparing for landing and securing the cabin?

- A. Return coats**
- B. Open overhead bins to retrieve items**
- C. Serve beverages**
- D. Activate emergency exit doors**

Preparing for landing and securing the cabin is about making sure everything is safely stowed and the cabin is orderly for touchdown. Returning coats fits this because coats left in seats or in aisles can become loose hazards as the plane slows and lands. By collecting those coats and placing them in the coat closet or appropriate storage, the aisles stay clear, exits remain accessible, and items don't shift or fall during descent. The other actions aren't part of this routine: retrieving items from overhead bins during approach can create hazards and distract the crew; serving beverages is a service task more appropriate earlier in the flight; and activating emergency exit doors is reserved for emergencies or directed instructions, not normal pre-landing procedures.

2. If the agent knocks on the deplaning door, the door is disarmed, and it is safe to open, you should give a thumbs up.

- A. True**
- B. False**
- C. Not applicable**
- D. Cannot determine**

When you've verified that the agent has knocked, the door is disarmed, and it is safe to open, a thumbs-up is the approved clearance signal. It communicates clearly and quickly that you've checked conditions and authorize the next step. This nonverbal cue helps the agent know it's safe to proceed without delay or confusion, which is essential in deplaning operations. If any of those safety steps weren't met, you wouldn't give the thumbs-up.

3. Which of the following is NOT listed as a task to secure the cabin for landing?

- A. Return coats**
- B. Pick up service items**
- C. Check lavs are empty**
- D. Thank premium customers**

The main idea here is identifying tasks that directly prepare the cabin for a safe landing. When crews secure the cabin, they focus on removing hazards and making sure everything is stowed and ready for the final approach: aisles are clear, service items are collected, and lavatories are empty and secure. Returning coats helps keep the aisles and seating area clear, reducing clutter and potential tripping hazards as the aircraft descends. Picking up service items removes loose objects that could shift or become projectiles during turbulence or deceleration. Checking lavs are empty ensures there are no items left behind that could interfere with lavatory operation or create hazards in the cabin. Thanking premium customers, while a courteous service gesture, isn't part of the safety-focused steps used to secure the cabin for landing.

4. How many minutes after the sterile chime should service begin?

- A. 8 to 12 minutes
- B. 12 to 15 minutes**
- C. 15 to 20 minutes
- D. 5 to 10 minutes

The timing after the sterile chime is about ensuring items are ready for use without compromising sterility or slowing the workflow. The 12 to 15 minute window is the practical range because it typically allows enough time for sterilized packs and instruments to dry and cool, and for staff to complete the final checks and set up the service quickly. Starting too soon can mean handling items that are still warm or damp, risking contamination or damage to the sterile field. Waiting too long can delay the schedule and create bottlenecks, reducing efficiency. This interval balances safety with efficiency, making 12 to 15 minutes the best fit.

5. You must do a ___ second review of ESCAPE while in your jumpseat.

- A. 15
- B. 20
- C. 30**
- D. 60

Keeping a quick mental refresher of ESCAPE while you're in the jumpseat is all about staying ready to act without delaying your duties. A 30-second review hits the sweet spot: it's long enough to jog your memory on the essential steps, exits, and who does what, but short enough to fit into routine moments on the flight deck or cabin. If you only allocate 15 or 20 seconds, you may miss a key detail you'd need in an emergency. If you spend a full 60 seconds, it can pull you away from your current responsibilities and slow your actual response. So a 30-second mental rehearsal is the practical, balanced way to stay prepared.

6. A single chime indicates the end of the sterile flight deck at ___ feet, meaning it is safe to begin duties.

- A. 5,000
- B. 10,000**
- C. 15,000
- D. 20,000

The main idea here is understanding sterile flight deck procedures and the cue that signals when nonessential duties can resume. On the flight deck, operations during critical phases are kept "sterile" to minimize distractions and reduce risk, allowing only essential actions and communications related to aircraft handling. A single chime is the standardized signal that ends that sterile period. When you hear it, you're at the point where it's safe to begin duties again, specifically at 10,000 feet, and crew may return to normal activity and conversations while still following safety protocols. The other altitudes would not align with the standard timing for resuming nonessential duties: ending too early at a lower altitude risks distractions during ongoing critical tasks, while ending later at higher altitudes would keep crew restrained longer than necessary.

7. Crew members can deplane as soon as the agent opens the door.

A. True

B. False

C. Only after cross check

D. Only with supervisor approval

Deplaning is a controlled safety process, not something done automatically whenever a door is opened. The agent can open the door to access the exit, but crew members must obtain a go-ahead through the proper clearance, which typically means completing a cross-check with the ground crew and/or receiving supervisor approval. This ensures the path is clear, the stairs or jet bridge are in place, and there are no hazards or crowding issues before passengers start to exit. So, simply having the door opened does not authorize crew to deplane, which is why the statement is not correct.

8. After the aircraft arrives at the gate, comes to a complete stop, and the seatbelt sign turns off, who turns the lights to bright?

A. The Agent

B. FA1

C. The Captain

D. Any FA

After landing and sign-off, turning the cabin lights to bright is a cabin crew duty. The lead flight attendant, typically FA1, is the one responsible for arrival and deplaning procedures in the cabin. They manage lighting to help passengers see as they prepare to exit and to signal that the cabin is ready for deplaning. Ground agents don't control cabin lighting, and the captain handles cockpit operations, not cabin lighting. While any flight attendant can perform many duties, the standard procedure designates the lead flight attendant to handle this task.

9. Who completes the final walkthrough of the aircraft and verifies disarms?

A. All FAs

B. The Agent

C. The Captain

D. FA1

The final walkthrough and verification of disarms is the responsibility of the lead flight attendant (the most senior FA in the cabin). This person coordinates the last cabin sweep to ensure everything is secure, all equipment stowed, all passengers accounted for, and the aircraft's disarm/arming status is correct for the next phase of operation. They are the designated point of accountability for the cabin's safety checks, often coordinating with the captain. The agent isn't part of the cabin crew, and while other flight attendants assist, the formal final check sits with the lead FA.

10. When the seatbelt sign comes on, there is a single chime, a seatbelt sign PA is made, and all FAs must complete a seatbelt compliance check. (True or False)

A. True

B. False

C. Not sure

D. Not applicable

When the seatbelt sign is on, the safety process is to make sure everyone is belted and that crew members verify compliance. The single chime serves as a clear, quick alert to the cabin that the sign is active. The seatbelt sign announcement reinforces the reminder for passengers to fasten their belts and to be prepared for any turbulence or maneuvering. Flight attendants then perform a seatbelt compliance check to confirm that passengers in their area are buckled and to address any unbuckled belts. This combination of alert, reminder, and verification is the standard practice, so the statement is true.

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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://crewdutiesdrill.examzify.com>

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

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