

DFW AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) CLASS PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. A runway designated 18C would run between runways designated which pair?**
 - A. 17C and 19C
 - B. 18L and 18R
 - C. 18B and 18D
 - D. 90C and 270C
- 2. In ladder deployment for a plug-type door, the ladder should be set up:**
 - A. on the hinge side
 - B. above the door
 - C. opposite hinge side
 - D. just below the door
- 3. How should responders coordinate with airport operations during an ARFF incident?**
 - A. Work independently of airport staff.
 - B. Maintain direct liaison to manage traffic, LZs, and fuel sources.
 - C. Wait for external guidance from a national authority.
 - D. Assign roles without discussing with airport operations.
- 4. Which gas is used to pressurize cartridge-operated dry-chemical extinguishers that may be exposed to freezing temperatures?**
 - A. Halotron
 - B. Nitrous oxide
 - C. Hydrogen
 - D. Nitrogen
- 5. What action best describes a clean agent's effect in fire suppression?**
 - A. Chemically interrupts the chain reaction of combustion
 - B. Absorbs heat in the process of being converted to steam
 - C. Inhibits a chemical chain reaction prevent flashback
 - D. Forms a vapor-suppressing blanket

- 6. Which tactic helps prevent tire rupture during a tire fire?**
- A. Use high-velocity water alone from close range.
 - B. Approach the tire at close range to extinguish quickly.
 - C. Keep distance and cool with foam/water.
 - D. Ignite the tire to burn out quicker.
- 7. Which Of The Following Best Describes The Primary Role Of Foam On An Aircraft Fire?**
- A. It Effectively Cools The Fuel, Blankets The Surface, And Suppresses Vapors To Prevent Reignition.
 - B. It Acts Primarily To Seal The Cockpit From Smoke.
 - C. It Starts A Chemical Reaction That Consumes Fuel Rapidly.
 - D. It Is Used Mainly To Mark The Fire Area For Later Response.
- 8. Which color is used to identify the approach end of runways?**
- A. Red
 - B. White
 - C. Green
 - D. Blue
- 9. Who should initiate pilot/ ARFF IC communications during an aircraft emergency?**
- A. Pilot
 - B. ARFF IC
 - C. Control tower
 - D. Flight engineer
- 10. How should responders handle cockpit hazards and potential cockpit battery hazards?**
- A. Wait for manufacturer representative to give clearance.
 - B. Identify hazards, de-energize if safe, and maintain distance.
 - C. Enter cockpit without assessment to accelerate rescue.
 - D. Ignore battery hazards if cockpit appears safe.

Answers

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

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Explanations

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1. A runway designated 18C would run between runways designated which pair?

- A. 17C and 19C
- B. 18L and 18R**
- C. 18B and 18D
- D. 90C and 270C

Runway numbers come from their magnetic heading, and when there are multiple parallel runways, they share the same number with letters to distinguish left, center, and right. A center runway with the heading around 180 degrees sits directly between the two parallel runways on that same heading, which would be labeled as the left and right counterparts. So a runway designated 18C is between the runways designated 18L and 18R. The other options would either imply different headings or orientations, not the same north-south alignment around the center runway.

2. In ladder deployment for a plug-type door, the ladder should be set up:

- A. on the hinge side
- B. above the door
- C. opposite hinge side**
- D. just below the door

For plug-type doors, the ladder should be placed on the side opposite the hinges. The door pivots on its hinge edge, and when it opens or is forced, its movement can collide with anything in its swing path. Positioning the ladder on the opposite hinge side keeps it clear of the door's movement, providing a safer, unobstructed climb into the opening and reducing the risk of the door striking or pinching the ladder. This setup offers better access and stability as you work the doorway.

3. How should responders coordinate with airport operations during an ARFF incident?

- A. Work independently of airport staff.
- B. Maintain direct liaison to manage traffic, LZs, and fuel sources.**
- C. Wait for external guidance from a national authority.
- D. Assign roles without discussing with airport operations.

Coordinating with airport operations through a direct liaison keeps all actions aligned on a shared picture of the incident, which is essential for safe and efficient response. When responders stay in tight contact with airport operations, traffic on the ramps and airfield can be directed smoothly, landing zones for any aerial support can be selected and protected, and fueling sources can be identified and secured so they don't become ignition points or obstacles. This direct line enables unified command, faster decisions, and better resource access precisely where it's needed. Relying on independent action can create conflicting instructions and unsafe conditions, waiting for wider authority guidance can waste critical time, and assigning roles without input from airport operations risks gaps or clashes in responsibilities.

4. Which gas is used to pressurize cartridge-operated dry-chemical extinguishers that may be exposed to freezing temperatures?

- A. Halotron
- B. Nitrous oxide
- C. Hydrogen
- D. Nitrogen**

The gas used to pressurize cartridge-operated dry-chemical extinguishers in cold conditions must be inert and maintain pressure without liquefying. Nitrogen fits perfectly because it is nonreactive, nonflammable, and remains a gas at freezing temperatures, ensuring reliable discharge of the extinguishing agent when the cartridge is ruptured. Halotron is an extinguishing agent itself, not the propellant. Nitrous oxide and hydrogen introduce safety issues or flammability concerns in ARFF environments, so they're not suitable as the pressurizing gas. That's why nitrogen is the best choice.

5. What action best describes a clean agent's effect in fire suppression?

- A. Chemically interrupts the chain reaction of combustion**
- B. Absorbs heat in the process of being converted to steam
- C. Inhibits a chemical chain reaction prevent flashback
- D. Forms a vapor-suppressing blanket

Clean agents extinguish fires mainly by stopping the flame's chemical reactions. In a flame, the propagation of combustion relies on reactive radicals such as H, O, and OH. When a clean agent is released, it decomposes in the flame to release halogen species that scavenge these radicals, forming stable molecules and breaking the chain-branching reactions that keep the flame going. With these radicals removed, the flame can no longer sustain the chemical reactions necessary for combustion, and the fire is rapidly extinguished. This is different from heat-absorbing methods (like turning water into steam) or smothering blankets, which rely on cooling or displacing the air rather than interrupting the flame chemistry. While some agents can have other effects, the primary action of a clean agent is chemical interference with the flame's radical chemistry.

6. Which tactic helps prevent tire rupture during a tire fire?

- A. Use high-velocity water alone from close range.
- B. Approach the tire at close range to extinguish quickly.
- C. Keep distance and cool with foam/water.**
- D. Ignite the tire to burn out quicker.

Preventing tire rupture comes from cooling the tire and controlling the fire while staying back from the blast zone. Keeping a safe distance reduces heat exposure and protects you if the tire suddenly ruptures, since the hot tire can fail explosively under pressure. Using foam together with water blankets the tire, provides sustained cooling, and helps suppress flammable vapors, which slows internal pressure rise and lowers the risk of a violent rupture. The foam-water approach also shields the surface, making the cooling more effective than water alone and reducing the chance of reignition. If you push in close to the tire or hit it with high-velocity water on the near side, you increase the risk of heat transfer, steam and debris being propelled toward you, and you don't gain the same sustained cooling or vapor suppression. Igniting the tire would dramatically worsen the scenario, increasing pressure and the likelihood of a rupture.

7. Which Of The Following Best Describes The Primary Role Of Foam On An Aircraft Fire?

- A. It Effectively Cools The Fuel, Blankets The Surface, And Suppresses Vapors To Prevent Reignition.**
- B. It Acts Primarily To Seal The Cockpit From Smoke.
- C. It Starts A Chemical Reaction That Consumes Fuel Rapidly.
- D. It Is Used Mainly To Mark The Fire Area For Later Response.

Foam's main job on an aircraft fire is to cool the fuel and surfaces while creating a blanket that suppresses vapors, preventing reignition. The foam mixes with water to form a stable, aerated layer that coats the fuel and nearby surfaces. This cooling slows the heat buildup, and the foam film plus the blanket separates the fuel from the surrounding air, reducing vapor release that fuels the flame. By covering the fuel surface, foam makes it harder for vapors to re-ignite even after the visible flame is knocked down. It's especially effective for hydrocarbon fuels because the vapor suppression and cooling work together to stop rapid re-flash. The other ideas—sealing a cockpit from smoke, driving a chemical reaction that consumes fuel, or simply marking the area—don't reflect the primary function of foam in these scenarios.

8. Which color is used to identify the approach end of runways?

- A. Red
- B. White
- C. Green**
- D. Blue

Green is used to identify the approach end of runways because the threshold lights facing the landing direction are green, marking the start of the usable runway for touchdown. Pilots rely on these green lights as they approach to align and land. The far end is marked with red lights to indicate the end of the runway in the opposite direction. White lights are used for runway edges and centerline, not specifically to identify the approach end. This color cue helps responders and pilots quickly orient themselves on the field during operations.

9. Who should initiate pilot/ ARFF IC communications during an aircraft emergency?

- A. Pilot**
- B. ARFF IC
- C. Control tower
- D. Flight engineer

In an aircraft emergency, the pilot should establish direct radio contact with the ARFF Incident Commander to report the situation and share critical details. The IC coordinates all firefighting and rescue actions on the scene, so getting accurate information from the aircraft right away helps set priorities, allocate resources, and direct evacuation or shutdown procedures effectively. The pilot is best positioned to describe the nature of the emergency, fuel status, number of occupants, and any injuries, which the IC needs to make swift, informed decisions. While the control tower can assist with airport operations and relaying information, the on-scene communications with ARFF resources are initiated by the pilot to ARFF IC. The flight engineer may assist, but the primary communicators with ARFF IC are the pilot and the IC.

10. How should responders handle cockpit hazards and potential cockpit battery hazards?

- A. Wait for manufacturer representative to give clearance.
- B. Identify hazards, de-energize if safe, and maintain distance.**
- C. Enter cockpit without assessment to accelerate rescue.
- D. Ignore battery hazards if cockpit appears safe.

The main idea is that responders must quickly identify cockpit hazards and manage energy to reduce risk. Cockpit electrical systems and batteries can stay energized after an incident, creating dangers such as electric shock, arc flash, and battery fires or venting of flammable gases. If it is safe to do so, de-energize the aircraft's electrical power and isolate the energy sources before moving in. While doing this, keep a safe distance from the cockpit and its components to minimize exposure to heat, fumes, or potential arcing. Waiting for a manufacturer representative for clearance can delay critical actions, and entering the cockpit without assessment or ignoring battery hazards would expose you to unnecessary danger. Following these steps helps protect you and others while enabling rescue operations to proceed more safely.

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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://dfwarffclass.examzify.com>

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

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