

Endeavor Air Flight Operations Manual (FOM) 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. Are pilots required to carry a copy of the FOM during flight?**
 - A. No, it is optional**
 - B. Yes, they must have access to the FOM in some form**
 - C. Only if they are training**
 - D. Yes, but only in electronic form**

- 2. How long after block in at the gate is the release time typically set?**
 - A. 10 minutes**
 - B. 15 minutes**
 - C. 20 minutes**
 - D. 30 minutes**

- 3. How is crew fatigue addressed in the FOM?**
 - A. By ignoring crew needs**
 - B. With policies regarding flight time limitations and rest requirements**
 - C. By mandating continuous work schedules**
 - D. Only during flight training**

- 4. What type of training does the FOM require for dealing with hijacking situations?**
 - A. Basic flight training**
 - B. Emergency evacuation training**
 - C. Crew Resource Management (CRM) training must include hijacking response**
 - D. Security awareness training**

- 5. How does the FOM handle pilot training records?**
 - A. Records must be maintained in a secure location**
 - B. It is not necessary to keep training records**
 - C. They should be shared with all crew members**
 - D. Only successful evaluations need to be documented**

- 6. What action should a pilot take if they feel they are not fit for duty?**
- A. They should ignore the feeling and proceed with the flight**
 - B. They must notify their supervisor and follow prescribed fitness for duty processes**
 - C. They should seek help from a co-pilot**
 - D. They can delegate their duties to another crew member**
- 7. What may occur if a passenger is refused transportation?**
- A. They may receive a full refund immediately**
 - B. They must file a complaint with the airline**
 - C. They can sue for damages**
 - D. They will be rebooked on a different flight**
- 8. What type of flight operations does the FOM specifically cover?**
- A. Only pre-flight planning**
 - B. Only post-flight procedures**
 - C. All aspects of flight operations**
 - D. Only emergency procedures**
- 9. What are the standard protocols for handling in-flight medical emergencies?**
- A. Immediately land at the nearest airport**
 - B. Follow medical emergency checklists and coordinate with ground medical services**
 - C. Administer first aid without any communication**
 - D. Use in-flight announcements to gather medical personnel**
- 10. How does the FOM ensure uniformity among flight crews?**
- A. Through shared personal experiences**
 - B. By providing flight crew training workshops**
 - C. By establishing consistent guidelines and procedures**
 - D. Through informal crew discussions**

Answers

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

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Explanations

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1. Are pilots required to carry a copy of the FOM during flight?

A. No, it is optional

B. Yes, they must have access to the FOM in some form

C. Only if they are training

D. Yes, but only in electronic form

Pilots are required to have access to the Flight Operations Manual (FOM) in some form during flight. This is essential for ensuring that pilots can reference critical operational procedures, safety guidelines, and regulatory compliance at any time during the flight. Having the FOM accessible helps pilots make informed decisions and adhere to established protocols, which enhances safety and operational efficiency. While there may be some flexibility regarding the format (whether paper or electronic), the key requirement is that pilots must be able to reference the FOM, reinforcing the importance of having up-to-date and readily available information throughout the flight. This ensures they are equipped with the necessary guidelines to handle various operational scenarios.

2. How long after block in at the gate is the release time typically set?

A. 10 minutes

B. 15 minutes

C. 20 minutes

D. 30 minutes

The release time is typically set 15 minutes after block in at the gate to ensure that all necessary post-flight duties are completed before the aircraft is released for the next flight or operation. This allows the crew to debrief, perform necessary inspections, and manage any issues that may arise after arrival, providing a clear and structured timeline for operations. It also accommodates any potential delays in turnaround processes. The options related to shorter or longer release times may not provide adequate time for these important post-arrival activities and adherence to operational requirements, which are crucial for maintaining safety and efficiency in flight operations.

3. How is crew fatigue addressed in the FOM?

- A. By ignoring crew needs
- B. With policies regarding flight time limitations and rest requirements**
- C. By mandating continuous work schedules
- D. Only during flight training

The answer is centered on the importance of policies that regulate flight time limitations and rest requirements in order to manage crew fatigue effectively. The FOM recognizes that crew fatigue can significantly impact safety and performance on the job. Therefore, it lays out comprehensive guidelines that dictate how long crews are permitted to work and the minimum rest periods they must adhere to between flights. These policies are designed to ensure that crew members are well-rested and capable of performing their duties safely and efficiently. By establishing specific limitations on flight duty and mandating adequate rest, the FOM strives to mitigate the risks associated with fatigue, promoting both crew welfare and operational safety. This structured approach is vital in maintaining a high standard of safety in flight operations, reflecting the industry's commitment to addressing the critical issue of fatigue among flight crews.

4. What type of training does the FOM require for dealing with hijacking situations?

- A. Basic flight training
- B. Emergency evacuation training
- C. Crew Resource Management (CRM) training must include hijacking response**
- D. Security awareness training

The focus of the FOM regarding hijacking situations emphasizes the necessity of Crew Resource Management (CRM) training that specifically incorporates hijacking response protocols. This type of training is designed to enhance communication and teamwork among the flight crew during high-stress situations, such as a hijacking. It ensures that all crew members understand their roles and follow standardized procedures effectively, which is critical in managing the situation to ensure the safety of passengers and aircraft. CRM training encompasses not just the technical aspects of flight operations but also the interpersonal skills that facilitate effective collaboration under pressure. By including hijacking response as a component of CRM training, the FOM acknowledges the unique challenges posed by such incidents and the importance of a coordinated response. The other training options, while valuable in their respective contexts, do not specifically address the complex dynamics and specific protocols necessary for dealing with hijackings in the same comprehensive way that CRM training does. Basic flight training covers the operational aspects of flying, emergency evacuation training focuses on safely getting passengers off an aircraft in emergencies, and security awareness training broadly covers threats but lacks the targeted approach required for hijacking scenarios.

5. How does the FOM handle pilot training records?

- A. Records must be maintained in a secure location**
- B. It is not necessary to keep training records**
- C. They should be shared with all crew members**
- D. Only successful evaluations need to be documented**

The correct answer highlights the importance of maintaining pilot training records in a secure location. This ensures that sensitive and personal information regarding a pilot's training progress and evaluations is protected from unauthorized access. Proper handling of these records is essential for compliance with aviation regulations, which often require that training documentation be kept secure and confidential. Additionally, the requirement to keep these records secure plays a vital role in fostering trust and accountability within the organization. It ensures that the information is only accessible to authorized personnel, which can include training departments or regulatory bodies that need to verify the qualifications of pilots. This practice also contributes to the integrity of the training program by safeguarding against any potential tampering or misrepresentation of a pilot's training history. By emphasizing the protection of training records, the FOM aligns with best practices in aviation safety and regulatory compliance.

6. What action should a pilot take if they feel they are not fit for duty?

- A. They should ignore the feeling and proceed with the flight**
- B. They must notify their supervisor and follow prescribed fitness for duty processes**
- C. They should seek help from a co-pilot**
- D. They can delegate their duties to another crew member**

When a pilot feels they are not fit for duty, the correct course of action is to notify their supervisor and follow the established fitness for duty processes. This response is vital for maintaining safety, not just for the pilot, but for the entire crew and passengers. Reporting unfitness ensures that the situation is managed correctly, adhering to company policies and regulations. It indicates that the pilot is prioritizing safety and accountability over personal or professional concerns, which is a critical aspect of aviation operations. Taking this action helps ensure that there is a proper assessment of the pilot's condition, and if necessary, an appropriate replacement can be arranged. Additionally, following the prescribed processes provides a structured approach to handling such situations, ultimately working towards a safer operational environment. The other options do not embody the safety culture that is imperative in aviation. Ignoring feelings of unfitness can lead to serious safety hazards, and simply seeking help from a co-pilot or delegating duties without formal notice does not address the root issue of fitness for duty.

7. What may occur if a passenger is refused transportation?

- A. They may receive a full refund immediately
- B. They must file a complaint with the airline
- C. They can sue for damages
- D. They will be rebooked on a different flight**

When a passenger is refused transportation, the procedure often involves rebooking them on a different flight as part of the airline's obligation to assist affected travelers. This action aligns with customer service policies that airlines follow to ensure that passengers are accommodated whenever possible, even if they cannot travel on their originally scheduled flight. Rebooking helps maintain a positive customer experience despite the inconvenience of being denied travel. Other options, while they may be situations that can arise under certain conditions, do not directly represent the standard procedure followed by airlines. For instance, immediate refunds or filing complaints are not guaranteed outcomes; rather, they might require additional processes to be fulfilled. Similarly, suing for damages is a legal recourse that may be pursued in some cases, but it is not a standard or immediate consequence of being refused transportation. Therefore, rebooking is the primary and most common response to ensure the passenger still receives a travel opportunity.

8. What type of flight operations does the FOM specifically cover?

- A. Only pre-flight planning
- B. Only post-flight procedures
- C. All aspects of flight operations**
- D. Only emergency procedures

The Flight Operations Manual (FOM) is designed to provide comprehensive guidance on all aspects of flight operations. This includes the procedures and protocols associated with pre-flight planning, in-flight operations, post-flight procedures, and even emergency situations. By covering these various elements, the FOM ensures that all crew members are adequately prepared to manage the entire flight process, enhancing safety and efficiency. In contrast, the other options limit the scope of the manual to specific phases of flight operations. Focusing solely on pre-flight planning, post-flight procedures, or emergency situations would not encompass the full range of knowledge required for pilots and crew members to operate effectively. The inclusion of all operational aspects in the FOM promotes a more integrated approach to aviation safety and management, which is essential for successful flight operations.

9. What are the standard protocols for handling in-flight medical emergencies?

- A. Immediately land at the nearest airport**
- B. Follow medical emergency checklists and coordinate with ground medical services**
- C. Administer first aid without any communication**
- D. Use in-flight announcements to gather medical personnel**

The standard protocols for handling in-flight medical emergencies prioritize the safety and well-being of the affected passenger while ensuring effective communication and coordination. Following medical emergency checklists and coordinating with ground medical services is crucial because it provides a structured approach to managing the situation. These checklists are designed based on best practices, allowing crew members to quickly assess the emergency and identify necessary actions such as contacting medical professionals on the ground who can provide guidance or support. In-flight medical emergencies can be complex, and proper protocols ensure that responders follow established procedures that enhance the chances of a positive outcome. This coordinated approach also helps the crew to efficiently manage resources and passenger concerns while the situation is addressed. Relying solely on in-flight announcements to gather medical personnel may be beneficial in some cases, but it does not replace the need for a comprehensive action plan that includes external medical support. Administering first aid without prior communication or protocols can risk further complications without proper training or oversight. Immediate landing at the nearest airport may not always be necessary and can disrupt operations unless the situation warrants such a decision. Following the established procedures ensures that all actions taken are informed, organized, and safe.

10. How does the FOM ensure uniformity among flight crews?

- A. Through shared personal experiences**
- B. By providing flight crew training workshops**
- C. By establishing consistent guidelines and procedures**
- D. Through informal crew discussions**

The establishment of consistent guidelines and procedures is essential in ensuring uniformity among flight crews. The Flight Operations Manual (FOM) is structured to provide clear, standardized protocols for various aspects of flight operations, including safety, communication, and performance expectations. This uniformity is critical in minimizing variables that can lead to confusion or discrepancies during flight operations. When all crew members adhere to the same set of guidelines, it fosters a cohesive operating environment where each member knows their responsibilities and how to respond in specific situations. This consistency not only enhances safety but also streamlines communication among crew members, as everyone is on the same page regarding procedures and expectations. By relying on a well-defined framework, the FOM helps maintain high operational standards across all flights, critical for safety and efficiency in airline operations.

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://endeavorairfom.examzify.com>

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

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