

ENDEAVOR AIR FLIGHT OPERATIONS MANUAL (FOM) PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

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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. How frequently are FOM reviews conducted?**
 - A. Every month
 - B. As operational changes dictate or annually
 - C. Only when new aircraft are introduced
 - D. Bi-annually
- 2. What additional requirement is placed on a high mins captain during circling approaches?**
 - A. Must use visibilities equal to published minimums
 - B. Must add 1/2 sm and 100' to published minimums
 - C. Must have a co-pilot certified for the approach
 - D. Must avoid high traffic patterns
- 3. What measures does the FOM suggest flight crews take when addressing security threats?**
 - A. Follow established protocols and perform passenger screening
 - B. Increase flight altitude to avoid detection
 - C. Rely solely on airport security
 - D. Notify passengers of potential threats
- 4. What is the role of the First Officer in relation to the FOM?**
 - A. To conduct solo flight operations
 - B. To assist in conducting operations in accordance with the FOM
 - C. To write sections of the FOM
 - D. To manage passenger services during flight
- 5. What procedure must be followed in case of FOM discrepancies?**
 - A. Report them to the appropriate authority as outlined in the FOM
 - B. Ignore them
 - C. Discuss them with the cabin crew
 - D. Wait until the end of the flight to address them

- 6. For which of the following reasons might an emergency exit be utilized during an evacuation?**
- A. Training exercise
 - B. To conduct a safety drill
 - C. In-flight cabin pressure loss
 - D. In-flight engine failure
- 7. Why is adhering to standard operating procedures (SOPs) in the FOM crucial?**
- A. To allow for creative decision-making
 - B. To increase flight operational costs
 - C. To ensure consistency and safety in flight operations
 - D. To avoid the use of checklists
- 8. According to the second Nav Aid rule, how many operational navigational facilities are required for the procedure?**
- A. At least one
 - B. At least two
 - C. At least three
 - D. At least four
- 9. What is the significance of the FOM's guidelines for crew rest periods?**
- A. They are optional based on crew preferences
 - B. They help mitigate fatigue and ensure fitness for duty
 - C. They encourage pilots to work longer hours
 - D. They are irrelevant to flight safety
- 10. For a flight to be dispatched under Exemption 17347, what must be considered in the TAF?**
- A. Only clear weather conditions
 - B. Potential weather below minimums at ETA
 - C. All forecasted weather must be at or above minimums
 - D. Weather is never a factor in dispatching

Answers

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

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Explanations

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1. How frequently are FOM reviews conducted?

- A. Every month
- B. As operational changes dictate or annually**
- C. Only when new aircraft are introduced
- D. Bi-annually

The frequency of FOM reviews is determined by operational changes or annually, which allows for the manual to remain relevant and effective in addressing current flight operations and regulatory requirements. This approach ensures that any updates, modifications, or changes in procedures can be promptly incorporated into the FOM, reflecting the latest best practices and safety measures. By conducting reviews based on operational needs rather than a fixed schedule, the FOM remains a dynamic resource that adapts to the evolving nature of aviation operations and regulations. This method also allows for a more comprehensive review process that aligns with the actual conditions and challenges faced by the airline, promoting safety and efficiency in flight operations.

2. What additional requirement is placed on a high mins captain during circling approaches?

- A. Must use visibilities equal to published minimums
- B. Must add 1/2 sm and 100' to published minimums**
- C. Must have a co-pilot certified for the approach
- D. Must avoid high traffic patterns

During circling approaches, a high mins captain is required to adhere to specific minimums to ensure a higher level of safety. The additional requirement to add 1/2 statute mile to visibility and 100 feet to the published minimums acknowledges the increased challenge and complexity of the approach in potentially variable conditions. This policy reflects the recognition that high mins captains may not have the same level of experience with certain approaches compared to other captains, thus necessitating these additional safety margins. This approach helps to mitigate risks associated with circling approaches, where the pilot must maintain visual reference with the ground and maneuver carefully to align with the runway. By imposing these stricter minimums, it ensures that the high mins captain is operating with optimal safety measures in place, therefore enhancing situational awareness and reducing the potential for accidents or incidents during these demanding flight maneuvers.

3. What measures does the FOM suggest flight crews take when addressing security threats?

- A. Follow established protocols and perform passenger screening**
- B. Increase flight altitude to avoid detection
- C. Rely solely on airport security
- D. Notify passengers of potential threats

Following established protocols and performing passenger screening is crucial for addressing security threats. The FOM emphasizes that flight crews must adhere to comprehensive security procedures designed to mitigate risks and ensure the safety of everyone on board. This includes following guidelines set by regulatory bodies and the airline, which outline specific steps to identify and respond to threats effectively. Establishing protocols encompasses a range of activities, from checking passenger identification and baggage screening to monitoring any unusual behavior. These actions create a structured approach to security that helps prevent incidents before they escalate. By implementing these measures, flight crews enhance situational awareness and contribute to a safer operational environment. Additionally, performing passenger screening is an active measure that allows flight crews to detect and manage potential threats before or during a flight, rather than relying solely on passive measures or external entities. This proactive stance is integral to the FOM's guidance on security, ensuring that flight crews are well-prepared to handle any security-related situation efficiently and effectively.

4. What is the role of the First Officer in relation to the FOM?

- A. To conduct solo flight operations
- B. To assist in conducting operations in accordance with the FOM**
- C. To write sections of the FOM
- D. To manage passenger services during flight

The First Officer plays a crucial role in ensuring that flight operations adhere to the guidelines and procedures outlined in the Flight Operations Manual (FOM). This includes assisting the Captain in conducting flight operations safely and efficiently, following standard operating procedures, and ensuring compliance with regulations. The First Officer is trained to understand the FOM thoroughly, which provides a structured framework for decision-making and operational execution. Their support is essential in maintaining safety, communication, and coordination during flight, which directly impacts the overall effectiveness of the crew's performance. In contrast, conducting solo flight operations is not part of the responsibilities for a First Officer. Likewise, writing sections of the FOM is typically reserved for designated personnel with specific expertise, not for operational crew members. Managing passenger services during flight is primarily the responsibility of the cabin crew, rather than the flight crew. Thus, the First Officer's main duty is centered on operational assistance and compliance with established guidelines in the FOM.

5. What procedure must be followed in case of FOM discrepancies?

A. Report them to the appropriate authority as outlined in the FOM

B. Ignore them

C. Discuss them with the cabin crew

D. Wait until the end of the flight to address them

Following the procedure of reporting discrepancies to the appropriate authority as outlined in the FOM is crucial for maintaining safety and compliance within flight operations. This process ensures that any inconsistencies or errors in the Flight Operations Manual are officially documented and addressed. Reporting discrepancies allows for corrections to be made and helps inform updates to the manual, contributing to continuous improvement in safety standards and operational procedures. In contrast, ignoring discrepancies would leave potential safety risks unaddressed, while discussing them solely with cabin crew may not facilitate the necessary reporting to those who can take action. Waiting until the end of the flight to address discrepancies can delay important corrections that may need immediate attention. Therefore, the established protocol emphasizes prompt reporting to ensure the integrity of flight operations.

6. For which of the following reasons might an emergency exit be utilized during an evacuation?

A. Training exercise

B. To conduct a safety drill

C. In-flight cabin pressure loss

D. In-flight engine failure

The use of an emergency exit during an evacuation is primarily associated with situations requiring immediate exit from the aircraft due to urgent circumstances, such as in-flight cabin pressure loss. In the event of a cabin pressure loss, rapid decompression can lead to the necessity for quick evacuation to protect the safety and well-being of passengers and crew. The emergency exits are designed to facilitate a fast and efficient egress in emergencies, ensuring that all individuals on board can quickly leave the aircraft when a safe landing is not possible, or if conditions within the cabin become untenable. Using emergency exits for training exercises or safety drills is standard practice, but it does not pertain to real emergency evacuations. In-flight engine failure can indeed pose a serious situation, but it does not automatically require evacuation through emergency exits; the aircraft may be controllable, allowing it to land safely without immediate evacuation. Hence, cabin pressure loss is the situation most directly linked to the necessity of utilizing emergency exits for evacuation.

7. Why is adhering to standard operating procedures (SOPs) in the FOM crucial?

- A. To allow for creative decision-making
- B. To increase flight operational costs
- C. To ensure consistency and safety in flight operations**
- D. To avoid the use of checklists

Adhering to standard operating procedures (SOPs) in the Flight Operations Manual (FOM) is crucial because it ensures consistency and safety in flight operations. SOPs provide a uniform framework for pilots and crew members to follow, which minimizes the potential for human error during critical phases of flight. By having a clearly defined set of procedures, all personnel are trained to respond to situations in a standardized way, enhancing communication and coordination among the crew. Furthermore, following SOPs helps maintain compliance with regulatory requirements, ensuring that the airline operates within set safety parameters. The emphasis on safety cannot be overstated, as consistent adherence to these protocols effectively mitigates risks associated with aviation operations, thereby protecting passengers and crew alike. This structured approach ultimately fosters a culture of safety and professionalism within the airline, which is essential for maintaining public confidence and operational integrity.

8. According to the second Nav Aid rule, how many operational navigational facilities are required for the procedure?

- A. At least one
- B. At least two**
- C. At least three
- D. At least four

The second Nav Aid rule stipulates that for a procedure to be considered operational, there must be at least two navigational facilities in place. This requirement ensures redundancy and enhances the reliability of navigation during flight operations. Using multiple navigational aids allows pilots to cross-check their position and confirm their intended flight path, which is crucial for maintaining safety and efficiency, particularly in complex flight environments. By having at least two navigational facilities, pilots can navigate more effectively, mitigating the risk of errors arising from reliance on a single source of information. This principle reflects the broader emphasis on safety and operational integrity in aviation practices.

9. What is the significance of the FOM's guidelines for crew rest periods?

- A. They are optional based on crew preferences
- B. They help mitigate fatigue and ensure fitness for duty**
- C. They encourage pilots to work longer hours
- D. They are irrelevant to flight safety

The guidelines for crew rest periods outlined in the Flight Operations Manual (FOM) are critical for promoting safety in aviation operations. They are designed specifically to mitigate fatigue among flight crew members, which can directly impact their performance and decision-making abilities. Adequate rest is essential to ensure that pilots and other crew members are physically and mentally fit for duty, enabling them to respond effectively to the challenges of flight operations. By adhering to these guidelines, airlines can help guarantee that crew members have sufficient recovery time between flights, reducing the risk of errors caused by fatigue. This commitment to managing crew rest periods reflects a proactive approach to safety and operational efficiency, focusing on the well-being of both the crew and passengers. The other options do not align with the established safety protocols and priorities within aviation, as they either dismiss the importance of rest or suggest that it can be disregarded, neither of which would contribute positively to flight safety or crew effectiveness.

10. For a flight to be dispatched under Exemption 17347, what must be considered in the TAF?

- A. Only clear weather conditions
- B. Potential weather below minimums at ETA**
- C. All forecasted weather must be at or above minimums
- D. Weather is never a factor in dispatching

The correct choice emphasizes the importance of evaluating potential weather conditions that could be below minimums at the estimated time of arrival (ETA). This consideration is crucial because Exemption 17347 allows for some flexibility in weather minimums under certain circumstances, particularly when a flight is being dispatched to airports that may experience deteriorating weather conditions. When assessing the Terminal Aerodrome Forecast (TAF), dispatchers must not only consider the current weather conditions but also forecasted developments that could affect the safety of the flight. If conditions are predicted to fall below the required minimums upon the aircraft's arrival, this presents a significant risk that must be addressed prior to dispatch. By ensuring that potential weather at the ETA is within acceptable limits, the safety of the flight is prioritized, allowing for informed decision-making regarding flight dispatch. This choice reinforces the necessity of a thorough assessment of the forecast, beyond merely checking that conditions are currently acceptable, highlighting the dynamic nature of weather and its impact on flight 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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