

# ENDEAVOR AIR INDOCTRINATION TRAINING 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. What happens if you fail to report within 5 minutes after your report time?**
  - A. You will be dismissed from the roster
  - B. You are given a formal warning
  - C. You may proceed with a late check-in
  - D. You are marked a no-show
  
- 2. What is the minimum number of years of operational history the new logbook must provide?**
  - A. Three
  - B. One
  - C. Five
  - D. Two
  
- 3. In a three-RVR system, which statement is true?**
  - A. All three sensors must be operative
  - B. Any one sensor suffices
  - C. All three sensors are controlling, but at least two must be operative
  - D. Only two sensors matter
  
- 4. Contaminated Runway is defined as 25% of the runway surface area contaminated by which conditions?**
  - A. 25% area with standing water 1/4"
  - B. 25% area with standing water 1/8"
  - C. 25% area with any of the listed conditions
  - D. 10% area with ice
  
- 5. When must a medical certificate be submitted and to whom?**
  - A. On the 26th of the expiration month to the local Regional Chief Pilot's Office
  - B. Immediately after expiration to the FAA regional office
  - C. During annual check to the chief flight surgeon
  - D. Upon request by operations to the Dispatch Supervisor

**6. What does the acronym IROP stand for in airline terminology?**

- A. Irregular Operations
- B. Interim Required Onboard Procedure
- C. Integrated Route Optimization Program
- D. Inoperative Runway Obstruction Policy

**7. Wingtip vortices can sink up to \_\_\_\_\_.**

- A. 200 feet
- B. 900 feet
- C. 1500 feet
- D. 3000 feet

**8. Emergency action limits refer to what concept?**

- A. The maximum allowable deviation from the route
- B. The altitude at which to return to base
- C. The extent required to meet the emergency
- D. The minimum fuel reserve required

**9. What does MAC stand for in the context of CG measurements?**

- A. Mean Aerodynamic Chord
- B. Maximum Airfoil Coefficient
- C. Mechanical Airframe Constant
- D. Magnetic Alignment Constant

**10. What minimum distance should be maintained from convective cells when flying below 10,000 feet?**

- A. 2 miles
- B. 10 miles
- C. 5 miles
- D. 15 miles



## **Answers**

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

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## **Explanations**

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### 1. What happens if you fail to report within 5 minutes after your report time?

- A. You will be dismissed from the roster
- B. You are given a formal warning
- C. You may proceed with a late check-in
- D. You are marked a no-show**

*Punctual crew reporting with a strict cutoff defines whether you're present for duty. If you fail to report within the five-minute window after your report time, you're considered not showing up for your scheduled shift and are marked a no-show. This status immediately signals to operations that a replacement is needed and it gets recorded in your attendance history. A late check-in isn't applicable after the cutoff, and a formal warning is typically used for ongoing lateness rather than a single missed window. Dismissal from the roster would be far more severe and not the automatic result of missing this brief window.*

### 2. What is the minimum number of years of operational history the new logbook must provide?

- A. Three**
- B. One
- C. Five
- D. Two

*The minimum window for an operational history in a new logbook is three years. This length provides a meaningful slice of experience that shows consistency and a variety of flying, rather than a short snapshot. With three years, you capture seasonal differences, multiple flight types or routes, and a more reliable track record of hours and performance. It helps ensure the pilot's recent activity and overall experience are representative, which is important for assessing readiness, currency, and proficiency during onboarding or qualification processes. One year is often too short to reveal patterns or demonstrate sustained engagement in different operations. Two years improves on that but still may miss longer-term trends. Five years, while comprehensive, adds more history than usually needed for onboarding and can be unnecessarily burdensome to compile.*

### 3. In a three-RVR system, which statement is true?

- A. All three sensors must be operative
- B. Any one sensor suffices
- C. All three sensors are controlling, but at least two must be operative**
- D. Only two sensors matter

*In a three-RVR setup, visibility is measured at three points along the runway and all three readings feed the display. That means every sensor contributes to the reported RVR, so the sensors are described as controlling the readout. The system is designed with redundancy, so it can still provide a valid RVR as long as at least two sensors are operative. If only one sensor works, there isn't enough data to support a reliable reading. So the correct idea is that all three sensors are part of the controlling system, but you need at least two to be functional to maintain operation.*

**4. Contaminated Runway is defined as 25% of the runway surface area contaminated by which conditions?**

- A. 25% area with standing water 1/4"
- B. 25% area with standing water 1/8"
- C. 25% area with any of the listed conditions**
- D. 10% area with ice

*Contaminated runway is defined by how much of the surface is affected, not by a single patch. If 25% of the runway surface is covered by any of the specified contaminants—standing water (at applicable depths), ice, snow, or related conditions—the runway is considered contaminated. That makes the broad option the best because it covers all the listed scenarios rather than tying contamination to one specific condition or to a smaller area. The other options are narrower: they tie the 25% threshold to a particular condition or use a different area percentage, which doesn't align with the general rule that 25% coverage by any listed contaminant qualifies as contaminated.*

**5. When must a medical certificate be submitted and to whom?**

- A. On the 26th of the expiration month to the local Regional Chief Pilot's Office**
- B. Immediately after expiration to the FAA regional office
- C. During annual check to the chief flight surgeon
- D. Upon request by operations to the Dispatch Supervisor

*Medical certificate submissions are about keeping the crew records current and compliant. The required process is to submit the certificate on the 26th of the expiration month to the local Regional Chief Pilot's Office. This timing ensures the airline's records reflect an up-to-date medical status for scheduling and regulatory compliance, and it provides a predictable, centralized point for handling renewals. Submitting immediately after expiration to the FAA regional office isn't how the airline maintains its internal crew records; the FAA issues the medical certificate, while the airline keeps its own copy and tracking. During an annual check with the chief flight surgeon, the focus is on medical evaluation, not on updating the ongoing certificate status in crew records. Waiting for a request from operations to the Dispatch Supervisor creates irregular handling and could disrupt operations, whereas the standard date and office keep things consistent and accountable.*

**6. What does the acronym IROP stand for in airline terminology?**

- A. Irregular Operations**
- B. Interim Required Onboard Procedure
- C. Integrated Route Optimization Program
- D. Inoperative Runway Obstruction Policy

*Disruptions to the normal flight schedule trigger a specific term in airline operations. IROP stands for Irregular Operations, the label used when events like weather, equipment issues, or air-traffic constraints cause delays, cancellations, or reroutes. Activating an IROP sets in motion contingency procedures such as rebooking passengers, arranging hotel or ground transportation, adjusting crew rosters, and communicating changes to affected parties. The other options don't fit standard aviation terminology: Interim Required Onboard Procedure would imply a temporary onboard step rather than a disruption category; Integrated Route Optimization Program sounds like a routing software tool rather than a disruption term; Inoperative Runway Obstruction Policy describes a specific policy about obstructions, not the general concept of schedule-disrupting events.*

7. Wingtip vortices can sink up to \_\_\_\_\_.

- A. 200 feet
- B. 900 feet**
- C. 1500 feet
- D. 3000 feet

Wingtip vortices form behind a lifting wing as air flows around the wingtips, creating a pair of counter-rotating cores. These vortices are carried downward by the wing's downwash and the surrounding air, so they can descend as they age. The amount they can sink vertically is substantial, with the strongest wakes capable of dropping roughly 900 feet below the aircraft's flight path. This depth matters for separation and safety, since following aircraft can encounter wake turbulence even well behind the initial takeoff or landing. The other options correspond to shallower or much larger depths that aren't typical in standard wake-hazard scenarios, so the commonly cited maximum is about 900 feet.

8. Emergency action limits refer to what concept?

- A. The maximum allowable deviation from the route
- B. The altitude at which to return to base
- C. The extent required to meet the emergency**
- D. The minimum fuel reserve required

Emergency action limits define the extent of action required to meet the emergency. They set the practical boundary for what you must do to address and resolve the situation, guiding you to perform the necessary procedures, communicate appropriately, and make timely decisions (such as diverting or landing at an alternate) to stabilize the flight. This is not about how far you can deviate from a route, the altitude to return to base, or the minimum fuel reserve—those are different concepts tied to navigation, diversion planning, and fuel planning. The emphasis of emergency action limits is on the scope of actions needed to effectively handle the emergency.

9. What does MAC stand for in the context of CG measurements?

- A. Mean Aerodynamic Chord**
- B. Maximum Airfoil Coefficient
- C. Mechanical Airframe Constant
- D. Magnetic Alignment Constant

Mean Aerodynamic Chord is the reference length used to describe where the center of gravity sits relative to the wing. It's a single representative chord length that captures the overall aerodynamic effect of the wing's shape and lift distribution. In CG measurements, you express the CG position as a percentage of this MAC, so comparisons and stability assessments stay consistent across different aircraft and wing geometries. The MAC is derived from the wing's planform and how lift would be distributed along the span, making it the natural standard for tying together wing geometry and balance. The other terms don't fit CG measurements because they refer to different concepts (like maximum lift per blade, a generic mechanical constant, or a magnetic reference), not to a wing reference length used for CG.

**10. What minimum distance should be maintained from convective cells when flying below 10,000 feet?**

- A. 2 miles
- B. 10 miles
- C. 5 miles
- D. 15 miles

*Convective cells create strong, localized hazards like updrafts, downdrafts, gust fronts, turbulence, wind shear, and sometimes hail or lightning. When you're flying below 10,000 feet, these hazards can affect the airspace you're in more readily, so you need a safe buffer to avoid the cell and its gust front. Five miles provides the minimum practical lateral clearance to reduce exposure to these hazards and still allow timely maneuvering to avoid the storm. Being closer, such as two miles, could put you in the risk area where turbulence and wind shear are still significant. Larger distances, like ten or fifteen miles, are safer but represent more than the minimum required. Hence, five miles is the best choice for the minimum distance.*

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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](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://endeavorindoctraining.examzify.com>

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

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