Endeavor General Subjects Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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. Don’t worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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

1. What must be checked regarding braking action reports before landings at an airport?

A. Must be no older than 2 hours

B. Must be no older than 1 hour and no worse than "poor"

C. Must be valid for at least 4 hours

D. No limitations on age

2. How long does an aircraft lockdown last for Level 1 and Level 2 threats?

A. Until law enforcement is present

B. Until the flight lands safely

C. Until the threat subsides

D. For a minimum of 30 minutes

3. What should be done to mitigate potential wind shear on takeoff?

A. Use a shorter runway

B. Reduce thrust

C. Use the longest available runway

D. Increase weight

4. What is considered physiological night rest time?

A. 0000 to 0600

B. 0100 to 0700

C. 0200 to 0800

D. 2400 to 0600

5. When do SMGCS regulations go into effect?

A. When visibility is 1200 RVR and below

B. When flying over FL 290

C. During thunderstorms

D. In all weather conditions

6. How many crew life vests are onboard the flight deck?

A. 2

B. 3

C. 4

D. 5

7. What is the proper action for Class D fire incidents?

A. Use water to extinguish

B. Use a general-purpose extinguisher

C. Do not use an extinguisher that will put this out

D. Smother with a blanket

8. If crew members are on the ground for less than 90 minutes, what can they do?

A. May leave the aircraft

B. May remain on the aircraft

C. Must deplane

D. Must obtain a ground crew pass

9. What does SWOA stand for in aviation terminology?

A. Special Weather Operations Aerodrome

B. Special Winter Operation Airport

C. Standard Winter Operations Area

D. Secondary Weather Operations Airport

10. If an error is entered, what is the proper way to correct it?

A. Erase the error completely

B. Leave it as is

C. Draw a line through the error and note details

D. Notify a supervisor

Answers

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

Explanations

1. What must be checked regarding braking action reports before landings at an airport?

A. Must be no older than 2 hours

B. Must be no older than 1 hour and no worse than "poor"

C. Must be valid for at least 4 hours

D. No limitations on age

Braking action reports are crucial for landing considerations, especially during adverse weather conditions such as rain, snow, or ice. The correct answer stipulates that these reports must be no older than 1 hour and can be no worse than "poor." This requirement ensures that pilots are receiving the most current and relevant information about runway conditions, which can significantly impact their approach and landing safety. If the reports were older than one hour, they might not accurately reflect the latest changes in runway conditions that could occur rapidly, especially in variable weather scenarios. Furthermore, setting a limit that the braking action cannot be worse than "poor" is essential. A report categorizing braking action as "poor" indicates that the landing could become hazardous at that segment of the runway, thereby guiding pilots in evaluating whether to proceed with the landing or consider alternatives. This understanding is critical for maintaining safety protocols and ensuring that aircraft can safely initiate their landing procedures without encountering unexpected problems on the runway.

2. How long does an aircraft lockdown last for Level 1 and Level 2 threats?

A. Until law enforcement is present

B. Until the flight lands safely

C. Until the threat subsides

D. For a minimum of 30 minutes

The duration of an aircraft lockdown for Level 1 and Level 2 threats is contingent upon the threat subsiding. This means that the safety of the passengers and crew is the primary concern, and the lockdown will continue until there is no longer an immediate danger. For Level 1 and Level 2 threats, which can vary in nature and severity, it is crucial that all necessary precautions are taken to ensure safety, which influences the duration of the lockdown. In contrast, situations that hinge on the presence of law enforcement or landing the flight may not accurately reflect the immediate circumstances of a threat where waiting for those external factors could delay necessary safety measures. The focus remains on assessing and mitigating the threat directly rather than external conditions. As such, recognizing that the lockdown remains in effect until the threat has definitively subsided is essential for understanding how to protect everyone involved.

3. What should be done to mitigate potential wind shear on takeoff?

A. Use a shorter runway

B. Reduce thrust

C. Use the longest available runway

D. Increase weight

Mitigating potential wind shear during takeoff is crucial for ensuring a safe flight. Utilizing the longest available runway is the most effective approach in this scenario. A longer runway provides a greater margin for error and allows for more runway length to achieve adequate speed in case of sudden changes in wind patterns, which can occur with wind shear. Using a longer runway helps to ensure that the aircraft can reach the required takeoff speed and achieve a positive climb rate even if there are fluctuations in airspeed due to wind shear. This choice is particularly important because during takeoff, the aircraft is highly dependent on the correct airspeed to maintain control and lift. If wind shear causes significant changes in wind speed or direction, having extra runway length provides additional time and space for adjustments and can enhance safety by giving pilots the opportunity to abort the takeoff if necessary. Other strategies, while sometimes applicable in specific scenarios, do not address the issue as effectively. For example, using a shorter runway may limit the aircraft's ability to properly respond to wind shear. Similarly, reducing thrust could lead to insufficient power available to overcome any loss of airspeed due to wind shear, making it harder for the aircraft to gain altitude. Increasing weight, on the other hand, generally requires a longer

4. What is considered physiological night rest time?

A. 0000 to 0600

B. 0100 to 0700

C. 0200 to 0800

D. 2400 to 0600

Physiological night rest time refers to the period during which the body's natural circadian rhythms encourage rest and sleep. Typically, this time is aligned with the darkest hours of the night when melatonin levels peak, signaling the body to wind down and prepare for sleep. The correct choice indicates a time window that aligns well with these natural rhythms, establishing a regular timeframe in which the majority of individuals can expect to experience optimal sleep quality and restoration. The options that do not align as well with physiological expectations either start too early or finish too late, which could disrupt the natural sleep cycle. In particular, the chosen answer covers a broad span of night that corresponds with the majority of human sleep patterns, thus making it the best representation of physiological night rest time.

5. When do SMGCS regulations go into effect?

A. When visibility is 1200 RVR and below

B. When flying over FL 290

C. During thunderstorms

D. In all weather conditions

SMGCS, or Surface Movement Guidance and Control System, regulations are specifically designed to enhance safety and control on airport surfaces during low visibility conditions. The implementation of these regulations occurs when visibility is at or below 1200 RVR (Runway Visual Range). This is crucial because pilots and air traffic controllers need specific guidelines to navigate safely when visibility is compromised due to factors such as fog, heavy rain, or other obstructions that can reduce sight lines on the runway and taxiways. While flying over FL 290 and during thunderstorms may involve specific protocols, these don't relate directly to the activation of SMGCS regulations. The regulations are fundamentally focused on managing ground operations under low visibility, highlighting the significance of knowing when visibility drops to the critical thresholds where SMGCS becomes necessary. Thus, the correct answer encompasses the essential safety measures that are notably affected by low visibility.

6. How many crew life vests are onboard the flight deck?

A. 2

B. 3

C. 4

D. 5

The correct answer indicates that there are three crew life vests located on the flight deck. This number is typically determined by safety regulations and requirements for flight operations, ensuring that sufficient safety equipment is available for all crew members on duty during a flight. Having three life vests allows for situations where multiple crew members may need to evacuate or rely on personal flotation devices in an emergency scenario. The specific count is vital for preparedness and aligns with protocols to enhance safety in aviation operations.

7. What is the proper action for Class D fire incidents?

A. Use water to extinguish

B. Use a general-purpose extinguisher

C. Do not use an extinguisher that will put this out

D. Smother with a blanket

In the case of Class D fire incidents, which typically involve combustible metals such as magnesium, titanium, or sodium, the appropriate action is to refrain from using an extinguisher that could exacerbate the situation. Class D fires require specialized extinguishing agents that are specifically formulated for metal fires. Common extinguishing agents for Class D fires include dry powder agents that are effective in smothering the flames without causing a violent reaction, which could occur with water or general-purpose extinguishers. Using water, for example, can lead to explosive reactions when it comes into contact with certain metals, as water can produce hydrogen gas, which is highly flammable. General-purpose extinguishers, which may contain water or foam, are likewise unsuitable for Class D fires because they do not address the unique hazards presented by combustible metals. Therefore, the best practice is to avoid using any extinguisher that is not specifically designed for Class D fires. This understanding is critical for ensuring safety and effective firefighting in situations involving these types of materials.

8. If crew members are on the ground for less than 90 minutes, what can they do?

A. May leave the aircraft

B. May remain on the aircraft

C. Must deplane

D. Must obtain a ground crew pass

When crew members are on the ground for less than 90 minutes, they typically have the option to remain on the aircraft. This is primarily due to the short duration of the stopover, which often does not require them to leave the aircraft for safety and operational efficiency reasons. Staying on board can also allow crew members to prepare for the next leg of their flight without the need to recheck security or go through additional boarding processes. In cases of brief layovers, remaining on the aircraft helps maintain a streamlined operation, ensuring that the crew is readily available for any necessary tasks and can save time in case of a quick turnaround. This practice is often outlined in the policies set by an airline regarding ground time for crew members.

9. What does SWOA stand for in aviation terminology?

A. Special Weather Operations Aerodrome

B. Special Winter Operation Airport

C. Standard Winter Operations Area

D. Secondary Weather Operations Airport

SWOA stands for Special Winter Operation Airport, which refers to airports that are specifically designated to accommodate unique operational needs during winter conditions. This designation usually indicates that an airport has been prepared for the challenges that winter weather can bring, such as snow and ice on runways. The concept of a Special Winter Operation Airport involves not only having appropriate equipment and procedures in place but also ensuring that staff are trained to deal with the unique challenges posed by winter weather. Such measures can include enhanced de-icing capabilities, specialized snow plowing protocols, and adjustments to aircraft flight operations to maintain safety and efficiency during winter months. Recognizing the relevance of this term in aviation underscores the importance of adapting airport operations to seasonal weather variations, which enhances flight safety and operational reliability.

10. If an error is entered, what is the proper way to correct it?

A. Erase the error completely

B. Leave it as is

C. Draw a line through the error and note details

D. Notify a supervisor

When correcting an error, drawing a line through the mistake and noting the details is the proper approach because it maintains a clear record of what happened. This method provides transparency, allowing anyone reviewing the document to understand that an error was made and how it was corrected. It preserves the integrity of the document while providing an opportunity to explain the nature of the error and the correction made. This practice is especially important in formal documentation or records where accuracy and accountability are critical. By documenting the error, you also create a reference that can be helpful for future audits or reviews. In contrast, erasing the error completely can create confusion or the appearance that the mistake was never made, which could lead to accountability issues down the line. Leaving the error as is may also lead to misunderstandings, especially if the context is unclear. Notifying a supervisor might be necessary in certain contexts, but it does not directly address how to correct the error itself; thus it is not the most comprehensive solution for rectifying a mistake in documentation.

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://endeavorgensubs.examzify.com

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