

ENDEAVOR GENERAL SUBJECTS PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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 action should flight attendants take if the captain does not say "Please stand by" within 30 seconds of an emergency landing?**
 - A. Wait for further instructions
 - B. Initiate evacuation
 - C. Prepare for landing
 - D. Alert passengers to stay seated
- 2. When are breakouts during parallel approaches required to be hand flown?**
 - A. Only during low visibility conditions
 - B. When the separation zone is violated
 - C. They must always be hand flown
 - D. When automated guidance is inoperable
- 3. How should an aircraft communicate when arriving at a runway?**
 - A. Using emergency signals
 - B. Verbal communication only
 - C. Through ATC instructions
 - D. With prior clearance only
- 4. When should a go-around be executed at or below 1,000'?**
 - A. When pitch exceeds 10 degrees
 - B. When speed exceeds 10 knots IAS
 - C. When parameters exceed 15 knots IAS, 500 fpm, and 1 dot on glide slope
 - D. When glide slope is fully captured
- 5. What can impaired alertness affect in crew members?**
 - A. Ability to communicate
 - B. Ability to operate an aircraft safely
 - C. Physical strength
 - D. Emotional stability

6. What is the minimum runway length required for accepting land and hold short instructions?
- A. 5,000 feet
 - B. 7,000 feet
 - C. 8,000 feet
 - D. 10,000 feet
7. Which of the following is NOT a requirement for SWOA airport limitations?
- A. Must have full vertical guidance
 - B. Can have more than 3 kt tail wind
 - C. Must have operable thrust reversers
 - D. Braking action reports must be within 1 hour old
8. In a standard climb, what is the indicated airspeed maintained at 10,000 feet?
- A. 250 KIAS
 - B. 290 KIAS
 - C. 270 KIAS
 - D. 300 KIAS
9. What is the first segment of climb defined from?
- A. From ground to 1,000 feet
 - B. From takeoff to gear up
 - C. From 35' to flap retraction
 - D. From initial climb to turning altitude
10. Which of the following is NOT a valid condition for performing a go-around?
- A. If approach speed decreases
 - B. If glide slope indicator is more than 1 dot off
 - C. If altitude exceeds 1,000 feet
 - D. If vertical speed exceeds 500 fpm

Answers

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

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Explanations

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1. What action should flight attendants take if the captain does not say "Please stand by" within 30 seconds of an emergency landing?

- A. Wait for further instructions
- B. Initiate evacuation**
- C. Prepare for landing
- D. Alert passengers to stay seated

In the context of an emergency landing, if the flight attendant does not hear "Please stand by" from the captain within 30 seconds, the appropriate response is to initiate an evacuation. This action is critical because it signals that there may be an impending danger, and passengers need to be evacuated promptly to ensure their safety. The 30-second timeframe establishes a clear protocol for flight attendants, indicating that the absence of communication from the captain within that time could imply urgency and the necessity to take decisive action. Evacuating passengers swiftly reduces the risk of injury and allows for a quick response to any potential hazards outside the aircraft after landing. Preparing for landing or alerting passengers to stay seated are actions that would typically be taken when there is clear communication and no immediate threat is detected. Hence, these do not address the urgency required in the scenario where the captain's communication is lacking.

2. When are breakouts during parallel approaches required to be hand flown?

- A. Only during low visibility conditions
- B. When the separation zone is violated**
- C. They must always be hand flown
- D. When automated guidance is inoperable

Breakouts during parallel approaches are required to be hand flown when the separation zone is violated. This is crucial for maintaining safe operation between aircraft that are approaching parallel runways. When there is a breach in the intended separation, manual control is necessary to ensure that pilots can adjust their aircraft's path promptly, ensuring safety and preventing potential collisions. In situations where automated systems are operating normally and the separation has not been compromised, an aircraft can rely on the automated guidance for a controlled approach. However, should the scenario change and the separation criteria become violated, pilots are trained to take manual control to rapidly rectify the situation, allowing for precise maneuvering to gain safe separation before continuing the approach. The requirement for hand-flying is not contingent upon visibility conditions, the inoperability of automated guidance, or a blanket rule that states they must always be hand flown. Instead, the specific need for manual intervention arises directly from safety concerns in the case of a violation of the established separation zone.

3. How should an aircraft communicate when arriving at a runway?

- A. Using emergency signals
- B. Verbal communication only
- C. Through ATC instructions**
- D. With prior clearance only

When an aircraft is arriving at a runway, it is essential for the pilot to communicate through Air Traffic Control (ATC) instructions. ATC plays a crucial role in managing air traffic and ensuring that aircraft safely enter and exit runways. The communication with ATC provides pilots with necessary information regarding the runway conditions, traffic on the ground, and landing clearance, ensuring that all operations are coordinated and safe. Using ATC instructions allows the pilot to receive real-time updates and respond accordingly, which helps prevent accidents and improve overall flight safety. This communication also ensures compliance with regulations and established procedures for runway traffic management. In contrast, emergency signals are only used in specific urgent circumstances, verbal communication alone is not sufficient in the context of air traffic coordination, and prior clearance is part of the ATC communication process rather than a standalone method. Overall, the integration of ATC instructions into runway arrival protocols is critical for the safety and efficiency of air traffic management.

4. When should a go-around be executed at or below 1,000'?

- A. When pitch exceeds 10 degrees
- B. When speed exceeds 10 knots IAS
- C. When parameters exceed 15 knots IAS, 500 fpm, and 1 dot on glide slope**
- D. When glide slope is fully captured

A go-around is a crucial maneuver that pilots may need to execute during an approach when certain thresholds of aircraft performance are not met, particularly to ensure safety during landing. The choice that states a go-around should be executed when the aircraft's parameters exceed 15 knots indicated airspeed (IAS), 500 feet per minute (fpm) rate of descent, and one dot on the glide slope aligns with established aviation procedures that prioritize maintaining safe margins during the landing phase. When these conditions are exceeded, they indicate that the aircraft is either too fast, descending too quickly, or not properly aligned with the glide slope, which could compromise the approach. Executing a go-around in response to these parameters allows the pilot to reassess and stabilize the approach, thereby enhancing safety for the landing procedure. These specific limits provide a clear threshold that is practical and effective for real-time decision-making in demanding flight environments. In contrast, the other choices do not represent the best criteria for deciding to go around. For instance, pitch exceeding 10 degrees may not be as directly indicative of a problematic approach compared to the combination of speed, descent rate, and glide slope alignment. Similarly, while an increase in speed or a fully captured glide slope are important factors to consider

5. What can impaired alertness affect in crew members?

- A. Ability to communicate
- B. Ability to operate an aircraft safely**
- C. Physical strength
- D. Emotional stability

Impaired alertness significantly impacts the ability to operate an aircraft safely. When crew members experience reduced alertness, they may struggle with maintaining attention, making timely decisions, and responding effectively to unexpected situations. Safe aircraft operation relies on a crew's ability to remain vigilant and aware of their surroundings, including monitoring instruments and communicating effectively with other crew members and air traffic control. If alertness is diminished, the risk of errors increases, potentially jeopardizing the safety of the flight and its passengers. While impaired alertness might also affect communication, physical strength, or emotional stability to varying degrees, the most critical and immediate concern in aviation is the safe operation of the aircraft. Ensuring high alertness levels is vital for making quick judgments and executing the precise tasks required in aviation environments where safety is paramount.

6. What is the minimum runway length required for accepting land and hold short instructions?

- A. 5,000 feet
- B. 7,000 feet**
- C. 8,000 feet
- D. 10,000 feet

The minimum runway length required for accepting land and hold short instructions is 7,000 feet. This length is established to ensure that aircraft can safely land, decelerate, and stop without exceeding the length of the runway while still accommodating air traffic control procedures. Specifically, a length of 7,000 feet provides adequate space for various aircraft types to handle the landing gear configuration, approach speeds, and braking performance, particularly for larger or heavier aircraft that may be more commonly using these set instructions. While a shorter runway might be sufficient for certain operations, the standard of 7,000 feet helps mitigate risks associated with potential go-arounds or missed approaches and facilitates better traffic management at busy airports. This standard is especially relevant in crowded airspace where safe separation between aircraft is critical.

7. Which of the following is NOT a requirement for SWOA airport limitations?

- A. Must have full vertical guidance
- B. Can have more than 3 kt tail wind**
- C. Must have operable thrust reversers
- D. Braking action reports must be within 1 hour old

The correct choice identifies a condition that does not align with the typical limitations for SWOA (Standard Weather and Operational Approach) airport operations. Specifically, the allowance for a tailwind greater than 3 knots is not a typical requirement for SWOA procedures, as these usually aim to ensure safe landing conditions. In aviation, tailwinds can complicate landing operations by reducing the aircraft's control during landing and increasing the landing distance required. Therefore, having a tailwind exceeding a certain limit, like 3 knots, contradicts the safety measures typically associated with operational limitations. In contrast, full vertical guidance, operable thrust reversers, and the recency of braking action reports are all important safety measures that help ensure optimal landing conditions. Full vertical guidance assists pilots in making precise approaches, operable thrust reversers are crucial for effective deceleration upon landing, and timely braking action reports inform pilots of current runway conditions.

8. In a standard climb, what is the indicated airspeed maintained at 10,000 feet?

- A. 250 KIAS**
- B. 290 KIAS
- C. 270 KIAS
- D. 300 KIAS

In the context of aviation regulations and procedures, the indicated airspeed maintained during a standard climb at 10,000 feet is 250 knots indicated airspeed (KIAS). This speed aligns with the Federal Aviation Administration (FAA) regulations, specifically under the Class B and Class C airspace requirements, where a maximum speed of 250 KIAS is enforced below 10,000 feet. Maintaining this airspeed helps ensure safe operational margins while allowing for adequate performance during climbs, as it reduces the risk of potential aerodynamic issues and aids in consistent climb rates. This indicated airspeed provides a balance between climb efficiency and safety, allowing aircraft to maintain control while preparing for further altitude changes or transitions into other controlled airspaces. The choice of 250 KIAS at this altitude ensures compliance with air traffic control and contributes to overall operational safety.

9. What is the first segment of climb defined from?

- A. From ground to 1,000 feet
- B. From takeoff to gear up**
- C. From 35' to flap retraction
- D. From initial climb to turning altitude

The first segment of climb is defined from takeoff until the landing gear is retracted. This phase is crucial as it reflects the aircraft's initial climb performance right after leaving the ground. During this segment, the aircraft is still very close to the runway and is transitioning from the takeoff roll into the climb. It is designed to ensure that the airplane not only gets airborne safely but also reaches a stable climb configuration before any further adjustments are made, such as retracting the landing gear. This segment is characterized by specific performance metrics, including the rate of climb and the angle of ascent, which are vital for ensuring safety and efficiency during takeoff. Understanding this initial segment is important for pilots to adhere to safety protocols and avoid potential hazards immediately after takeoff.

10. Which of the following is NOT a valid condition for performing a go-around?

- A. If approach speed decreases
- B. If glide slope indicator is more than 1 dot off
- C. If altitude exceeds 1,000 feet
- D. If vertical speed exceeds 500 fpm

A go-around is a vital maneuver used by pilots when certain conditions during an approach indicate that a landing cannot be safely completed. The correct answer highlights a specific condition that is not considered valid for deciding to execute a go-around. In aviation, approach speed is crucial for maintaining control of the aircraft during landing. If the approach speed decreases significantly, it could lead to an unstable approach, but this alone does not automatically mandate a go-around unless accompanied by other warning signs or parameters. The key idea is that a slow speed must be assessed alongside the overall approach profile and other conditions. In contrast, the other conditions presented are indeed valid reasons for a go-around. If the glide slope indicator is more than one dot off, it signals that the aircraft is not on the correct path for a safe landing, prompting the need for a go-around. Additionally, if the altitude exceeds 1,000 feet during the approach after the decision point, that typically means the approach is not proceeding as planned, again warranting a go-around. Lastly, if the vertical speed exceeds 500 feet per minute during the final approach phase, it often indicates too rapid a descent, which compromises safety and may require a go-around. Therefore, the context surrounding these critical flying parameters

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!

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