

ENDEAVOR GENERAL SUBJECTS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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	15

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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. If the aircraft is in a holding pattern, what should always be monitored?**
 - A. The weather conditions
 - B. The fuel level
 - C. The runway status lights
 - D. All communications from ATC
- 2. If a discrepancy is noted prior to takeoff, what must you do?**
 - A. Ignore it and proceed
 - B. Contact dispatch immediately
 - C. Please the Captain for advice
 - D. Wait until landing to inform maintenance
- 3. Which design feature is NOT a way that aircraft manufacturers address the effects of compressibility?**
 - A. Swept back wings
 - B. Thicker wings
 - C. Thinner wings
 - D. Canards
- 4. 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
- 5. Under what condition should Flex Thrust not be used?**
 - A. Contaminated runway
 - B. Clear weather conditions
 - C. High altitude airports
 - D. Small aircraft only

- 6. When must the wing anti-ice system be turned on?**
- A. OAT 10°C or below
 - B. OAT 5°C or below and in visibility moisture
 - C. OAT 0°C
 - D. OAT 15°C or below and no moisture
- 7. How long does the oxygen in a personal breathing equipment (PBE) last?**
- A. 5 minutes
 - B. 10 minutes
 - C. 15 minutes
 - D. 20 minutes
- 8. What can be done during an engine failure above V1?**
- A. Turn back to the airport
 - B. Continue to destination if terrain clearance is provided
 - C. Land on the nearest suitable runway
 - D. Shut down affected engine immediately
- 9. How long do crew members have to report incidents?**
- A. Within 48 hours
 - B. Within 36 hours
 - C. Within 24 hours
 - D. Within 12 hours
- 10. What does the maximum zero fuel weight refer to?**
- A. Weight of the aircraft without any passengers
 - B. Maximum weight of the airplane without any fuel
 - C. Weight of the aircraft during landing
 - D. Weight at maximal take-off condition

Answers

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

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Explanations

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1. If the aircraft is in a holding pattern, what should always be monitored?

- A. The weather conditions
- B. The fuel level
- C. The runway status lights**
- D. All communications from ATC

In a holding pattern, it is crucial to monitor the runway status lights because they provide essential information regarding the runway's availability and operational status. Since an aircraft in a holding pattern is waiting for clearance to approach or land, knowing the status of the runway helps the pilot prepare for a landing when clearance is granted. The runway status lights indicate whether a runway is clear for landing or if there are restrictions in place, allowing the pilot to make informed decisions in a dynamic airspace environment. While monitoring weather conditions, fuel levels, and communications from Air Traffic Control (ATC) are also important, the prompt monitoring of runway status is critical for safe landing operations once the holding pattern concludes. Monitoring runway status directly affects the immediate actions of the flight when transitioning out of the holding pattern.

2. If a discrepancy is noted prior to takeoff, what must you do?

- A. Ignore it and proceed
- B. Contact dispatch immediately**
- C. Please the Captain for advice
- D. Wait until landing to inform maintenance

When a discrepancy is noted prior to takeoff, the correct course of action is to contact dispatch immediately. This is crucial because any discrepancies could potentially impact the safety and operational integrity of the flight. Dispatch has the responsibility to coordinate and assess the situation, providing guidance on whether the flight should be delayed or if corrective actions need to be taken before departure. By notifying dispatch right away, you ensure that any necessary adjustments can be made based on the severity of the discrepancy, which can include sending maintenance personnel to address the issue or deciding to defer certain operations until it's resolved. This proactive approach is vital in maintaining safety standards and regulatory compliance in aviation operations, as addressing potential issues before takeoff is paramount to ensuring a safe flight.

3. Which design feature is NOT a way that aircraft manufacturers address the effects of compressibility?

- A. Swept back wings
- B. Thicker wings**
- C. Thinner wings
- D. Canards

To understand why thicker wings is not a way aircraft manufacturers address the effects of compressibility, it's important to consider how compressibility affects airflow around the aircraft as it approaches transonic and supersonic speeds. Compressibility refers to the changes in air density and pressure that occur when an aircraft travels at speeds close to or exceeding the speed of sound. In these conditions, aircraft can experience a range of aerodynamic issues, including shockwaves and changes in lift and drag characteristics. Aircraft manufacturers address compressibility primarily by optimizing wing design to reduce drag and manage airflow effectively. Swept back wings, for example, are designed to minimize the amount of air pressure hitting the wing as speed increases, allowing the aircraft to maintain better performance at high speeds. Thinner wings are often chosen to reduce the overall cross-sectional area that air must move around, thereby reducing drag associated with compressibility effects. On the other hand, thicker wings tend to increase the drag and can exacerbate compressibility issues since their larger cross-section can lead to a larger shockwave area at transonic speeds. Consequently, while thicker wings may provide benefits in terms of structural integrity and lift at lower speeds, they do not effectively counter the negative effects of compressibility at high speeds. Overall,

4. 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.

5. Under what condition should Flex Thrust not be used?

- A. Contaminated runway**
- B. Clear weather conditions
- C. High altitude airports
- D. Small aircraft only

Flex Thrust should not be used on a contaminated runway because using reduced thrust settings in such conditions can compromise safety. Contaminated runways, which might be wet, icy, or covered in snow, reduce the friction available for the aircraft during takeoff and landing. These conditions require maximum thrust to ensure that the aircraft can achieve sufficient speed for takeoff and maintain control during the initial climb. Utilizing Flex Thrust in these scenarios could result in longer takeoff distances, increased risk of hydroplaning, or inadequate performance, ultimately jeopardizing the safety of the flight. In contrast, options that suggest clear weather conditions, high altitude airports, or small aircraft do not inherently present the same level of risk associated with thrust settings. Clear weather typically allows for safe operations with various thrust settings. High altitude airports may require considerations for engine performance but do not specifically negate the use of reduced thrust. Small aircraft may have different operational standards but are not directly related to the concerns raised by contaminated runways.

6. When must the wing anti-ice system be turned on?

- A. OAT 10°C or below
- B. OAT 5°C or below and in visibility moisture**
- C. OAT 0°C
- D. OAT 15°C or below and no moisture

The wing anti-ice system must be activated when the outside air temperature (OAT) is 5°C or below and there is moisture present. This requirement is based on the need to prevent ice formation on the wings, which can adversely affect aircraft performance and safety. Ice can form on aircraft surfaces in conditions where temperature is at or near freezing and moisture is available, even if the temperature is above 0°C. In the specified conditions of 5°C or below combined with moisture, the risk of ice accumulation increases significantly, making it crucial for pilots to engage the wing anti-ice system before such conditions can impact flight safety. This ensures that ice does not form on the wings and other critical surfaces, allowing for better aerodynamic performance during flight and landing. In contrast, other temperature thresholds without the moisture criterion do not adequately address the potential for ice formation and thus do not provide the necessary safety measures required under those conditions.

7. How long does the oxygen in a personal breathing equipment (PBE) last?

- A. 5 minutes
- B. 10 minutes
- C. 15 minutes**
- D. 20 minutes

The oxygen in a personal breathing equipment (PBE) typically lasts approximately 15 minutes. This duration is designed to provide enough time for an individual to escape from a hazardous environment or to perform necessary emergency actions in the event of smoke or fire. The 15-minute supply is a critical safety feature that ensures a person has adequate time to protect themselves and reach safety, allowing them to breathe clean oxygen when other air quality may be compromised. This standard duration is based on the expected need in aviation and emergency scenarios, making it essential that users are familiar with the functionality and limitations of the PBE.

8. What can be done during an engine failure above V1?

- A. Turn back to the airport
- B. Continue to destination if terrain clearance is provided**
- C. Land on the nearest suitable runway
- D. Shut down affected engine immediately

During an engine failure above V1, the critical decision made by the pilot is to continue the flight to the destination, provided that there is adequate terrain clearance. V1 is the speed at which the pilot must make a decision to continue the takeoff or abort. Reaching this speed indicates that the aircraft has enough momentum to become airborne safely, and should an engine failure occur after this point, it is generally accepted that the aircraft can maintain control and flight stability despite the loss of one engine. Continuing to the destination allows the pilot to maintain a safe altitude and airspeed, reducing the risk of an accident that might occur if the aircraft attempts to return to the airport under less than optimal conditions. This choice prioritizes safety, as pilots are trained to fly multi-engine aircraft at the best glide speed and follow established procedures to ensure a safe outcome even in the event of an engine failure.

9. How long do crew members have to report incidents?

- A. Within 48 hours
- B. Within 36 hours
- C. Within 24 hours**
- D. Within 12 hours

Crew members are required to report incidents within 24 hours for several important reasons. This timeframe allows for timely documentation and investigation of the incident, which is crucial for understanding what happened and for implementing any necessary corrective actions. Reporting incidents promptly helps ensure that all relevant details are captured accurately while they are still fresh in the minds of those involved. This can be essential for compliance with regulatory requirements and for maintaining safety standards within the operation. In addition, the 24-hour period strikes a balance between allowing crew members adequate time to report the incident while still emphasizing the urgency of doing so. This requirement fosters a culture of accountability and responsiveness, significantly reducing the risk of subsequent incidents related to the initial event.

10. What does the maximum zero fuel weight refer to?

- A. Weight of the aircraft without any passengers
- B. Maximum weight of the airplane without any fuel**
- C. Weight of the aircraft during landing
- D. Weight at maximal take-off condition

The term "maximum zero fuel weight" refers specifically to the maximum allowable weight of an aircraft without any fuel on board. This weight includes the aircraft's empty weight plus passengers, cargo, and any other items that are not fuel. It is an important aspect of weight and balance calculations because it ensures that the aircraft remains within safe operational limits regarding structural integrity and performance criteria, regardless of the amount of fuel it may carry at any given time. By adhering to the maximum zero fuel weight, operators can optimize safety and maintain required performance characteristics during flight, ensuring the aircraft can handle take-off, flight, and landing scenarios effectively.

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:

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

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