

Flight Attendant Procedures Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. Who usually makes the boarding announcement?**
 - A. FA2, except during dual boarding = LFA**
 - B. FA1**
 - C. LFA**
 - D. Captain**

- 2. What announcement is made during descent?**
 - A. Final Approach announcement**
 - B. Initial Descent announcement**
 - C. After Landing announcement**
 - D. Before Start announcement**

- 3. How early must flight attendants check in for duty?**
 - A. 90 minutes prior to departure**
 - B. 60 minutes prior to departure**
 - C. 120 minutes prior to departure**
 - D. 30 minutes prior to departure**

- 4. If a passenger's medical symptoms worsen onboard, what is the recommended action?**
 - A. Wait for ground medical staff to arrive at the next airport.**
 - B. Dismiss the passenger and continue service.**
 - C. Request medical assistance from on-board medical personnel or ground support as appropriate.**
 - D. Stop all medical attention and refer to self-care.**

- 5. What are the main goals during Taxi/Takeoff phase?**
 - A. Safety demo, compliance, secure cabin, prepare for takeoff.**
 - B. Extend cabin service, maximize revenue, sanitize seats, complete door check.**
 - C. Delay passengers, ignore seat belts, silence announcements, prepare for landing.**
 - D. Punctual takeoff, optimize fuel, socialize with crew, stow emergency equipment.**

- 6. Which tasks are major during the Check In phase?**
- A. EFB charged, manuals updated, ID checked, crew assignments, company communications, crew briefing**
 - B. EFB charged, crew assignments, company communications**
 - C. Manuals updated, ID checked, crew briefing**
 - D. EFB charged, manuals updated, ID checked**
- 7. What should be offered to special needs passengers?**
- A. Three-Point Briefings**
 - B. Extra legroom**
 - C. Priority seating**
 - D. No special accommodation**
- 8. Which statement correctly describes the timing relationship between Boarding Complete and the Aircraft Movement announcement?**
- A. Before Boarding Complete, the Prior to Aircraft Movement announcement occurs.**
 - B. After Boarding Complete, the Prior to Aircraft Movement announcement occurs.**
 - C. The Boarding Complete announcement itself begins departure procedures.**
 - D. There is no relation.**
- 9. Who tells FA2 whether a manual count is required?**
- A. LFA via interphone**
 - B. Captain**
 - C. FA1**
 - D. Purser**
- 10. Which phrase confirms takeoff readiness?**
- A. Crosscheck**
 - B. All call**
 - C. Cabin secure for pushback**
 - D. Cabin secure for takeoff**

Answers

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

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Explanations

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1. Who usually makes the boarding announcement?

- A. FA2, except during dual boarding = LFA**
- B. FA1
- C. LFA
- D. Captain

The boarding announcement is normally given by the second flight attendant (FA2). This role is the standard assignment for delivering passenger-facing announcements and coordinating with door operations to keep boarding flowing smoothly. The lead flight attendant (LFA) steps in during dual boarding (when two doors are being used) to supervise and ensure the message is coordinated across both doors. The captain doesn't typically handle routine boarding messages; their communications are reserved for flight deck matters or emergencies.

2. What announcement is made during descent?

- A. Final Approach announcement
- B. Initial Descent announcement**
- C. After Landing announcement
- D. Before Start announcement

The main idea is that descent happens in stages, and the first moment you start descending from cruising altitude is marked by an initial descent announcement. This signals to passengers that the aircraft is beginning its descent and will soon switch from cruise to the approach phase. It's the cue for everyone to prepare for arrival—securing things, fastening seat belts, and getting ready for landing procedures. The final approach announcement comes later, once the aircraft is on the approach path to the runway. The other two announcements occur at different times: before start is issued before engines are started on the ground, and after landing is made after touchdown.

3. How early must flight attendants check in for duty?

- A. 90 minutes prior to departure
- B. 60 minutes prior to departure**
- C. 120 minutes prior to departure
- D. 30 minutes prior to departure

The main idea is that flight attendants need a window before departure to complete all required preflight duties and receive any last-minute updates. Checking in about 60 minutes prior gives enough time to verify the crew roster, review safety and emergency equipment, participate in the cabin and safety briefing, confirm service assignments, and coordinate with the flight deck and station operations. It also provides a small buffer for minor delays, paperwork, or changes to the flight. Checking in earlier (90 or 120 minutes) is typically reserved for more complex international or long-haul operations, while checking in too close to departure (like 30 minutes) wouldn't leave enough time to finish essential tasks. Therefore, 60 minutes is the standard baseline.

4. If a passenger's medical symptoms worsen onboard, what is the recommended action?
- A. Wait for ground medical staff to arrive at the next airport.
 - B. Dismiss the passenger and continue service.
 - C. Request medical assistance from on-board medical personnel or ground support as appropriate.**
 - D. Stop all medical attention and refer to self-care.

When a passenger's medical symptoms worsen, the first priority is to get qualified medical guidance as quickly as possible. If there's a health professional on board, you bring them into the assessment and follow their instructions. If not, you immediately contact the airline's ground medical support or dispatch through the onboard medical communications system to obtain expert advice on what to do next and whether a diversion is needed. This approach leverages the right expertise to guide treatment, determine necessity of diversion, and ensure safety for the patient and others. Delaying care, continuing routine service, or dismissing the situation without seeking professional input could put the passenger at greater risk.

5. What are the main goals during Taxi/Takeoff phase?
- A. Safety demo, compliance, secure cabin, prepare for takeoff.**
 - B. Extend cabin service, maximize revenue, sanitize seats, complete door check.
 - C. Delay passengers, ignore seat belts, silence announcements, prepare for landing.
 - D. Punctual takeoff, optimize fuel, socialize with crew, stow emergency equipment.

During taxi and takeoff, the priority is safety and readiness for departure. The crew ensures everyone is safely seated with seat belts fastened, the cabin is secure with all service items stowed and doors/areas checked, and the crew is in position with the sterile cockpit in effect to maintain focus. Final safety checks are completed, announcements are given, and the aircraft is configured for takeoff (thrust, flaps, and other settings reviewed as needed). This combination keeps the cabin secure and the crew prepared to respond to any event during this critical phase. Other options mix in activities that aren't aligned with the safety-focused mindset of taxi/takeoff, such as in-service tasks or socializing, or suggest actions that contradict safety practices like delaying boarding or ignoring seat belts.

6. Which tasks are major during the Check In phase?

- A. EFB charged, manuals updated, ID checked, crew assignments, company communications, crew briefing**
- B. EFB charged, crew assignments, company communications**
- C. Manuals updated, ID checked, crew briefing**
- D. EFB charged, manuals updated, ID checked**

During the Check In phase, readiness hinges on making sure equipment, procedures, and staff alignment are all in place before service begins. Having the EFB charged means the crew can immediately access essential documents, charts, and manuals as soon as they need them. Manuals updated ensures everyone is following the latest company procedures and safety guidance, reducing the risk of outdated instructions being referenced during the flight. ID checked is critical for security and staffing accuracy, confirming that the right crew members are present and authorized to operate. Knowing crew assignments clarifies who is responsible for which tasks and helps prevent gaps in coverage. Company communications keep the crew informed of any operational updates, changes to the flight, or special instructions from the operations center. Crew briefing ties these elements together, aligning the team on the flight plan, service strategy, and any passengers or situations requiring special attention. Together, these items cover the core actions needed to start the flight smoothly. The other options omit one or more of these essential elements, which is why they aren't as complete for the Check In phase.

7. What should be offered to special needs passengers?

- A. Three-Point Briefings**
- B. Extra legroom**
- C. Priority seating**
- D. No special accommodation**

For special needs passengers, a structured, clear briefing is essential to ensure safety and comfort. The Three-Point Briefing provides a concise framework to handle their needs by focusing on communication, support, and understanding. First, it sets the tone for safety by presenting information in plain language tailored to the passenger, so they know what to expect and what actions to take in an emergency. Second, it involves identifying and arranging any specific assistance or accommodations the passenger requires, such as seating arrangements, assistance with boarding, or access to necessary equipment, so their needs are planned for before they travel. Third, it confirms understanding and establishes how the crew will maintain contact and provide support throughout the flight, ensuring the passenger knows how to request help if needed. Physical accommodations like extra legroom or priority seating are important options, but they don't replace the need for a clear, standardized communication process that covers safety information and the passenger's specific needs. Declining to offer any accommodation contradicts the safety and service standards for working with special needs passengers.

8. Which statement correctly describes the timing relationship between Boarding Complete and the Aircraft Movement announcement?

A. Before Boarding Complete, the Prior to Aircraft Movement announcement occurs.

B. After Boarding Complete, the Prior to Aircraft Movement announcement occurs.

C. The Boarding Complete announcement itself begins departure procedures.

D. There is no relation.

Understanding the sequence of preflight announcements is essential. After the final passenger is on board, the cabin is prepared and secured—seats upright, seat belts fastened, galley and aisles clear. Only then is the aircraft considered ready to move, so the next instruction is the Prior to Aircraft Movement announcement. It serves as the cue to finalize readiness and warns everyone that pushback, taxi, and other aircraft movements are about to begin. This ordering ensures movement doesn't start while boarding is still underway and clearly links boarding completion to the upcoming departure actions. The alternative that suggests movement or departure procedures happen before boarding is complete, or that there's no relationship, doesn't fit the logical flow of getting the cabin ready for departure.

9. Who tells FA2 whether a manual count is required?

A. LFA via interphone

B. Captain

C. FA1

D. Purser

The lead flight attendant is the one responsible for coordinating cabin tasks with FA2, and they relay instructions through the interphone. In this scenario, deciding whether a manual count is needed is a routine cabin task directed by the LFA to FA2, ensuring the request is communicated reliably and within the cabin's chain of command. The Captain can authorize actions, but the direct instruction to FA2 about a manual count typically comes from the LFA. FA1 and the Purser support and report within the same crew structure but do not normally issue this specific instruction to FA2.

10. Which phrase confirms takeoff readiness?

- A. Crosscheck**
- B. All call**
- C. Cabin secure for pushback**
- D. Cabin secure for takeoff**

Takeoff readiness is confirmed with a final cabin-status call that everything in the cabin is secured and ready for takeoff. When the crew hears “Cabin secure for takeoff,” it means passengers are seated with seat belts fastened, all carry-ons stowed, tray tables and seats in the correct position, aisles and exits are clear, and galley equipment is secured. This ensures the cabin is prepared for the high-speed roll, and no further last-minute duties will interrupt takeoff. The other phrases refer to different phases or actions: crosscheck is about verifying configurations between crew and the flight deck during setup, all call is a general crew-wide alert or request to report to stations, and cabin secure for pushback signals readiness for movement away from the gate, not for the actual takeoff.

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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.

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

<https://flightattendantprocedures.examzify.com>

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

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