

FLIGHT OPERATIONS MANUAL 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 part of the aircraft must deicing fluid be applied?**
 - A. Whole aircraft
 - B. Wings only
 - C. Engines only
 - D. Fuselage only
- 2. When will the Captain exit the aircraft in an evacuation?**
 - A. Last
 - B. First
 - C. After all passengers exit
 - D. Simultaneously
- 3. The dispatch release is considered signed by the Dispatcher when it has been ____.**
 - A. Approved
 - B. Sent to the crew
 - C. Logged
 - D. Sent
- 4. When using the FMS with a NAVAID or LOC-based course providing final approach lateral guidance, what data must be monitored?**
 - A. GPS Position
 - B. Flight plan name
 - C. Autopilot status
 - D. NAVAID or LOC Raw Data
- 5. Which item in the release briefing indicates the chosen alternate airports?**
 - A. Destination
 - B. EOW
 - C. Remarks
 - D. Alternate (s)

- 6. Which two parties are jointly responsible for the preflight planning , delay , and dispatch release of a flight?**
- A. Captain and First Officer
 - B. Captain and the Controlling Dispatcher
 - C. PIC and Dispatcher
 - D. Director of Operations and Dispatcher
- 7. Can the aircraft be fueled during an electrical storm?**
- A. Yes
 - B. No
 - C. Only with storm warning
 - D. Only with fire suppression on
- 8. How long must at least one copy of the dispatch release along with any amendments be retained?**
- A. Until the completion of the flight
 - B. 30 days
 - C. 6 months
 - D. Indefinitely
- 9. Which of the following is NOT a type of non-routine flight operation?**
- A. Reposition flights
 - B. Maintenance Ferry Flights
 - C. Operational Check Flights
 - D. Scheduled Commercial Flights
- 10. Are flight crewmembers required to monitor and confirm clearances to ensure mutual understanding of all accepted clearances?**
- A. Yes
 - B. No
 - C. Sometimes
 - D. Only IFR

Answers

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

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Explanations

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1. What part of the aircraft must deicing fluid be applied?

A. Whole aircraft

B. Wings only

C. Engines only

D. Fuselage only

In icing conditions, deicing fluid is applied to all surfaces of the aircraft that could accumulate ice. Ice on any exposed part can disrupt aerodynamics, engine performance, and flight instruments, so treating the entire airplane is essential. Wings are critical for lift, but ice on the fuselage, tail, control surfaces, and engine inlets can all degrade handling, stall behavior, and thrust. The fluid lowers the ice's adhesion and provides a window of protection (holdover time) for taxi, takeoff, and initial climb. If any area is missed, ice can continue to form or shed onto other surfaces, compromising safety. Thus, the whole aircraft must be treated.

2. When will the Captain exit the aircraft in an evacuation?

A. Last

B. First

C. After all passengers exit

D. Simultaneously

During an evacuation, the Captain stays on the flight deck to supervise the process, coordinate with the crew, and verify that doors, slides, and exits are being used correctly and that everyone is moving to a safe area. The Captain exits last to maintain command until the cabin is clear and it's confirmed that no one remains inside or in danger. Leaving first would remove leadership before the evacuation is finished, exiting simultaneously would disrupt orderly egress, and leaving after passengers have exited but before final checks are complete could leave safety tasks unfinished. So, the Captain exits last.

3. The dispatch release is considered signed by the Dispatcher when it has been ____.

A. Approved

B. Sent to the crew

C. Logged

D. Sent

The key idea is that a dispatch release becomes actionable only after the dispatcher has sent it to the flight crew and operations staff. Signing off on the release isn't just a review step; it's the act of transmitting the authorization to those who will execute the flight. Once the release is sent, it creates the official, traceable record that the crew can reference and follow. Internal steps like approval or logging are important, but they don't finalize the authorization by themselves—the release must be sent to be considered signed and active.

4. When using the FMS with a NAVAID or LOC-based course providing final approach lateral guidance, what data must be monitored?

- A. GPS Position
- B. Flight plan name
- C. Autopilot status
- D. NAVAID or LOC Raw Data**

When final approach lateral guidance is provided by a ground-based NAVAID or LOC, the information that guides you is the actual signal data from that facility. You must monitor the NAVAID/LOC raw data—the true signal information the nav receiver uses to derive the course and any indicators of signal validity or quality. Watching this data ensures the FMS is following a real, current course and that the localizer or VOR signal is alive and usable. If the raw data shows trouble—signal loss, degradation, or an invalid course—the lateral guidance can no longer be trusted, and you should intervene. GPS position is helpful for situational awareness, but it does not verify the integrity of the ground-based approach signal; flight plan name is not related to the approach guidance, and autopilot status, while important for automation, does not confirm the accuracy of the NAVAID-based course.

5. Which item in the release briefing indicates the chosen alternate airports?

- A. Destination
- B. EOW
- C. Remarks
- D. Alternate (s)**

In a release briefing, the backup airports you've chosen are shown in the field dedicated to Alternate(s). This field is specifically for listing one or more airports that can be used if the destination becomes unusable, so it directly communicates the chosen alternates. The destination field only tells you where you're headed; remarks are for additional notes or special considerations, and EOW is a timing/leg detail not used to designate alternates. So the Alternate(s) field is the clear place where the chosen alternate airports are indicated.

6. Which two parties are jointly responsible for the preflight planning , delay , and dispatch release of a flight?

- A. Captain and First Officer
- B. Captain and the Controlling Dispatcher**
- C. PIC and Dispatcher
- D. Director of Operations and Dispatcher

The essential idea is that dispatch release and the preflight plan are joint actions of the pilot in command and the dispatcher who has authority to release the flight. The dispatcher prepares the flight plan, checks weather, fuel, weight and balance, performance data, and regulatory compliance, then issues the dispatch release. The Captain reviews that plan, ensures it meets safety requirements, and accepts the release or postpones/cancels if conditions change. The controlling dispatcher is the person who holds that release authority and coordinates with the crew, making the two parties a proper pairing for these tasks. The other options don't fit because they either place responsibility on someone who isn't the dispatcher authority (the first officer, or a director) or omit the required dispatcher role.

7. Can the aircraft be fueled during an electrical storm?

- A. Yes
- B. No**
- C. Only with storm warning
- D. Only with fire suppression on

Fueling an aircraft during an electrical storm is not allowed because it creates a real ignition hazard. Lightning nearby or striking the aircraft can ignite fuel vapors, and static electricity can build up on the fueling equipment and discharge as a spark. Even with grounding and bonding, a storm can produce unpredictable discharges and gusty, wet conditions that increase the chance of ignition or fuel spillage. Fire suppression systems don't remove the danger of a spark igniting vapors, they only help after a fire starts. So the safe practice is to halt fueling until the storm passes and conditions are calm.

8. How long must at least one copy of the dispatch release along with any amendments be retained?

- A. Until the completion of the flight**
- B. 30 days
- C. 6 months
- D. Indefinitely

The key idea is that the dispatch release, including any amendments, must be kept for the time the flight is in progress. Having at least one copy available from dispatch through to the completion of the flight provides a reliable reference for what was authorized and any changes that were made, so the crew and operations center can verify fuel, routes, weather, alternate plans, and other critical parameters in real time. Once the flight is completed, the record has served its operational purpose, so there's no regulatory requirement to retain it for longer periods like 30 days, 6 months, or indefinitely.

9. Which of the following is NOT a type of non-routine flight operation?

- A. Reposition flights
- B. Maintenance Ferry Flights
- C. Operational Check Flights
- D. Scheduled Commercial Flights**

What's being tested is the difference between routine scheduled service and non routine flights. Non routine operations are flights done for purposes outside normal service, such as repositioning an aircraft to a different base, ferrying an aircraft after maintenance, or performing an operational check flight to verify systems. Scheduled commercial flights, on the other hand, are the regular, published services that operate as part of the normal timetable with standard procedures. Because they represent standard, everyday operations, scheduled commercial flights are not considered non routine.

10. Are flight crewmembers required to monitor and confirm clearances to ensure mutual understanding of all accepted clearances?

A. Yes

B. No

C. Sometimes

D. Only IFR

Mutual understanding of ATC clearances is essential for safe flight operations. Crewmembers are expected to monitor and confirm each accepted clearance so that everyone on board knows exactly what has been authorized and what actions are required. In practice, when a clearance is issued, the receiving pilot typically reads back the key elements—such as route, altitude, speed, headings, and any restrictions—and the other crew member verifies that the readback matches what ATC transmitted and that the planned actions align with the clearance. This cross-check helps catch any mishearing or ambiguity before execution, which is a core part of cockpit coordination and safety. While some very simple or non-actionable items might not demand a full readback, the standard mindset is to maintain awareness and verify that every accepted clearance is clearly understood and will be complied with.

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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://flightopsmanual.examzify.com>

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

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