

Frontier Limitations and Memory Items 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. If the runway is shorter than 8,000 feet, which autoland minimums must be used?**
 - A. CAT IIIA SINGLE (Fail Passive): 50' DH / 600 RVR; One autopilot; Yes A/THR**
 - B. CAT IIIA DUAL (Fail Operational): 100' AH / 600 RVR; Both autopilot; Yes A/THR**
 - C. CAT IIIB (CAT III DUAL): 100' AH / 300 RVR; Both autopilot; Yes A/THR**
 - D. CAT II (CAT II, CAT III SINGLE, OR CAT III DUAL): 100' DH / 1000 RVR; One autopilot; No A/THR**

- 2. At 148 kt, with flaps 0, what does Alpha Lock/Speed Lock do?**
 - A. Alpha lock activates to inhibit slat retraction when AoA is high but ignores speed**
 - B. Alpha lock inhibits flap movement**
 - C. Alpha lock/speed lock activates and inhibits slat retraction if AoA > 8.5° or speed < 148 kt**
 - D. Alpha lock prevents any wing surface movement**

- 3. 210 kt flap protection: In configuration 1+F, what does the flap protection do?**
 - A. Flaps extend to 15° automatically**
 - B. Flaps retract to 0° automatically before Vfe**
 - C. Flaps remain at current setting**
 - D. Flaps retract to 0° after landing**

- 4. CAT IIIB (CAT III DUAL) autoland minimums are:**
 - A. CAT IIIB DUAL: 100' AH / 300 RVR; Both autopilot; Yes A/THR**
 - B. CAT IIIB DUAL: 100' DH / 1000 RVR; One autopilot; No A/THR**
 - C. CAT II (CAT II, CAT III SINGLE, OR CAT III DUAL): 100' DH / 1000 RVR; One autopilot; No A/THR**
 - D. CAT IIIA SINGLE: 50' DH / 600 RVR; One autopilot; Yes A/THR**

5. **A/SKID automatically deactivate at what ground speed?**
- A. 10 kt
 - B. 15 kt
 - C. 19 kt
 - D. Groundspeed less than 20 kt
6. **What is the maximum taxi speed during a turn for aircraft in the 228-299 weight class?**
- A. 25 kt
 - B. 20 kt during a turn
 - C. 15 kt
 - D. 30 kt
7. **Which item describes the final landing configuration required for stabilized approach at 1000' AFE?**
- A. Landing gear down, flaps up, speed brakes retracted
 - B. Landing gear and flaps extended, speed brakes retracted
 - C. Gear up, flaps down
 - D. Landing gear down, flaps up, speed brakes extended
8. **Autopilot minimum for non-autoland ILS with CAT 1 FMA is which altitude?**
- A. 100' AGL
 - B. 120' AGL
 - C. 160' AGL
 - D. 180' AGL
9. **For the 320/321NX, what is the maximum tailwind including gusts for landing?**
- A. 15kt
 - B. 10kt
 - C. 12kt
 - D. 8kt

10. Flaps/slats maximum extended speed is described as V_{fe} next-10kt. Which option matches this value?

- A. V_{fe} next-10kt**
- B. V_{mo}**
- C. V_{ne}**
- D. V_{ref}**

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Answers

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

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Explanations

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1. If the runway is shorter than 8,000 feet, which autoland minimums must be used?
 - A. CAT IIIA SINGLE (Fail Passive): 50' DH / 600 RVR; One autopilot; Yes A/THR
 - B. CAT IIIA DUAL (Fail Operational): 100' AH / 600 RVR; Both autopilot; Yes A/THR
 - C. CAT IIIB (CAT III DUAL): 100' AH / 300 RVR; Both autopilot; Yes A/THR
 - D. CAT II (CAT II, CAT III SINGLE, OR CAT III DUAL): 100' DH / 1000 RVR; One autopilot; No A/THR**

On runways shorter than 8,000 feet, autoland minimums are kept at a more conservative level to ensure a safe recovery path within the limited rollout distance. The requirement shifts to CAT II minimums rather than CAT III, reflecting the tighter constraints of a short runway. The scenario calls for a CAT II autoland with a 100-foot decision height and 1,000-foot runway visual range, using a single autopilot and not requiring autothrottle. This setup provides sufficient safety margins for a short-field autoland: the higher visibility threshold helps ensure you have enough visual cues during the landing rollout, and the single autopilot with no autothrottle reduces automation dependence in a tighter environment. The other options demand either more aggressive minima (lower DH or much lower RVR) or greater automation (dual autopilots and autothrottle), which aren't authorized for runways under 8,000 feet.

2. At 148 kt, with flaps 0, what does Alpha Lock/Speed Lock do?
 - A. Alpha lock activates to inhibit slat retraction when AoA is high but ignores speed
 - B. Alpha lock inhibits flap movement
 - C. Alpha lock/speed lock activates and inhibits slat retraction if AoA > 8.5° or speed < 148 kt**
 - D. Alpha lock prevents any wing surface movement

Alpha Lock/Speed Lock is a protective logic for the wing devices that keeps the slats extended when lift needs to be preserved. It watches both angle of attack and speed, and it prevents slat retraction if either condition could compromise lift: AoA above about 8.5 degrees or speed below 148 knots. With flaps at zero, at a speed of 148 knots the system will inhibit slat retraction if the angle of attack is high enough, and otherwise it may allow retraction. So the correct description is that the lock activates and inhibits slat retraction when AoA > 8.5° or speed < 148 kt.

3. 210 kt flap protection: In configuration 1+F, what does the flap protection do?

- A. Flaps extend to 15° automatically
- B. Flaps retract to 0° automatically before Vfe**
- C. Flaps remain at current setting
- D. Flaps retract to 0° after landing

Flap protection uses a speed-based safeguard to prevent flap overspeed when they're extended. In this 210 kt protection mode with configuration 1+F, as you accelerate toward the maximum flap-extended speed (Vfe), the system automatically retracts the flaps to 0 degrees before you actually reach Vfe. This keeps the flaps from being stressed at high speed and helps you transition to a clean, lower-drag configuration as soon as it's safe. It's not about extending, staying put, or retracting after landing—the automatic move to 0° before Vfe is the protective action.

4. CAT IIIB (CAT III DUAL) autoland minimums are:

- A. CAT IIIB DUAL: 100' AH / 300 RVR; Both autopilot; Yes A/THR**
- B. CAT IIIB DUAL: 100' DH / 1000 RVR; One autopilot; No A/THR
- C. CAT II (CAT II, CAT III SINGLE, OR CAT III DUAL): 100' DH / 1000 RVR; One autopilot; No A/THR
- D. CAT IIIA SINGLE: 50' DH / 600 RVR; One autopilot; Yes A/THR

Autoland minimums depend on how much automation is available and used. When CAT IIIB autoland is configured with dual autopilots engaged and autothrust active, the system can operate at the lowest allowed visibility and height. The minimum in this setup is 100 feet height (AH) and 300 meters RVR, provided both autopilots stay engaged and autothrust is on. That matches the option stating 100' AH / 300 RVR with Both autopilot and Yes A/THR. If you only have one autopilot, the minima move up, such as 1000 RVR, and the autoland capability is reduced. Other choices reflect different categories or single-autopilot scenarios (e.g., CAT IIIA SINGLE or higher RVR).

5. A/SKID automatically deactivate at what ground speed?

- A. 10 kt
- B. 15 kt
- C. 19 kt
- D. Groundspeed less than 20 kt**

Anti-skid braking relies on wheel-speed sensors to modulate brake pressure and prevent wheel lock. At very low ground speeds, braking actions can be unpredictable and the system isn't needed for taxiing. To avoid nuisance corrections during slow speeds, the A/SKID is automatically deactivated when ground speed drops under 20 knots. Once you exceed 20 knots, the anti-skid protection engages again and helps control braking. So the intended threshold is that the system goes inactive at speeds less than 20 knots.

6. What is the maximum taxi speed during a turn for aircraft in the 228-299 weight class?

- A. 25 kt
- B. 20 kt during a turn**
- C. 15 kt
- D. 30 kt

Turning on the ground creates lateral forces on the tires and gear, so you need to keep taxi speeds low enough to maintain directional control and avoid tire scrubbing or gear strain. For aircraft in this weight range, a maximum of 20 knots during a turn provides enough control authority and margin to safely steer without overstressing the tires or steering system. Going faster, such as 25 or 30 knots, increases the risk of loss of control or tire damage in a turn. Going slower, like 15 knots, is more restrictive than necessary for this class and can slow operations unnecessarily.

7. Which item describes the final landing configuration required for stabilized approach at 1000' AFE?

- A. Landing gear down, flaps up, speed brakes retracted
- B. Landing gear and flaps extended, speed brakes retracted**
- C. Gear up, flaps down
- D. Landing gear down, flaps up, speed brakes extended

Final approach stabilization requires being in landing configuration by 1000 feet AFE. That means the landing gear is down and the flaps are extended to provide the necessary lift, lower stall speed, and a controlled descent on the approach path. Speed brakes should be retracted to minimize drag and maintain a stable airspeed and glide path. Keeping speed brakes extended or leaving flaps up would disrupt the approach and compromise stability. Therefore, the correct configuration is landing gear down, flaps extended, speed brakes retracted.

8. Autopilot minimum for non-autoland ILS with CAT 1 FMA is which altitude?

- A. 100' AGL
- B. 120' AGL
- C. 160' AGL**
- D. 180' AGL

On a CAT I ILS approach where the aircraft does not have autoland capability, the autopilot is allowed to follow the localizer and glideslope down to a fixed disengagement altitude. This altitude is 160 feet above the runway. The idea is to give the crew a clear hand-fly window for the final phase of the landing; autopilot is not certified to perform the flare and touchdown automatically in non-autoland aircraft, so you must manually take over by 160 ft AGL to complete the landing safely. The other options don't align with this designated disengagement limit: 160 ft AGL is the established autopilot minimum for non-autoland ILS CAT I.

9. For the 320/321NX, what is the maximum tailwind including gusts for landing?

- A. 15kt
- B. 10kt**
- C. 12kt
- D. 8kt

Tailwind limits for landing are set because tailwinds reduce braking effectiveness and increase required landing distance. For the A320 family, including the 320/321NX, the maximum tailwind for landing, including gusts, is 10 knots. This means the wind's tailwind component plus any gusts must not exceed 10 knots. If the steady tailwind is 9 knots with gusts to 12 knots, that would violate the limit. Among the options, 10 knots is the highest allowable value; 12 and 15 would exceed the limit, while 8 is within the limit but not the maximum.

10. Flaps/slats maximum extended speed is described as V_{fe} next-10kt. Which option matches this value?

- A. V_{fe} next-10kt**
- B. V_{mo}
- C. V_{ne}
- D. V_{ref}

The key idea is the speed limit for configurations with high-lift devices (flaps/slats) extended. V_{fe} is the maximum speed with those devices out. The notation " V_{fe} next-10kt" means you add a 10-knot buffer to that limit, giving the true maximum permissible speed when flaps/slats are extended. This limit is lower than the aircraft's clean-air speeds like V_{mo} or V_{ne} and is not related to V_{ref} , which is an approach reference speed. So the value described as V_{fe} next-10kt is the correct match.

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://frontierlimmemoryitems.examzify.com>

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