

FRONTIER LIMITATIONS AND MEMORY ITEMS PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

<https://frontierlimmemoryitems.examzify.com>



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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. In the cruise engine failure initial procedure, what is the first action the PF should take?**
 - A. Disconnects A/THR
 - B. Sets a HDG (if required) and pulls
 - C. Sets thrust levers to MCT
 - D. Determines altitude based on strategy
- 2. Which of the following is a typical component of memory item training?**
 - A. Large-scale flight simulations of standard operations
 - B. Detailed maintenance manuals
 - C. Quick-reference procedures on the QRH
 - D. Marketing materials for the aircraft
- 3. During an emergency descent, what action should be performed after initiating the descent?**
 - A. Extend speed brakes fully
 - B. Throttle idle
 - C. Lower landing gear
 - D. Engage autopilot
- 4. Center tank fuel limitation applies to which aircraft?**
 - A. A320CEO
 - B. A321CEO
 - C. A320neo
 - D. A319
- 5. What is the primary objective of memory item training during an abnormal event?**
 - A. Ensure immediate, correct actions are taken to maintain safe flight and continued control
 - B. Compile post-event data for regulatory reporting
 - C. Expand all checklists beyond necessary items
 - D. Replace human decision making with automation

- 6. What is the primary benefit of memory items on crew coordination?**
- A. They reduce confusion by providing immediate actions.
 - B. They eliminate the need for crew communication.
 - C. They reduce the likelihood of any abnormal event ever occurring.
 - D. They guarantee automatic recovery.
- 7. After stalling, what is the first action when returning to normal flight?**
- A. Pitch attitude 15°
 - B. Bank wings level
 - C. Maintain current thrust
 - D. Thrust increase smoothly as needed
- 8. During a stall scenario, what bank should be used once recovering?**
- A. Bank wings level
 - B. Bank 30°
 - C. Roll to left wing
 - D. Bank 0°
- 9. What should you verify first after performing a memory item for an abnormal electrical condition?**
- A. Confirm passenger announcements.
 - B. Reprogram the flight management system.
 - C. Verify essential electrical buses and critical flight instruments are powered and stabilized.
 - D. Check weather radar settings.
- 10. Autopilot minimum for RNAV visual approach (charted) is which altitude?**
- A. 450' AGL
 - B. 550' AGL
 - C. 600' AGL
 - D. 500' AGL

Answers

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

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Explanations

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1. In the cruise engine failure initial procedure, what is the first action the PF should take?

- A. Disconnects A/THR
- B. Sets a HDG (if required) and pulls
- C. Sets thrust levers to MCT**
- D. Determines altitude based on strategy

In a cruise engine failure, the immediate priority is to preserve flight safety by maintaining adequate energy on the remaining engine. Setting the thrust levers to Maximum Continuous Thrust on the operative engine provides the necessary power to hold or quickly regain the target airspeed, maintain control, and begin a safe maneuver if needed. This initializes proper energy management before making further strategic decisions like heading changes or altitude adjustments. Once stabilized at a safe speed, you can then handle navigation and altitude planning, and decide how to manage the autopilot/auto-throttle as appropriate.

2. Which of the following is a typical component of memory item training?

- A. Large-scale flight simulations of standard operations
- B. Detailed maintenance manuals
- C. Quick-reference procedures on the QRH**
- D. Marketing materials for the aircraft

Memory item training centers on actions that must be performed immediately from memory during abnormal or emergency situations. These are typically condensed into quick-reference procedures in the QRH, which pilots rehearse so they can recall and execute the steps without looking up details under pressure. This ensures rapid recognition and action when time is critical. Other options don't fit because large-scale simulations of normal operations focus on standard workflows, detailed maintenance manuals aren't part of flight crew memory-item drills, and marketing materials have no relevance to flight operations. So, quick-reference procedures on the QRH are the typical component.

3. During an emergency descent, what action should be performed after initiating the descent?

- A. Extend speed brakes fully**
- B. Throttle idle
- C. Lower landing gear
- D. Engage autopilot

In an emergency descent, the first priority is to establish a controlled, rapid descent without letting airspeed run away. Extending the speed brakes fully does that by creating significant drag, which lowers the airspeed and lets you descend at a safe, controllable rate. This quick increase in drag helps you establish a stable flight path before fine tuning thrust and pitch. Lowering the landing gear isn't needed right away and can affect handling or add unnecessary drag if not required. Engaging autopilot isn't the immediate step in this scenario; you typically adjust the configuration to control the descent first. Throttle idle may be used subsequently to manage airspeed, but the most effective immediate action to set the descent in motion is deploying the speed brakes.

4. Center tank fuel limitation applies to which aircraft?

- A. A320CEO**
- B. A321CEO
- C. A320neo
- D. A319

Center tank fuel limitation is tied to the original A320ceo's center wing tank and its fuel-pump/feed arrangement. That ceo design has a specific restriction on how much fuel can be carried in the center tank under certain conditions to prevent fuel management issues, so the limitation is documented for the A320ceo variant. The A320neo and the other variants use updated center-tank/configuration designs, so that same limitation isn't required for them. That's why the center tank fuel limitation applies to the A320ceo.

5. What is the primary objective of memory item training during an abnormal event?

- A. Ensure immediate, correct actions are taken to maintain safe flight and continued control**
- B. Compile post-event data for regulatory reporting
- C. Expand all checklists beyond necessary items
- D. Replace human decision making with automation

Memory item training during an abnormal event is about acting instantly with the correct actions to keep the airplane safe and under control. These are the quick, memorized steps pilots must perform without delay so they don't lose control or mismanage the situation while they start figuring out what's going on. The goal is to stabilize the aircraft, preserve essential flight parameters like attitude and airspeed, and set up the aircraft for the next steps in the response. This approach is not about gathering data after the event, nor about bloating the crew's procedures with extra items. It also doesn't replace human decision making with automation; it relies on trained pilot actions performed from memory to maintain control while the crew analyzes the situation and follows the appropriate, more detailed procedures.

6. What is the primary benefit of memory items on crew coordination?

- A. They reduce confusion by providing immediate actions.
- B. They eliminate the need for crew communication.
- C. They reduce the likelihood of any abnormal event ever occurring.
- D. They guarantee automatic recovery.**

Memory items are concise, memorized actions that crews can perform immediately during abnormal situations. Because these actions are short, unambiguous, and can be carried out without pausing to consult lengthy procedures, they dramatically reduce hesitation and confusion when pressure is high. With everyone trained on the same immediate steps, the crew can coordinate more smoothly: each member knows what to do next, anticipates others' actions, and communicates more efficiently, which keeps the situation orderly despite stress. Memory items don't guarantee recovery or prevent all abnormalities, and they don't remove the need for overall training or communication, but their main benefit for crew coordination is reducing confusion by providing clear, rapid actions that the team can execute together.

7. After stalling, what is the first action when returning to normal flight?

- A. Pitch attitude 15°
- B. Bank wings level
- C. Maintain current thrust
- D. Thrust increase smoothly as needed**

When you break out of a stall, the priority is to regain airspeed and stabilize the flight path. The first action to return to normal flight is to adjust power to regain energy—throttle should be increased smoothly as needed to accelerate to a safe airspeed. This gradual power application helps you recover without causing abrupt changes that could upset the aircraft or lead to another stall. Putting the nose at a fixed attitude like 15° up would keep the angle of attack high and slow you down, which is the opposite of what you want during recovery. Merely holding the wings level or keeping current thrust without adding power may not provide enough energy to regain speed quickly enough, delaying the recovery.

8. During a stall scenario, what bank should be used once recovering?

- A. Bank wings level**
- B. Bank 30°
- C. Roll to left wing
- D. Bank 0°

When recovering from a stall, the primary goal is to reestablish straight, coordinated flight by removing excess bank and returning to wings level. Level wings restore even lift across both wings, reduce the load factor, and help reattach the airflow cleanly, making it easier to regain stable flight and speed without risking a secondary stall or a spin. Keeping a bank, such as 30 degrees, keeps you in a turn and maintains an uneven loading on the wings, which can complicate the recovery and increase the chance of re-stalling or entering an uncommanded motion. Rolling toward one wing also disrupts the reestablishment of coordinated flight and can worsen the situation. Bank 0 degrees is the same as wings level, so the intended recovery action is to roll to wings level to secure a safe, stable demeanor before continuing.

9. What should you verify first after performing a memory item for an abnormal electrical condition?

- A. Confirm passenger announcements.
- B. Reprogram the flight management system.
- C. Verify essential electrical buses and critical flight instruments are powered and stabilized.**
- D. Check weather radar settings.

When an abnormal electrical condition occurs, the priority is to ensure power to the systems that keep you safe and able to fly: the essential electrical buses and the critical flight instruments. If these are powered and stable, you retain basic attitude, heading, airspeed, and altitude information, along with the ability to communicate and navigate. This stabilization provides the foundation for the rest of the checklist or memory-item actions, because you can trust the displays and primary systems to behave predictably. If essential power isn't established or if the voltages and loads aren't stable, attempting other actions—like reprogramming the flight management system, tweaking radar settings, or issuing passenger announcements—won't help you fly safely and could even complicate the situation. Those steps can come after you've verified that the core flight instruments and essential buses are powered and stabilized, giving you the necessary situational awareness to proceed safely with the remaining procedures.

10. Autopilot minimum for RNAV visual approach (charted) is which altitude?

- A. 450' AGL
- B. 550' AGL
- C. 600' AGL
- D. 500' AGL**

The key idea here is how low you're allowed to couple the autopilot on a charted RNAV visual approach. For these procedures, the autopilot can be maintained on the approach down to 500 feet above the ground. This standard minimum lets you use automated guidance through the initial and part of the visual segment while you verify the runway environment is in sight for the landing. If weather, terrain, or procedure notes require higher minimums, those would be published, but absent any special notes, 500 feet AGL is the baseline.

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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://frontierlimmemoryitems.examzify.com>

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

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