

FRONTIER ORAL 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 does it mean when you see the magenta target airspeed triangle above VAPP on approach?**
 - A. Ground Speed Mini has increased speed due to a higher headwinds at your present location
 - B. You are below optimal approach speed
 - C. Windshear ahead
 - D. Autothrottle failure
- 2. The seat belt sign is required to be turned/left on when?**
 - A. All of the above
 - B. While the aircraft is in motion on the ground
 - C. During takeoff, initial climb, descent below 18,000 feet, and landing
 - D. Prior to entering an area of expected moderate or greater turbulence
- 3. Which communication capability must be operative for Exemption 20295?**
 - A. ACARS
 - B. VHF voice
 - C. SATCOM
 - D. No communications required
- 4. When is an exterior inspection required?**
 - A. Before flight only
 - B. After flight only
 - C. Before and After every flight
 - D. Not required
- 5. Which statement best describes the primary function of Ground Speed Mini?**
 - A. Maintains a constant altitude during approach
 - B. Protects against the actual ground speed dropping below the calculated ground speed at the runway
 - C. Maintains the aircraft at fixed airspeed
 - D. Provides automatic landing clearance

- 6. When reviewing the flight logbook, what is the pilot responsible for?**
- A. Check for any open/deferred items since last AWR; Verify/Comply all MEL/CDL/NEF items
 - B. Verify/Comply all MEL/CDL/NEF items
 - C. Check for any open items since last AWR
 - D. Review the flight log entries only
- 7. In RVSM altitude tolerance checks, which device is used for comparison with ADR1/2/3 to determine the 100-foot tolerance?**
- A. ADR1/2/3
 - B. STBY ALTI
 - C. PFD
 - D. ISIS
- 8. What do you do once established at level off altitude?**
- A. SPEED - PUSH (managed)
 - B. Engage approach mode
 - C. Engage vertical speed hold
 - D. Deactivate autothrottle
- 9. For Fixed Speed Strategy, what is the Non-ETOP requirement?**
- A. Within 60 minutes of an airport
 - B. Within 120 minutes of an airport
 - C. Within 30 minutes of a diversion airport
 - D. No restrictions
- 10. What is the lowest authorized weather minimum that allows F9 to depart a runway?**
- A. RVR 500/500/500 (TDZ, MID, ROLLOUT)
 - B. RVR 600/600/600
 - C. RVR 1000/1000/1000
 - D. RVR 800/800/800

Answers

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

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Explanations

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1. What does it mean when you see the magenta target airspeed triangle above VAPP on approach?

- A. Ground Speed Mini has increased speed due to a higher headwinds at your present location**
- B. You are below optimal approach speed
- C. Windshear ahead
- D. Autothrottle failure

The magenta target airspeed triangle sitting above VAPP is a wind-adjusted target cue. When winds up ahead include stronger headwinds, the flight computer shifts the recommended approach speed upward relative to the nominal VAPP to keep the approach energy and stabilization on track. In practice, you'll see that target speed pushed above the standard VAPP, signaling you should maintain a bit more airspeed to compensate for the wind's effect on your approach. This is a wind-correction indication, not a warning about windshear or an autothrottle fault, and it isn't telling you you're simply below optimal speed. The change is about adjusting for wind to keep the approach plan intact.

2. The seat belt sign is required to be turned/left on when?

- A. All of the above
- B. While the aircraft is in motion on the ground
- C. During takeoff, initial climb, descent below 18,000 feet, and landing
- D. Prior to entering an area of expected moderate or greater turbulence**

The seat belt sign is used to tell everyone to stay seated with their belts fastened because movement can occur suddenly. The idea being tested here is to activate that sign in anticipation of conditions that could cause unexpected motion. Turbulence can begin abruptly, so the safest practice is to turn the sign on before entering an area where moderate or greater turbulence is expected. This proactive step helps protect passengers from injuries by keeping them belted when the aircraft might jolt or shake. While the sign is also commonly required during taxiing on the ground and during takeoff and landing, the emphasis of this scenario is on preemptively ensuring safety before turbulence starts, which is why turning it on in advance of turbulent conditions is the correct approach.

3. Which communication capability must be operative for Exemption 20295?

- A. ACARS**
- B. VHF voice
- C. SATCOM
- D. No communications required

ACARS is the capability in question. It provides a reliable data-link between the aircraft and ground systems, enabling automatic transmission of essential flight data, status, and position reports without relying on voice communications. Exemption 20295 hinges on having this data-link capability to keep operational and regulatory reporting intact even if other channels aren't guaranteed, so ACARS is the required communications tool. VHF voice, while useful for real-time manual coordination, is not the mandated mechanism here, because the exemption centers on a formal, automated data communications capability. SATCOM can supplement communications in some scenarios, but the regulation specifies ACARS as the required capability. The idea of "no communications required" contradicts the need for ongoing data exchange and flight monitoring under the exemption.

4. When is an exterior inspection required?

- A. Before flight only
- B. After flight only
- C. Before and After every flight**
- D. Not required

Exterior inspection is required before and after every flight. Before you take off, a visual check ensures the aircraft is airworthy—looking for damage, loose or missing fasteners, fuel or oil leaks, security of panels, and that control surfaces, hinges, and the propeller are in good condition. After you land, another exterior check helps catch anything that may have arisen during flight—new dents or leaks, loose items, or wear on landing gear or engines that could affect the next flight. Doing both protects safety and helps catch problems early. Resting on only one side—either before or after—could miss issues that show up only after flight or only before flight, and saying it isn't required isn't appropriate for safe operation.

5. Which statement best describes the primary function of Ground Speed Mini?

- A. Maintains a constant altitude during approach
- B. Protects against the actual ground speed dropping below the calculated ground speed at the runway**
- C. Maintains the aircraft at fixed airspeed
- D. Provides automatic landing clearance

Ground Speed Mini focuses on energy management as you approach the runway. It protects you by ensuring your actual ground speed doesn't fall below the speed you would need to reach the runway based on the calculated runway conditions. If the actual ground speed dips under that value, the system provides protection—typically via alerts or automatic adjustments—to keep you from arriving with too little energy for a safe landing. It isn't about holding altitude, maintaining a fixed airspeed, or issuing landing clearance, so the description that it guards against a drop below the runway's calculated ground speed best matches how it functions.

6. When reviewing the flight logbook, what is the pilot responsible for?

- A. Check for any open/deferred items since last AWR; Verify/Comply all MEL/CDL/NEF items**
- B. Verify/Comply all MEL/CDL/NEF items
- C. Check for any open items since last AWR
- D. Review the flight log entries only

Ensuring flight safety starts with confirming airworthiness before departure. When reviewing the flight logbook, the pilot must check for any open or deferred maintenance items since the last Aircraft Work Request, because those items could affect whether the aircraft is cleared to fly. At the same time, the pilot must verify and ensure compliance with the MEL, CDL, and NEF items. The MEL lists equipment that may be inoperative but requires specific approvals and operational limits; the CDL shows allowed configurations when certain items are missing or restricted; NEF items are non-essential faults that still must be managed under approved procedures. Putting these checks together ensures there are no outstanding issues and that any inoperative equipment is legally authorized for the flight.

7. In RVSM altitude tolerance checks, which device is used for comparison with ADR1/2/3 to determine the 100-foot tolerance?

- A. ADR1/2/3
- B. STBY ALTI
- C. PFD
- D. ISIS**

RVSM accuracy checks rely on an independent reference for altitude. The three ADRs provide the primary altitude data, but to prove the system is within the required tolerance, you compare those ADR readings with a separate, independent standby reference. The Integrated Standby Instrument System (ISIS) is that independent source, delivering a standby altimeter reading that isn't tied to the ADR sensors. By comparing ADR1/2/3 to the ISIS altimeter, you can verify the altitude indication stays within 100 feet. The standby altimeter by itself isn't the reference used for the check, and the PFD's display is derived from the ADRs, not an independent source.

8. What do you do once established at level off altitude?

- A. SPEED - PUSH (managed)**
- B. Engage approach mode
- C. Engage vertical speed hold
- D. Deactivate autothrottle

When you're level at your chosen altitude, the goal is to keep the airplane at that altitude while the autopilot and autothrottle manage your speed. Pushing the speed selector engages managed speed, which uses the speed target programmed in the flight management system. This keeps the aircraft at the assigned cruise speed automatically, without needing manual throttle tweaks. Engaging approach mode would switch you toward the descent and arrival phase, which isn't appropriate during cruise. Vertical speed hold would drive you up or down, defeating the purpose of a level-off. Deactivating the autothrottle would remove automatic speed control, risking unwanted speed fluctuations.

9. For Fixed Speed Strategy, what is the Non-ETOP requirement?

- A. Within 60 minutes of an airport**
- B. Within 120 minutes of an airport
- C. Within 30 minutes of a diversion airport
- D. No restrictions

Non-ETOP operations require a safety margin that keeps the flight within reach of a suitable diversion airport in case of an engine failure. With the Fixed Speed Strategy, this limit is being within 60 minutes of an airport at all times along the route. That 60-minute window provides a practical and conservative cushion for a non-ETOP scenario, ensuring there's a capable airport nearby for an emergency landing. Longer diversion times (like 120 minutes) are associated with ETOPS-approved operations, while 30 minutes or "no restrictions" don't align with the standard safety requirements for non-ETOP flights.

10. What is the lowest authorized weather minimum that allows F9 to depart a runway?

A. RVR 500/500/500 (TDZ, MID, ROLLOUT)

B. RVR 600/600/600

C. RVR 1000/1000/1000

D. RVR 800/800/800

Takeoff minimums are the weather requirements that must be met to depart, and for a takeoff you need to meet the minimums on every required part of the runway. In this case, the published minimum is 500 feet of RVR for the touchdown zone, the midpoint, and the rollout. That means every segment must have an RVR of at least 500 for the departure to be authorized. Among the options, 500/500/500 is the lowest set of minima that still satisfies the rule of needing all three segments at or above the same threshold, so it's the correct choice. The other options set higher minima, which would also allow departure but are not the lowest allowed.

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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://frontieroral.examzify.com>

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

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