

Generic Inflight Emergencies Practice Exam (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 you suspect a compartment fire in the ceiling or behind a panel, which action should you take?**
 - A. Obtain crash axe, BCF/HALON and fit PBE**
 - B. Move passengers away**
 - C. Advise captain immediately and follow their instructions**
 - D. Pry open panel with axe and spray BCF/HALON inside**

- 2. Which detail is included in the death inflight report to identify the deceased?**
 - A. This report should include the name, address, phone and signature of anyone able to identify the deceased.**
 - B. It should include the passenger's travel itinerary.**
 - C. It should include a medical opinion on cause of death.**
 - D. It should be filed only after landing.**

- 3. During depressurisation, when PSU oxygen is deployed, which action is performed first?**
 - A. Return to your seat and fasten seat belt.**
 - B. Complete non-normal depressurisation checklist.**
 - C. Call the flight crew to report the event.**
 - D. Initiate an emergency descent PA.**

- 4. How many classes are there in dangerous goods regulations?**
 - A. 10 classes**
 - B. 7 classes**
 - C. 9 classes**
 - D. 8 classes**

- 5. Where do oxygen masks deploy from during depressurisation?**
 - A. PSU**
 - B. Overhead bin**
 - C. Under seat pocket**
 - D. Cockpit**

- 6. What are dangerous goods?**
- A. Articles or substances that pose a risk to health, safety, property or the environment when transported by air.**
 - B. Items that are harmless during transport.**
 - C. Only explosives and gases.**
 - D. Things that are allowed without restrictions.**
- 7. For a closed lavatory door that is COOL, which action should cabin crew take?**
- A. Stay outside and wait for instructions**
 - B. Break down door**
 - C. Enter lavatory and investigate/fight fire**
 - D. Evacuate passengers from area**
- 8. Where must an ABP be positioned if they have to take incapacitated primary's role?**
- A. R1**
 - B. Front cabin near the door**
 - C. Overwing exit**
 - D. Aft cabin near galley**
- 9. In the inflight dangerous goods incident checklist, which action addresses immediate risk by controlling fire?**
- A. identify the items if possible**
 - B. regularly inspect the area**
 - C. implement basic fire drill**
 - D. move pax away from area and distribute wet towels or cloths**
- 10. After the CSM briefs cabin crew on Land/Ditch prep duties, what happens next?**
- A. Captain's PA**
 - B. Review briefing cards with passengers**
 - C. Cabin crew move to demonstration positions**
 - D. Secure galleys and stow loose items**

Answers

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

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Explanations

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1. If you suspect a compartment fire in the ceiling or behind a panel, which action should you take?

- A. Obtain crash axe, BCF/HALON and fit PBE**
- B. Move passengers away**
- C. Advise captain immediately and follow their instructions**
- D. Pry open panel with axe and spray BCF/HALON inside**

When you suspect a hidden fire in a ceiling or behind a panel, the first and most important step is to involve the flight deck right away. Inform the captain immediately and then follow their instructions. The captain has the overall authority and a full view of aircraft systems, and can coordinate the response, deploy the proper resources, and decide on actions like donning protective gear, isolating the area, adjusting pressurization, or deploying extinguishing agents if and when it's appropriate. Taking independent actions such as prying open panels or spraying extinguishing agents into an unknown space can worsen the situation by spreading smoke, causing electrical hazards, or conflicting with the aircraft's procedures. Moving passengers away is a prudent safety measure, but not the immediate action to address a suspected hidden fire; it must be guided by the captain's instructions as part of the coordinated response.

2. Which detail is included in the death inflight report to identify the deceased?

- A. This report should include the name, address, phone and signature of anyone able to identify the deceased.**
- B. It should include the passenger's travel itinerary.**
- C. It should include a medical opinion on cause of death.**
- D. It should be filed only after landing.**

Identifying the deceased quickly and accurately is the goal of the death inflight report. The report should capture who can confirm the person's identity, including the name, address, phone number, and signature of someone able to identify the deceased. This provides a verifiable point of contact and accountability for authorities handling the situation, helping to prevent misidentification and ensuring the right next of kin can be notified. The other details aren't about identity: travel itinerary isn't essential for identifying the person, a medical opinion on cause of death isn't part of the identification and typically requires medical examiner processes, and delaying the filing until after landing would hinder timely recognition and reporting to the proper authorities.

3. During depressurisation, when PSU oxygen is deployed, which action is performed first?

A. Return to your seat and fasten seat belt.

B. Complete non-normal depressurisation checklist.

C. Call the flight crew to report the event.

D. Initiate an emergency descent PA.

In-flight depressurization requires following a non-normal depressurisation checklist. This ensures the crew respond in a coordinated, priority-driven way, preserving life by immediately addressing oxygen needs, establishing communication, and planning an emergency descent in the correct order. The checklist provides the required sequence so actions like notifying others and briefing passengers are handled systematically rather than ad hoc. While returning passengers to seats, calling the flight crew, or issuing a PA are important parts of the overall response, they come after or within the structured steps of the checklist, not as the very first action.

4. How many classes are there in dangerous goods regulations?

A. 10 classes

B. 7 classes

C. 9 classes

D. 8 classes

The question tests how dangerous goods are organized by hazard into distinct groups. In the standard transport regulations, dangerous goods are categorized into nine classes based on their primary hazard: explosives; gases; flammable liquids; flammable solids; oxidizing substances and organic peroxides; toxic and infectious substances; radioactive materials; corrosives; and miscellaneous dangerous goods. That nine-class structure is used in the common frameworks for air, road, and sea transport (such as the IATA DGR and UN Model Regulations). So there are nine classes, which is why nine is the correct count. The other numbers don't match this established classification.

5. Where do oxygen masks deploy from during depressurisation?

A. PSU

B. Overhead bin

C. Under seat pocket

D. Cockpit

Oxygen masks for passengers are stored in the Passenger Service Unit above each seat. When depressurization occurs, the PSU doors release and the masks drop down for passengers to grab and put on. The oxygen is supplied by chemical generators activated when the mask is pulled, typically providing several minutes of breathable air to allow the aircraft to descend to a safe altitude. The cockpit has its own separate oxygen supply, but the passenger masks come from the PSU, not from an overhead bin or under-seat pocket.

6. What are dangerous goods?

- A. Articles or substances that pose a risk to health, safety, property or the environment when transported by air.**
- B. Items that are harmless during transport.**
- C. Only explosives and gases.**
- D. Things that are allowed without restrictions.**

Dangerous goods are substances or articles that could pose a risk to health, safety, property or the environment when transported by air. This definition captures why special rules exist: in flight, leaks, fires, or chemical reactions can quickly become life-threatening or cause major damage, so items are classified, packaged, labeled, documented, and handled with care. The other statements don't fit because something that's harmless during transport isn't dangerous, dangerous goods include far more than just explosives and gases, and nothing is allowed without restrictions—these items require compliance with specific regulations and handling procedures.

7. For a closed lavatory door that is COOL, which action should cabin crew take?

- A. Stay outside and wait for instructions**
- B. Break down door**
- C. Enter lavatory and investigate/fight fire**
- D. Evacuate passengers from area**

A closed lavatory door that is COOL indicates there is no active heat or flame at the doorway, so the space should be accessible and can be assessed quickly. The appropriate action is to enter the lavatory to investigate and, if needed, fight any fire inside. Waiting outside delays potentially critical suppression, and breaking down the door isn't necessary when the door is cool. Evacuating passengers from the area is not indicated unless the situation escalates to a broader threat like heavy smoke or an uncontrollable fire. This approach allows rapid confirmation of the danger and prompt suppression to prevent spread.

8. Where must an ABP be positioned if they have to take incapacitated primary's role?

- A. R1**
- B. Front cabin near the door**
- C. Overwing exit**
- D. Aft cabin near galley**

An ABP designated to take over a crew member's duties must be seated as close as practicable to that crew member's position so they can respond immediately and access the same exit and controls. In this scenario, the forward area near the front door is the spot where the incapacitated primary would operate from, so placing the ABP in Row 1 puts them immediately adjacent to the action. This minimizes the time needed to reach and operate the door, issue evacuation commands, and coordinate with others during an emergency. Being in Row 1 ensures the ABP can assume the role without delay, whereas other seats—like far aft or on an overwing exit—would slow reaction and complicate evacuation and task takeover.

9. In the inflight dangerous goods incident checklist, which action addresses immediate risk by controlling fire?

- A. identify the items if possible**
- B. regularly inspect the area**
- C. implement basic fire drill**
- D. move pax away from area and distribute wet towels or cloths**

Immediate risk from a fire on board is best managed by a coordinated, practiced response that quickly suppresses and confines the blaze. Implementing a basic fire drill does exactly that: it activates a prearranged sequence, assigns clear roles (who uses extinguishers, who communicates with the flight deck, who guides passengers), and ensures the crew acts as a unified team to suppress the fire, isolate the area, and protect everyone on board. This rapid, standardized action helps reduce heat, limit spread, and preserve cabin safety while resources are directed to the incident. Identifying items helps with handling after the fact, not with immediate fire control. Regularly inspecting the area is preventive and ongoing, not an active suppression step. Moving passengers and distributing wet towels addresses smoke exposure and passenger safety but does not directly contain or extinguish the fire.

10. After the CSM briefs cabin crew on Land/Ditch prep duties, what happens next?

- A. Captain's PA**
- B. Review briefing cards with passengers**
- C. Cabin crew move to demonstration positions**
- D. Secure galleys and stow loose items**

The action sequence after a Land/Ditch prep briefing is to place cabin crew at their demonstration positions. This positioning is the practical next step because the briefing assigns each crew member a role and location so they can quickly and clearly run the passenger safety demonstration and manage the cabin in an emergency. When the crew are at their demonstration stations, they can visually and verbally guide passengers, point out brace positions, and monitor exits, ensuring orderly and effective communication if evacuation becomes necessary. The captain's public address, reviewing briefing cards with passengers, or securing galleys and loose items are steps that occur as part of the broader prep process, but the immediate next action following the Land/Ditch briefing is for the crew to move to the demonstration positions.

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://genericinflightemergencies.examzify.com>

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

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