

Irregular Operations 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. What is the final action listed in the laptop-fire handling sequence?**
 - A. Evacuate the aircraft**
 - B. Return to service**
 - C. Notify authorities**
 - D. Let it cool**

- 2. How should you signal the pilot in an emergency?**
 - A. Radio call only**
 - B. 4 high low chimes**
 - C. Flashing cabin lights**
 - D. Shout 'Panic!'**

- 3. In an 800, the life rafts are located in which locations?**
 - A. 2 forward ceiling compartment and 2 mid cabin**
 - B. 4 total**
 - C. 2 forward doors**
 - D. 1 aft cabin**

- 4. For a D position on 800 aircraft, what is the primary exit for the flight attendant?**
 - A. AFT galley service door**
 - B. Forward main cabin door**
 - C. Overwing exit**
 - D. Aft passenger door**

- 5. On a 737-700, how many ABAs are briefed for position C?**
 - A. 8 ABAs**
 - B. 4 ABAs**
 - C. 6 ABAs**
 - D. 10 ABAs**

- 6. Who determines medical care during a medical emergency on board?**
- A. The flight attendant in charge**
 - B. A medical professional determines that**
 - C. The captain after consulting medical control**
 - D. The passenger who called for help**
- 7. How do you check if there's a fire in the lavatory?**
- A. Feel Door With The Back Of Your Hand**
 - B. Open Door Quickly**
 - C. Look For Smoke Under The Door**
 - D. Listen For Crackling**
- 8. Which action correctly describes manually deploying the oxygen mask?**
- A. Use a paper clip through the hole**
 - B. Pull the mask by the strap**
 - C. Wait for automatic deployment**
 - D. Use a paper clip to depress a hidden release**
- 9. On a 800 aircraft, how many ABAs are briefed for position C?**
- A. 6 ABAs**
 - B. 7 ABAs**
 - C. 8 ABAs**
 - D. 5 ABAs**
- 10. Should you honor a DNR order on board?**
- A. Yes**
 - B. No**
 - C. Only if a physician aboard says it's acceptable**
 - D. It depends on the flight crew policy**

Answers

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

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Explanations

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1. What is the final action listed in the laptop-fire handling sequence?

- A. Evacuate the aircraft**
- B. Return to service**
- C. Notify authorities**
- D. Let it cool**

In this scenario, the sequence focuses on safely wrapping up the handling of a laptop battery fire after the immediate hazard is addressed. The final step is to let the device cool. Cooling is essential because lithium-ion batteries can continue to generate heat or even reignite after flames are out; waiting allows residual heat and reactive gases to dissipate, making the device safe to move, inspect, and handle further. Evacuating the aircraft is an urgent action that would occur if the danger is ongoing, not the last step in a tidy cooling-and-continuation sequence. Notifying authorities or returning to service are important but typically occur at different points in the overall process, not as the final action.

2. How should you signal the pilot in an emergency?

- A. Radio call only**
- B. 4 high low chimes**
- C. Flashing cabin lights**
- D. Shout 'Panic!'**

In an aircraft, emergencies are signaled to the flight deck with a standardized audible alert that is built into the cabin crew signaling system. The four-chime pattern, often implemented as a sequence of high and low notes, is designed to cut through normal cockpit noise and grab the pilots' immediate attention. This signal is recognized across crews as an urgent call and prompts a quick, prioritized response. Relying on a radio call alone may not convey the urgency as reliably, and shouting or flashing cabin lights can create confusion or panic rather than a clear, professional cue. The four-chime alert provides a clear, standardized method that communicates "emergency—immediate attention" to the pilots.

3. In an 800, the life rafts are located in which locations?

- A. 2 forward ceiling compartment and 2 mid cabin**
- B. 4 total**
- C. 2 forward doors**
- D. 1 aft cabin**

Emergency equipment is placed for quick access from different parts of the cabin in a ditching scenario. On this aircraft, four life rafts are stored as two in forward ceiling compartments and two in the mid cabin. This distribution lets crew deploy rafts rapidly for passengers seated in both the front and middle sections, which is why this specific location arrangement is the best description of where they're kept. Merely stating the total number doesn't tell you where they're located, and other suggested locations wouldn't provide coverage across the cabin or match standard stowage practices.

4. For a D position on 800 aircraft, what is the primary exit for the flight attendant?

- A. AFT galley service door**
- B. Forward main cabin door**
- C. Overwing exit**
- D. Aft passenger door**

The main idea here is that a flight attendant's primary exit is the closest exit to their duty station, so evacuation can start quickly and efficiently. For a D position on a 737-800, that station sits near the aft galley. The AFT galley service door is the exit adjacent to that position and is designated as the crew's primary egress path from that location. It minimizes distance and congestion during normal operations and in an evacuation, which is why it's chosen over the forward main cabin door, the overwing exits, or the aft passenger door. The other doors are either farther away or typically assigned to different crew positions.

5. On a 737-700, how many ABAs are briefed for position C?

- A. 8 ABAs**
- B. 4 ABAs**
- C. 6 ABAs**
- D. 10 ABAs**

ABAs are a structured set of briefing items that cover all the major functional areas you need to consider when handling abnormal situations from a specific cockpit position. Each position has a fixed number of ABAs to ensure every critical system and indicator is reviewed quickly and consistently. For position C on a 737-700, the standard briefing uses six ABAs. This exact count ensures you can sweep through the key areas necessary to assess the situation from that seat without missing anything or dragging the briefing with redundant items. If you had fewer ABAs, some important area might be overlooked; with more, you'd be adding steps not required by the standard procedures, slowing you down. Six ABAs is the right balance for this position.

6. Who determines medical care during a medical emergency on board?

- A. The flight attendant in charge**
- B. A medical professional determines that**
- C. The captain after consulting medical control**
- D. The passenger who called for help**

During an in-flight medical emergency, the person with medical training on board is responsible for deciding what care to provide. Their expertise lets them assess symptoms, weight risks, and choose appropriate interventions. The flight crew's role is to support that care—calling for help, preparing equipment, and coordinating with ground medical control as needed—so they can implement the plan set by the medical professional. The captain's duty is to manage flight safety and operations, not to determine medical treatment, and the passenger who called for help can provide information but cannot decide how to treat someone. If no medical professional is aboard, the crew relies on ground-based medical control for instruction, but the decision still comes from a medical expert. That's why the choice stating that a medical professional determines the care is the best fit.

7. How do you check if there's a fire in the lavatory?

- A. Feel Door With The Back Of Your Hand**
- B. Open Door Quickly**
- C. Look For Smoke Under The Door**
- D. Listen For Crackling**

When there's a possibility of a fire in a confined space like a lavatory, the first thing to check is whether heat is showing on the other side of the door. Feeling the door with the back of your hand lets you sense heat quickly and safely. It's more sensitive to warmth and won't burn your skin as you test the surface. If the door is hot, that means fire is likely nearby, and opening the door could feed the flames and push hot gases into your path, so you should not open it. Instead, stay put, alert others, and follow crew instructions or use an alternate route if advised. If the door feels cool, you can open it cautiously to verify the situation: test for smoke and ensure the exit path is clear, then proceed slowly while staying low to avoid smoke. Relying on heat before opening minimizes risk, whereas opening blindly or depending on sounds or smoke seen under the door can lead you into danger.

8. Which action correctly describes manually deploying the oxygen mask?

- A. Use a paper clip through the hole**
- B. Pull the mask by the strap**
- C. Wait for automatic deployment**
- D. Use a paper clip to depress a hidden release**

Manual deployment hinges on activating a concealed release that starts the oxygen flow. When the automatic system can't or hasn't deployed, you need to engage the hidden release to unlock the oxygen path and begin delivering oxygen to the mask. This direct action is what ensures immediate oxygen delivery rather than waiting for a mechanical sequence to happen on its own. Using an improvised tool like a paper clip is unsafe and not part of proper procedure, and simply pulling the mask may not activate the oxygen supply if the release mechanism isn't engaged. Waiting for automatic deployment delays response, which isn't appropriate in an emergency.

9. On a 800 aircraft, how many ABAs are briefed for position C?

- A. 6 ABAs**
- B. 7 ABAs**
- C. 8 ABAs**
- D. 5 ABAs**

The number of ABAs tied to a given position is determined by the aircraft's standard briefing procedures, which specify exactly how many distinct items must be covered for that position. For the 800 aircraft, the standard protocol requires six ABAs to be briefed for position C. This ensures all critical responsibilities, checks, and communications for that position are explicitly addressed, leaving less room for omissions or misunderstandings during operations. If you see other counts, they don't match the published briefing set for this position and would miss or duplicate elements mandated by the SOP.

10. Should you honor a DNR order on board?

A. Yes

B. No

C. Only if a physician aboard says it's acceptable

D. It depends on the flight crew policy

The situation on board a flight is governed by the duty to preserve life and the practical limits of validating medical orders in that setting. A Do Not Resuscitate (DNR) order is tied to a specific location, documentation, and legal context, and those conditions aren't reliably verifiable mid-flight. Without clear, accessible, and legally valid DNR documentation, flight crews are expected to initiate life-preserving care, including CPR and the use of an AED, until the passenger can receive proper medical evaluation and a physician on the ground or on board can provide a decision with appropriate documentation. That's why the best choice is not to honor a DNR on board.

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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://irregularoperations.examzify.com>

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

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