

PHASES OF FLIGHT DELTA ASSESSMENT PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://phasesofflightdeltaassmt.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. What is the primary purpose of NOTAMs?**
 - A. NOTAMs provide weather forecasts for the next 72 hours.
 - B. NOTAMs notify of temporary hazards or changes; pilots adjust routing, altitudes, or procedures accordingly.
 - C. NOTAMs list maintenance schedules for fleets.
 - D. NOTAMs are used to file flight plans automatically.
- 2. What is the Purser/Flight Leader response to the flight deck after hearing 'Flight attendants, please prepare for departure'?**
 - A. Cabin is ready for pushback
 - B. Safety demonstration
 - C. Cabin is ready for takeoff
 - D. Initial descent
- 3. When is the final preflight walk-through supposed to be completed?**
 - A. After engine start
 - B. Before boarding begins
 - C. After boarding begins
 - D. During boarding
- 4. What is the verbal confirmation between the Purser/FL and the flight deck indicating all necessary tasks are complete and the aircraft is safe to move from the gate?**
 - A. Pushback clearance granted
 - B. Doors are closed and locked
 - C. Crew is ready to depart
 - D. Cabin is ready for pushback
- 5. When is a go-around typically initiated during the approach, and what are the basic steps?**
 - A. When landing cannot be completed safely (unstable approach, weather, or runway condition); apply power, pitch to climb, retract flaps as per SOP, and reconfigure for another approach.
 - B. Only when the runway is blocked after touchdown.
 - C. When the autopilot fails.
 - D. When the air traffic controller instructs to go around, regardless.

- 6. Which title describes the ACS employee who handles disability-related issues?**
- A. Accessibility advocate
 - B. Compliant resolution officer
 - C. Disability services manager
 - D. Access compliance agent
- 7. What defines a stabilized approach and the typical altitude by which it must be achieved?**
- A. An approach with the aircraft on the correct path, configured, at the target speed, with minimal sink rate; typically stabilized by 1000 ft AGL (non-precision) or 500 ft AGL (precision) depending on SOP.
 - B. An approach where the aircraft is above the glideslope by 1000 ft.
 - C. An approach requiring no configuration changes after intercept.
 - D. An approach with maximum bank angle at all times.
- 8. Which of the following is NOT a Minute BRIEF item?**
- A. Jumpseat locations
 - B. Bag strategy
 - C. Identifications
 - D. Flight family communication
- 9. How does crosswind landing technique differ from a headwind landing?**
- A. Use aileron into wind and opposite rudder to maintain runway alignment; crosswind technique often involves a sideslip or controlled crab during touchdown.
 - B. Crosswind landings involve landing with full aft stick and neutral ailerons.
 - C. Crosswind landing uses maximum throttle to maintain ground speed; headwind landing uses minimal throttle.
 - D. Crosswind and headwind techniques are identical.
- 10. FA briefs are triggered by which conditions?**
- A. Beginning of rotation/duty day
 - B. Change in aircraft
 - C. When another crew member is added
 - D. All of the above

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the primary purpose of NOTAMs?

- A. NOTAMs provide weather forecasts for the next 72 hours.
- B. NOTAMs notify of temporary hazards or changes; pilots adjust routing, altitudes, or procedures accordingly.**
- C. NOTAMs list maintenance schedules for fleets.
- D. NOTAMs are used to file flight plans automatically.

NOTAMs are notices that deliver timely, temporary information about hazards or changes that can affect flight operations, so pilots can adjust routing, altitudes, or procedures accordingly. They cover things like runway or taxiway closures, outages of navigation aids, new or revised airspace restrictions, construction or obstacles, and other temporary changes that could impact how a flight is planned and executed. They are not weather forecasts, not maintenance schedules for fleets, and not a tool for automatically filing flight plans. Before takeoff and during a flight, pilots consult NOTAMs to stay aware of any evolving conditions and make the necessary adjustments. For example, a NOTAM about a temporary runway closure would lead a pilot to choose a different runway or approach procedure and possibly alter altitude or speed planning to maintain safety.

2. What is the Purser/Flight Leader response to the flight deck after hearing 'Flight attendants, please prepare for departure'?

- A. Cabin is ready for pushback
- B. Safety demonstration
- C. Cabin is ready for takeoff**
- D. Initial descent

The key idea is confirming cabin readiness for takeoff. When the flight deck asks the cabin crew to prepare for departure, the Purser's response should indicate that the cabin is prepared to proceed to the takeoff phase. Saying that the cabin is ready for takeoff communicates that passengers are seated with seat belts fastened, all service items are stowed, doors are closed, and there are no outstanding issues preventing departure. This is the signal the flight deck needs to move into the takeoff sequence. The other options don't fit this moment: pushback readiness would come when the aircraft is ready to back away from the gate, safety demonstration is a prior cabin procedure rather than a status confirmation, and initial descent is part of the approach, not departure.

3. When is the final preflight walk-through supposed to be completed?

- A. After engine start
- B. Before boarding begins
- C. After boarding begins
- D. During boarding**

Timing the final preflight walk-through to occur during boarding keeps the departure process smooth. It provides a last check of the aircraft's readiness while passengers are still boarding, so any issues—like a door not fully closed, a loose panel, or a visible safety concern—can be spotted and addressed before pushback. This way, once boarding ends, the crew can proceed to push back with minimal delay, knowing the exterior and cabin are in proper condition.

4. What is the verbal confirmation between the Purser/FL and the flight deck indicating all necessary tasks are complete and the aircraft is safe to move from the gate?

- A. Pushback clearance granted
- B. Doors are closed and locked
- C. Crew is ready to depart
- D. Cabin is ready for pushback**

Coordinating readiness for pushback between cabin crew and the flight deck relies on a clear, specific confirmation that the cabin is prepared and the aircraft is safe to move. The phrase "Cabin is ready for pushback" conveys that all required cabin tasks have been completed—passengers seated with seat belts fastened, all baggage and galley equipment secured, and the area in the cabin prepared with no outstanding issues—and that the aircraft is physically and procedurally ready to begin moving from the gate. This exact wording gives the flight deck a definitive go-ahead that they can proceed with pushback without needing additional checks. The other options don't match that precise purpose. Pushback clearance granted comes from ground control and relates to external authorization to push back, not a cabin-to-flight-deck readiness signal. Doors are closed and locked is an important readiness item, but it doesn't communicate that every safety check in the cabin is finished and that the aircraft is cleared to move. Crew is ready to depart is a broad statement about overall readiness and doesn't specifically address the pushback phase. The specific cross-check phrase used to indicate the aircraft is ready to move is the cabin-ready-for-pushback signal.

5. When is a go-around typically initiated during the approach, and what are the basic steps?

- A. When landing cannot be completed safely (unstable approach, weather, or runway condition); apply power, pitch to climb, retract flaps as per SOP, and reconfigure for another approach.**
- B. Only when the runway is blocked after touchdown.
- C. When the autopilot fails.
- D. When the air traffic controller instructs to go around, regardless.

A go-around is initiated when a safe landing cannot be achieved on the current approach. This includes scenarios like an unstable approach, deteriorating weather, or runway conditions that make a landing unsafe. The idea is to transition to a safe climb and set up for another approach rather than trying to force a landing. The basic steps involve: applying the go-around power and a nose-up attitude to establish a positive rate of climb, retracting flaps according to the operating procedure as you accelerate, and reconfiguring the aircraft for a new approach (usually retracting landing gear when appropriate and setting the aircraft for the missed-approach or another approach path). Throughout, maintain a safe airspeed, confirm a positive rate of climb, and coordinate with air traffic control as you prepare for the next approach.

6. Which title describes the ACS employee who handles disability-related issues?

- A. Accessibility advocate
- B. Compliant resolution officer**
- C. Disability services manager
- D. Access compliance agent

When a role is about handling disability-related issues, the emphasis is on resolving concerns within the rules that govern accessibility. A title that clearly combines handling problems with following the rules communicates both the process and the compliance aspect. This is why the term that best fits is "compliant resolution officer." It signals someone who takes disability-related concerns, works within regulatory or policy guidelines, and moves issues toward a formal resolution. Accessibility advocate focuses on promoting accessibility and might not manage individual cases or enforce policy. Disability services manager implies overseeing services rather than specifically resolving issues or ensuring regulatory compliance. Access compliance agent sounds plausible for checking compliance, but it's less about actively resolving individual disability-related concerns and more about compliance checks.

7. What defines a stabilized approach and the typical altitude by which it must be achieved?

- A. An approach with the aircraft on the correct path, configured, at the target speed, with minimal sink rate; typically stabilized by 1000 ft AGL (non-precision) or 500 ft AGL (precision) depending on SOP.**
- B. An approach where the aircraft is above the glideslope by 1000 ft.
- C. An approach requiring no configuration changes after intercept.
- D. An approach with maximum bank angle at all times.

Stabilized approach means the airplane is on the correct flight path toward the runway, properly configured for landing, at the target approach speed, and maintaining a steady, small sink rate as you descend. This combination keeps the aircraft under control and ready for a safe landing, with no last-minute surprises. The altitude by which this condition should be established is typically 1000 ft AGL for non-precision approaches and 500 ft AGL for precision approaches, though exact values can vary with a company's standard operating procedures. If you're not on the intended path, not in the proper configuration, or not maintaining a stable descent by that altitude, the approach is considered unstable and a go-around is typically required. The other options don't fit: being above the glideslope by 1000 ft means you're not on the proper descent path; requiring no configuration changes after intercept ignores the need to achieve the correct landing configuration during the approach; and keeping the maximum bank angle at all times is not a criterion for a stabilized approach and is unsafe.

8. Which of the following is NOT a Minute BRIEF item?

- A. Jumpseat locations**
- B. Bag strategy
- C. Identifications
- D. Flight family communication

Minute BRIEF items are quick, action-focused reminders used to coordinate crew and safety tasks in flight. Jumpseat locations are a static aircraft layout detail learned through aircraft familiarization rather than a rapid, in-the-moment reminder you would reference during a brief. In contrast, bag strategy, identifications, and flight family communication are all topics you'd expect to touch on in a concise briefing because they involve immediate, operational actions you need to perform or verify quickly during boarding, crew changes, or in-flight coordination. So the item that isn't a Minute BRIEF item is jumpseat locations.

9. How does crosswind landing technique differ from a headwind landing?

- A. Use aileron into wind and opposite rudder to maintain runway alignment; crosswind technique often involves a sideslip or controlled crab during touchdown.**
- B. Crosswind landings involve landing with full aft stick and neutral ailerons.
- C. Crosswind landing uses maximum throttle to maintain ground speed; headwind landing uses minimal throttle.
- D. Crosswind and headwind techniques are identical.

When wind pushes the airplane across the runway, you counter that drift with coordinated control to keep the path aligned with the runway. You use aileron into the wind to bank toward the wind and opposite rudder to keep the nose pointed into the runway, preventing the aircraft from weathercocking. As you touch down, you typically switch to a method that keeps the wings and fuselage aligned with the runway—either a controlled crab during the final approach or a sideslip at touchdown (downwind wing lowered with opposite rudder) so the wheels contact the runway along the centerline. This combination of wing into the wind and opposite rudder, along with a touchdown technique that maintains alignment, distinguishes crosswind landings from headwind landings, where you fly straight into the wind and don't need those alignment tricks. The other options describe input that isn't how crosswind landings are carried out.

10. FA briefs are triggered by which conditions?

- A. Beginning of rotation/duty day
- B. Change in aircraft
- C. When another crew member is added
- D. All of the above**

Briefings are used to align the crew and ensure safety when the operating conditions or crew makeup change. At the start of the rotation or duty day, a briefing sets who is on duty, assigns roles, reviews the flight plan, and flags any shift-specific factors. If you switch to a different aircraft, a new briefing is needed because each airplane can have different door configurations, evacuation routes, locations of emergency equipment, and cabin procedures. When another crew member is added, you must coordinate responsibilities and confirm who handles which tasks, so there's no gap in coverage. These changes introduce new safety-critical information and coordination needs, so all of the above scenarios trigger a briefing.

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://phasesofflightdeltaassmt.examzify.com>

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

SAMPLE