

# PIEDMONT AIRLINES WEEK 3 PRACTICE EXAM (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. Which pairing correctly matches the aircraft left and right sides with their areas?**
  - A. Left: Hospital; Right: Fire Station
  - B. Left: Lavatory; Right: Galley
  - C. Left: Galley; Right: Lavatory
  - D. Left: Fire Station; Right: Hospital
  
- 2. What option exists for passengers aged 15-17 regarding unaccompanied minor status?**
  - A. They must be accompanied by an adult on all flights.
  - B. They can be listed as unaccompanied minors if the parent chooses.
  - C. They require a guardian's consent documented at check-in.
  - D. They are not eligible to travel as UMs.
  
- 3. How should you treat the cabin after landing in an emergency scenario?**
  - A. Disengage all safety protocols and resume normal operations immediately.
  - B. Continue with normal service as if nothing happened.
  - C. Conduct a post-flight debrief, secure equipment, report any issues, and prepare for disembarkation.
  - D. Shut down all communications and isolate crew.
  
- 4. Where is the designated LRBL location?**
  - A. Aft cargo area
  - B. Forward cargo hold
  - C. Under the pilot seat
  - D. Overhead bin in row 3
  
- 5. In the SPECIAL 30-second review, what does A stand for?**
  - A. Actions at a usable exit
  - B. Access to exit
  - C. Activation of emergency lights
  - D. After takeoff procedures

- 6. Who informs the PIC of the presence of armed PAX?**
- A. Gate Agent informs PIC of presence of armed PAX
  - B. PIC briefs crew of armed PAX locations
  - C. FA discreetly verifies armed PAX are aware of each others' locations
  - D. FA immediately notifies PIC if armed PAX change seats
- 7. For visually impaired passengers, what adjustment might be advised during briefing?**
- A. Advise them of the number of seatbacks to the closest exit
  - B. Recommend using the O2 mask only
  - C. Avoid speaking
  - D. Sit near the flight attendant station
- 8. Which statement correctly describes counting passengers for the load calculation?**
- A. Lap children do not count as passengers; adults and children are counted separately; jumpseat riders in the cabin are counted, jumpseat riders in the flight deck are not.
  - B. Lap children count as passengers; jumpseat riders are counted in both cabin and flight deck.
  - C. All passengers including lap children count in the same category.
  - D. Jumpseat riders count in cabin and flight deck.
- 9. How do you properly stow and secure a passenger's carry-on bag?**
- A. Store it in the cockpit for quick access.
  - B. Ensure bag fits within size limits, place in bin or under seat with heavier items at the bottom, and keep aisles clear.
  - C. Leave it in the aisle.
  - D. Secure it under the passenger's feet.
- 10. TRUE OR FALSE: A 15-year-old traveling by themselves can sit in the exit row as long as they meet all other requirements.**
- A. True
  - B. Not enough information
  - C. Only with guardian
  - D. False

## **Answers**

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

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## **Explanations**

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**1. Which pairing correctly matches the aircraft left and right sides with their areas?**

- A. Left: Hospital; Right: Fire Station
- B. Left: Lavatory; Right: Galley
- C. Left: Galley; Right: Lavatory
- D. Left: Fire Station; Right: Hospital**

*In this context, the left and right sides of the aircraft are being matched to specific support areas used during operations. The pairing that places the Fire Station on the left and the Hospital on the right aligns with how these functional areas are distributed to support rapid emergency response and medical care around the aircraft without overlapping in the same zone. Lavatory and galley are interior components and don't define a side designation in this scheme, so they don't fit the mapping being tested. This left-right arrangement with Fire Station on the left and Hospital on the right is the most consistent with how these areas are designated in this material.*

**2. What option exists for passengers aged 15-17 regarding unaccompanied minor status?**

- A. They must be accompanied by an adult on all flights.
- B. They can be listed as unaccompanied minors if the parent chooses.**
- C. They require a guardian's consent documented at check-in.
- D. They are not eligible to travel as UMs.

*Young travelers in this age range can still be designated as unaccompanied minors if a parent or guardian chooses to do so. This option acknowledges that older teens are often capable of flying solo with appropriate airline support and safeguards in place, such as supervised check-in, boarding, and handoff to a designated guardian at the destination. The decision rests with the parent, not a mandatory requirement for all teens, and it provides a way to ensure extra supervision when needed. The idea that an adult must accompany them on every flight or that they cannot travel as UMs isn't accurate, since designation by the parent is the key factor in UM status for this age group.*

**3. How should you treat the cabin after landing in an emergency scenario?**

- A. Disengage all safety protocols and resume normal operations immediately.
- B. Continue with normal service as if nothing happened.
- C. Conduct a post-flight debrief, secure equipment, report any issues, and prepare for disembarkation.**
- D. Shut down all communications and isolate crew.

*After an emergency landing, the cabin should be treated with a focus on safety, accountability, and orderly passenger exit. The best approach is to conduct a post-flight debrief, secure equipment, report any issues, and prepare for disembarkation. This sequence ensures the crew documents what happened, flags and addresses any equipment or system problems with maintenance, communicates to the appropriate parties, and sets up a safe, organized exit for passengers. It also supports learning and future safety improvements. Disengaging safety protocols and resuming normal operations immediately ignores potential hazards and missing checks. Treating the flight as routine after an emergency risks unaddressed damage or risks. Continuing normal service as if nothing happened masks safety concerns, and shutting down communications while isolating the crew would hinder coordination, delay necessary reporting, and jeopardize passenger safety during disembarkation.*

#### 4. Where is the designated LRBL location?

- A. Aft cargo area
- B. Forward cargo hold
- C. Under the pilot seat
- D. Overhead bin in row 3**

LRBL is a designated cabin storage spot for a specific safety item, chosen so crew can reach it quickly during drills or an emergency. The overhead bin in row 3 fits this need because it sits inside the cabin where crew and passengers can access it readily, is away from the doors where evacuation activities occur, and keeps the item secure yet retrievable. Aft or forward cargo holds are outside the cabin and not suitable for rapid access during procedures, and placing it under the pilot seat would be impractical and restricted for routine retrieval. So, the overhead bin in row 3 is the most accessible, standardized location for this equipment.

#### 5. In the SPECIAL 30-second review, what does A stand for?

- A. Actions at a usable exit**
- B. Access to exit
- C. Activation of emergency lights
- D. After takeoff procedures

Actions at a usable exit. In the SPECIAL 30-second review, each component points to a quick, specific action the crew must take in an emergency. The A emphasizes performing the actions necessary at an exit that can actually be used—checking that the exit is clear and ready and taking the appropriate step to prepare it for egress. This keeps focus on exits that are operable and ready for use rather than on exits that are blocked or on unrelated tasks. The other ideas describe different concepts—whether an exit can be reached, turning on emergency lights, or tasks after takeoff—which aren't what this A represents.

#### 6. Who informs the PIC of the presence of armed PAX?

- A. Gate Agent informs PIC of presence of armed PAX**
- B. PIC briefs crew of armed PAX locations
- C. FA discreetly verifies armed PAX are aware of each others' locations
- D. FA immediately notifies PIC if armed PAX change seats

The key idea is who acts as the security information conduit to the Pilot-in-Command. The gate agent is the designated point of contact for security matters tied to boarding, screening results, and any security issues with passengers. Because they manage the flow of passengers and have access to security notifications, they are the ones who inform the PIC when an armed passenger is present. This upfront notification lets the flight crew coordinate with safety procedures, briefings, and, if needed, law enforcement. The other roles aren't the primary source of this initial security information: flight attendants focus on cabin safety and responding to in-flight events, not on reporting armed passengers to the PIC as a first source; a discreet verification of passenger weapon status by crew isn't the official channel for announcing an armed presence; and updating the PIC only when an armed passenger changes seats is a later, situational update rather than the initial notification needed before departure.

7. For visually impaired passengers, what adjustment might be advised during briefing?

- A. Advise them of the number of seatbacks to the closest exit
- B. Recommend using the O2 mask only
- C. Avoid speaking
- D. Sit near the flight attendant station

*When briefing passengers with visual impairments, focus on giving clear spatial cues that help them orient themselves in the cabin. Telling them how many seatbacks away the closest exit is provides a concrete distance cue they can rely on to locate the exit quickly, even if visibility is reduced. This supports safer, more independent movement during an emergency and helps them build a mental map of the cabin. Other options don't address finding exits or moving safely in the space. Advising only the oxygen mask misses the navigation element. Avoiding speech deprives the passenger of essential safety information. Sitting near the flight attendant station might help with access to help, but it doesn't give a practical cue about where exits are relative to the passenger's seat.*

8. Which statement correctly describes counting passengers for the load calculation?

- A. Lap children do not count as passengers; adults and children are counted separately; jumpseat riders in the cabin are counted, jumpseat riders in the flight deck are not.
- B. Lap children count as passengers; jumpseat riders are counted in both cabin and flight deck.
- C. All passengers including lap children count in the same category.
- D. Jumpseat riders count in cabin and flight deck.

*Counting passengers for load calculation focuses on who contributes to the passenger load and how their weight is categorized. Lap children don't occupy a paid seat, so they aren't counted as passengers in the load tally. To estimate weight safely, adults and children are counted separately because their average weights differ. Jumpseat riders in the cabin occupy a cabin seating position and are included in the passenger load, while jumpseat riders in the flight deck are crew and not counted as passengers. This keeps weight and balance calculations accurate by counting true passengers and separating crew from passengers. The other options mix up these distinctions: lap children counted as passengers would overstate passenger load, counting jumpseat riders in both cabin and flight deck would double count, and treating all passengers—including lap children—in one category ignores how these weights are classed for load purposes.*

**9. How do you properly stow and secure a passenger's carry-on bag?**

- A. Store it in the cockpit for quick access.
- B. Ensure bag fits within size limits, place in bin or under seat with heavier items at the bottom, and keep aisles clear.**
- C. Leave it in the aisle.
- D. Secure it under the passenger's feet.

*Stowing a carry-on properly centers on preventing movement and keeping the cabin safe and accessible. The best approach is to ensure the bag fits within the airline's size limits and store it in the overhead bin or under the seat in front. Place heavier items at the bottom so the bag stays stable if the bin shifts or if items inside shift during turbulence. Keeping the aisles clear ensures a safe path for passengers and crew, especially during boarding, movement, or an emergency evacuation. Why this works: a properly sized bag that is securely stowed minimizes the risk of it becoming a projectile, reduces the chance of trips or falls, and maintains quick access to seating and exits.*

**10. TRUE OR FALSE: A 15-year-old traveling by themselves can sit in the exit row as long as they meet all other requirements.**

- A. True
- B. Not enough information
- C. Only with guardian
- D. False**

*Exit row seating is restricted because those seats require a passenger who can help in an evacuation and meet specific eligibility rules. A 15-year-old traveling by themselves is considered an unaccompanied minor, and unaccompanied minors are not eligible to sit in the exit row. So, even if they meet other requirements, they cannot occupy an exit-row seat. They should sit in a non-exit row.*

## 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](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

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

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