

# Piedmont Training Indoctrination 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. During impending decompression, which statement about the POC is accurate?**
  - A. The POC will automatically switch to battery backup**
  - B. The POC will not work**
  - C. The POC becomes a seating decoration**
  - D. The POC functions as normal**
  
- 2. Which item is NOT part of grooming the cabin after deplaning?**
  - A. Tidy seat belts**
  - B. Remove all trash from seat area**
  - C. Re-ice beer**
  - D. Return seats to upright position**
  
- 3. When the fasten seat belt sign is on, passengers must**
  - A. Remain seated with seat belts fastened.**
  - B. Stand and move about the cabin.**
  - C. Unbuckle belts during turbulence.**
  - D. Ignore the sign until it is off.**
  
- 4. Once a revision or alert bulletin has been issued, how many days do you have to insert it into the FAM?**
  - A. 5**
  - B. 10**
  - C. 14**
  - D. 21**
  
- 5. Which of the following is a step in grooming the cabin after deplaning?**
  - A. Wipe down lavatories**
  - B. Prepare for next flight**
  - C. Tidy seat belts**
  - D. Vacuum the aisles**

- 6. Which condition correctly describes service animal placement in a passenger's lap?**
- A. The animal may obstruct the aisle**
  - B. The animal may obstruct any path away from the aisle**
  - C. The animal may obstruct another pax pathway to aisle**
  - D. The animal may not obstruct another pax pathway to aisle**
- 7. If the flight attendant jump seat is inoperative or unusable on the Dash 300, the flight attendant will sit in which seat?**
- A. 3b**
  - B. 2c**
  - C. 1a**
  - D. 4d**
- 8. What is the expected duration of supplemental oxygen usage?**
- A. The passenger must discard the POC immediately**
  - B. The passenger will remain on supplemental oxygen until landing or POC resumes function**
  - C. The oxygen is only for takeoff**
  - D. The oxygen supply is unlimited**
- 9. Chain of Command consists of which roles?**
- A. PIC, SIC, FA**
  - B. Captain, First Officer, Flight Attendant**
  - C. Pilot in Charge, Safety Officer, Attendant**
  - D. FAC, SIC, CREW**
- 10. If a service animal is in a passenger's lap, which option describes the required condition?**
- A. It may obstruct the aisle**
  - B. It may obstruct another pax pathway to aisle**
  - C. It may not obstruct another pax pathway to aisle**
  - D. It must be on the floor**

## Answers

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

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## **Explanations**

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**1. During impending decompression, which statement about the POC is accurate?**

- A. The POC will automatically switch to battery backup**
- B. The POC will not work**
- C. The POC becomes a seating decoration**
- D. The POC functions as normal**

During impending decompression, the environment is about to lose pressure, and portable oxygen concentrators typically rely on a stable ambient environment and power to operate. As cabin pressure changes rapidly, the device may not receive enough ambient air to concentrate, its power supply can be disrupted, and many units aren't rated for operation in a depressurized cabin. In contrast, the aircraft's emergency oxygen system is designed to deploy immediately and provide breathable oxygen despite the loss of cabin pressure. For these reasons, the POC will not work in this situation.

**2. Which item is NOT part of grooming the cabin after deplaning?**

- A. Tidy seat belts**
- B. Remove all trash from seat area**
- C. Re-ice beer**
- D. Return seats to upright position**

The key idea here is what cabin crew do to reset and tidy the cabin after passengers have deplaned. Post-deplaning grooming is about cleaning up and making the cabin ready for the next flight: removing trash, tidying up the seat areas and belts, and ensuring the cabin looks neat and ready for boarding again. Returning seats to upright position, however, is something that's typically done during the approach or landing to facilitate passenger disembarkation, not as part of the grooming after everyone has left. So that action doesn't fit with post-deplaning grooming, making it the correct choice for "NOT part of grooming after deplaning."

**3. When the fasten seat belt sign is on, passengers must**

- A. Remain seated with seat belts fastened.**
- B. Stand and move about the cabin.**
- C. Unbuckle belts during turbulence.**
- D. Ignore the sign until it is off.**

When the fasten seat belt sign is on, the priority is to keep passengers safely restrained during times when the aircraft could experience sudden motion. Keeping your seat belt fastened reduces the risk of injury from unexpected turbulence or abrupt maneuvers and helps crew move about the cabin or evacuate if needed. Standing or walking during this period can lead to falls or being struck by objects, and unbuckling defeats the purpose of the warning. Ignoring the sign isn't safe because it's a clear instruction from the crew about when extra precautions are required. Stay seated with your belt fastened until the sign is turned off or the crew tells you it's okay to move about again.

4. Once a revision or alert bulletin has been issued, how many days do you have to insert it into the FAM?

- A. 5
- B. 10**
- C. 14
- D. 21

The question tests the required turnaround time for updating the Flight Attendant Manual after a revision or alert bulletin is issued. The standard window is ten days. This timeframe keeps the manual current across the fleet so crews consistently follow the latest procedures and safety guidance, while still allowing enough time to review the bulletin, integrate any changes, and distribute the updated material. If the period were shorter, the update process could be rushed and errors might slip in. If it were longer, crews could be operating with outdated information, creating inconsistencies in training and on-board operations. Ten days provides a practical balance between promptness and accuracy.

5. Which of the following is a step in grooming the cabin after deplaning?

- A. Wipe down lavatories
- B. Prepare for next flight
- C. Tidy seat belts**
- D. Vacuum the aisles

After passengers deplane, grooming the cabin means quickly resetting the seating area so it's ready for the next flight. Tidy seat belts is the best example because it's a simple, safety-focused action you can do right away: make sure belts are properly stowed and not dangling, so the seat is neat and safe for the next passengers. Wiping down lavatories and vacuuming aisles are more extensive cleaning tasks that usually fall under post-flight cleaning, while preparing for the next flight is a broader duty that goes beyond a single, immediate cabin reset. So tidying seat belts directly fits the grooming step.

6. Which condition correctly describes service animal placement in a passenger's lap?

- A. The animal may obstruct the aisle
- B. The animal may obstruct any path away from the aisle
- C. The animal may obstruct another pax pathway to aisle
- D. The animal may not obstruct another pax pathway to aisle**

Keeping aisles and pathways clear is essential for safety and smooth movement in the cabin. When a service animal sits on a passenger's lap, it's acceptable as long as the animal does not block another passenger's path to the aisle. This allows everyone to reach the aisle without hindrance and preserves the ability to evacuate quickly if needed. The other options describe blocking the aisle or access to the aisle, which would disrupt flow and safety, so they don't fit. Thus, the condition is that the animal may not obstruct another passenger's pathway to the aisle.

7. If the flight attendant jump seat is inoperative or unusable on the Dash 300, the flight attendant will sit in which seat?
- A. 3b
  - B. 2c**
  - C. 1a
  - D. 4d

When a jump seat is inoperative, safety procedures require a fixed cabin seat that lets the flight attendant still monitor the cabin and reach the cockpit interphone quickly, without blocking aisles or exits. On the Dash 300, the designated substitute seat is the seat located near the forward galley along the aisle—the position that keeps the crew member close to the crew area and ready to assist or evacuate if needed. This placement supports efficient communication with the cockpit and cabin, and it avoids obstructing passenger egress or normal crew duties. Seats farther from the galley or positioned in a way that blocks the aisle or exits wouldn't provide the same quick access or safety clearance, which is why this particular seat is chosen.

8. What is the expected duration of supplemental oxygen usage?
- A. The passenger must discard the POC immediately
  - B. The passenger will remain on supplemental oxygen until landing or POC resumes function**
  - C. The oxygen is only for takeoff
  - D. The oxygen supply is unlimited

During a flight, if supplemental oxygen is prescribed, you continue using it for the entire trip—until landing or until the portable oxygen concentrator resumes operation after a fault. The reason is that cabin altitude reduces the amount of oxygen available to the body, so ongoing therapy prevents hypoxia throughout the flight, not just during takeoff. The idea that oxygen is only needed for takeoff is not correct, and oxygen supplies are not unlimited—the device and any backup sources have finite capacity and are managed by the airline and your medical needs.

9. Chain of Command consists of which roles?
- A. PIC, SIC, FA**
  - B. Captain, First Officer, Flight Attendant
  - C. Pilot in Charge, Safety Officer, Attendant
  - D. FAC, SIC, CREW

The key idea is understanding who has authority and who follows it on the aircraft. The Pilot in Charge is the person with final authority for the flight, responsible for safety and decisions. The Second in Command supports the Pilot in Charge, handles tasks as needed, and can take over command if the Pilot in Charge is unavailable. The Flight Attendant is part of the cabin crew who ensures passenger safety and follows directions from the flight deck team during normal operations and emergencies. Together, these roles form the on-board chain of command. Other options swap in different titles or add roles that aren't part of the standard command line described here—like Safety Officer or a generic "Crew"—or use common terms that aren't the ones emphasized in this material (such as Captain and First Officer). The familiar trio that matches the defined structure is Pilot in Charge, Second in Command, and Flight Attendant.

**10. If a service animal is in a passenger's lap, which option describes the required condition?**

**A. It may obstruct the aisle**

**B. It may obstruct another pax pathway to aisle**

**C. It may not obstruct another pax pathway to aisle**

**D. It must be on the floor**

The key idea is that service animals must not block access for other passengers to reach the aisle. Whether the animal is in the passenger's lap is acceptable as long as it does not obstruct someone's path to get to the aisle or impede movement. So the best condition is that the animal may not obstruct another passenger's pathway to the aisle. This reflects the emphasis on keeping access and egress clear for everyone. The other possibilities imply blocking access or require the animal to be on the floor, which isn't the mandated rule in this context.

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

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

**<https://piedmontrainingindoc.examzify.com>**

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

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