

# Recurrent Made Easy Practice Test (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 approach, the use of which mode with the flight director or autopilot is not permitted?**
  - A. Speed Mode**
  - B. Altitude Hold**
  - C. Heading Hold**
  - D. Vertical Speed**
  
- 2. What is the maximum runway length for which takeoff is performed when landing on a CAT II approach?**
  - A. 5000 ft**
  - B. 6000 ft**
  - C. 4000 ft**
  - D. 4500 ft**
  
- 3. In a braking loss/asymmetry scenario, which action should be performed first?**
  - A. Release momentarily**
  - B. Select ANTI-SKID to OFF**
  - C. Re-apply wheel brakes as required**
  - D. Apply maximum reverse thrust until stopping assured**
  
- 4. During External Walk around inspection, tactile checks are used to determine what?**
  - A. Wing free from frost, ice, snow or slush**
  - B. Tire condition and tread depth**
  - C. Fuel quantity and balance**
  - D. Cabin pressure integrity**
  
- 5. What is the fifth step in the Crew Coordination Steps?**
  - A. Captain assigns PF**
  - B. PF - Maintain AC control**
  - C. QRH**
  - D. IAI**

- 6. Minimum brake cooling time in minutes is what?**
- A. 15**
  - B. 10**
  - C. 20**
  - D. 5**
- 7. Which approaches permit VNAV with the flight director or autopilot coupled during climb and approach?**
- A. LPV and LNAV/VNAV approaches**
  - B. ILS and Localizer approaches**
  - C. VOR and DME approaches**
  - D. RNAV (GPS) and ILS approaches**
- 8. If the APU door is not closed or the limit is unknown, what condition applies?**
- A. 220 KIAS or APU must remain in operation**
  - B. 200 KIAS**
  - C. FL370**
  - D. 0 KIAS**
- 9. Visible Moisture includes which of the following forms?**
- A. Fog with visibility of one mile or less**
  - B. Dust or sand in the air**
  - C. Clear skies**
  - D. Dry ice**
- 10. Maximum Operating Altitude is?**
- A. 38,000 ft**
  - B. 41,000 ft**
  - C. 44,000 ft**
  - D. 47,000 ft**

## Answers

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

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## **Explanations**

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**1. During approach, the use of which mode with the flight director or autopilot is not permitted?**

- A. Speed Mode**
- B. Altitude Hold**
- C. Heading Hold**
- D. Vertical Speed**

The key idea is that approach requires following a precise vertical path to the runway, typically the glide slope. Speed mode focuses on reaching a target airspeed by commanding pitch to raise or lower the nose, which can fight the glide slope and lead to an unstable or mis-tracked approach. On approach, you want the autopilot/flight director to manage vertical guidance, while airspeed is kept under control separately (often with autothrottle or thrust adjustments). That's why engaging Speed mode during approach is not appropriate. Altitude Hold would keep you at a fixed altitude and prevent the necessary descent, and Heading Hold doesn't provide the needed vertical guidance either. Vertical Speed is the mode that allows you to descend toward the glide slope while keeping speed managed, making it the appropriate choice for approach.

**2. What is the maximum runway length for which takeoff is performed when landing on a CAT II approach?**

- A. 5000 ft**
- B. 6000 ft**
- C. 4000 ft**
- D. 4500 ft**

CAT II operations involve stricter instrument approach requirements, which constrains how takeoff is planned when a CAT II landing is being performed. The maximum runway length used for takeoff in this scenario is five thousand feet. This ceiling keeps takeoff performance, abort capability, and obstacle clearance margins consistent with the CAT II approach environment, providing a safe, standardized procedure. Shorter runways would still meet the limit, but they aren't the maximum; longer runways exceed the defined limit for this specific CAT II takeoff scenario.

**3. In a braking loss/asymmetry scenario, which action should be performed first?**

- A. Release momentarily**
- B. Select ANTI-SKID to OFF**
- C. Re-apply wheel brakes as required**
- D. Apply maximum reverse thrust until stopping assured**

When braking action is uneven or a braking loss occurs on one side, the immediate goal is to prevent wheel lock and maintain steerable control. Releasing the brakes momentarily unloads the brake pressure, letting the wheel speeds recover so the anti-skid system can re-engage and modulate braking evenly. This reduces the risk of a skid on the operating wheel and stabilizes deceleration. After this brief release, you can reapply brakes smoothly as needed to continue stopping. Turning anti-skid off removes a key protection against wheel lock, applying brakes hard on an asymmetrical situation can worsen the skid, and relying on maximum reverse thrust isn't the correct first step for managing braking loss and asymmetry during rollout.

**4. During External Walk around inspection, tactile checks are used to determine what?**

- A. Wing free from frost, ice, snow or slush**
- B. Tire condition and tread depth**
- C. Fuel quantity and balance**
- D. Cabin pressure integrity**

Tactile checks during an external walk-around focus on feeling the wing surface to ensure it is free of frost, ice, snow or slush. Frost or ice on the wing disrupts the smooth airflow, which can drastically reduce lift and raise the stall speed, making takeoff unsafe. By running a hand along the leading edge and wing surface, you can detect any contamination that isn't visible. The other items—tire condition and tread depth, fuel quantity, and cabin pressure integrity—are determined by visual inspection or separate gauges and system tests, not by tactile checks on the wing.

**5. What is the fifth step in the Crew Coordination Steps?**

- A. Captain assigns PF**
- B. PF - Maintain AC control**
- C. QRH**
- D. IAI**

In crew coordination, establishing who will fly and who will monitor creates the clear roles needed for safe operation. The fifth step is for the captain to designate the Pilot Flying. This assignment sets up one pilot to focus on aircraft control while the other handles monitoring, navigation, and radios, enabling efficient callouts, checklist handling, and task sharing as the flight progresses. The Pilot Flying maintaining aircraft control is an ongoing duty of the role, not a standalone step in the sequence. The QRH and Immediate Action Items are resources and actions used in abnormal or emergency situations, not part of the normal step order. So naming the Pilot Flying is the best fit for the fifth step.

**6. Minimum brake cooling time in minutes is what?**

- A. 15**
- B. 10**
- C. 20**
- D. 5**

Heat buildup in the braking system after heavy use requires a cooling period before you resume heavy braking. The minimum cooling time is fifteen minutes. This pause lets the brake components shed heat and any moisture, reducing the risk of brake fade and loss of stopping power on the next stop. Shorter cooling times may leave brakes too hot to perform reliably, while extending beyond fifteen minutes is usually unnecessary unless braking was extremely intense. After the cooling period, give the brakes a light test to ensure normal response before continuing.

**7. Which approaches permit VNAV with the flight director or autopilot coupled during climb and approach?**

- A. LPV and LNAV/VNAV approaches**
- B. ILS and Localizer approaches**
- C. VOR and DME approaches**
- D. RNAV (GPS) and ILS approaches**

VNAV with the flight director or autopilot coupled works when the approach provides a published vertical path that the navigation system can follow. LPV and LNAV/VNAV are RNAV-based approaches that include vertical guidance. LPV uses SBAS to supply a precise descent profile similar to a precision approach, while LNAV/VNAV provides a vertical path via baro-VNAV or SBAS data. Because this vertical guidance is built into the approach data, the flight director or autopilot can couple to it and fly the climb and the approach along that vertical path. ILS does provide vertical guidance, but it's via the ground-based glideslope, not a VNAV path from the navigation database, so it isn't VNAV-driven. VOR and DME offer no vertical guidance. RNAV (GPS) by itself isn't guaranteed to have vertical guidance unless it's the LPV or LNAV/VNAV variant, which is why LPV and LNAV/VNAV are the correct choices.

**8. If the APU door is not closed or the limit is unknown, what condition applies?**

- A. 220 KIAS or APU must remain in operation**
- B. 200 KIAS**
- C. FL370**
- D. 0 KIAS**

When the APU door isn't closed or its limit isn't known, the safest rule is to either keep the APU running or stay within a defined maximum airspeed. The door status directly affects the tail's aerodynamics and the APU's exhaust flow. If the door isn't fully closed, high-speed airflow can stress the door or create unwanted drag, so the procedure keeps the APU on to control exhaust and ensure power and bleed air are available until the door is confirmed closed. The other options describe conditions that don't address the door situation (different speed, altitude, or an impossible zero-speed scenario).

**9. Visible Moisture includes which of the following forms?**

- A. Fog with visibility of one mile or less**
- B. Dust or sand in the air**
- C. Clear skies**
- D. Dry ice**

Visible moisture is moisture in the air that you can actually see, such as fog. Fog forms when tiny droplets suspend in the air and reduce visibility to about one mile or less, which is why this option fits the idea of visible moisture. Dust or sand in the air are dry particulates, not moisture. Clear skies indicate no visible moisture at all, and dry ice is a solid, not moisture in the air. So fog with reduced visibility best represents visible moisture.

**10. Maximum Operating Altitude is?**

- A. 38,000 ft
- B. 41,000 ft**
- C. 44,000 ft
- D. 47,000 ft

**Maximum Operating Altitude is the highest altitude at which a given aircraft is certified to operate safely in normal flight, with enough engine thrust, lift, and a functioning pressurization system to keep the crew and systems within limits. For most commercial jets, that certification sits around 41,000 feet, which is why 41,000 ft is the best choice. Altitudes below this, like 38,000 ft, stay within the aircraft's capabilities but aren't the upper limit, while higher figures such as 44,000 or 47,000 ft exceed what typical airliners are certified to handle without specialized design or mission requirements.**

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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://recurrentmadeeasy.examzify.com>**

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

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