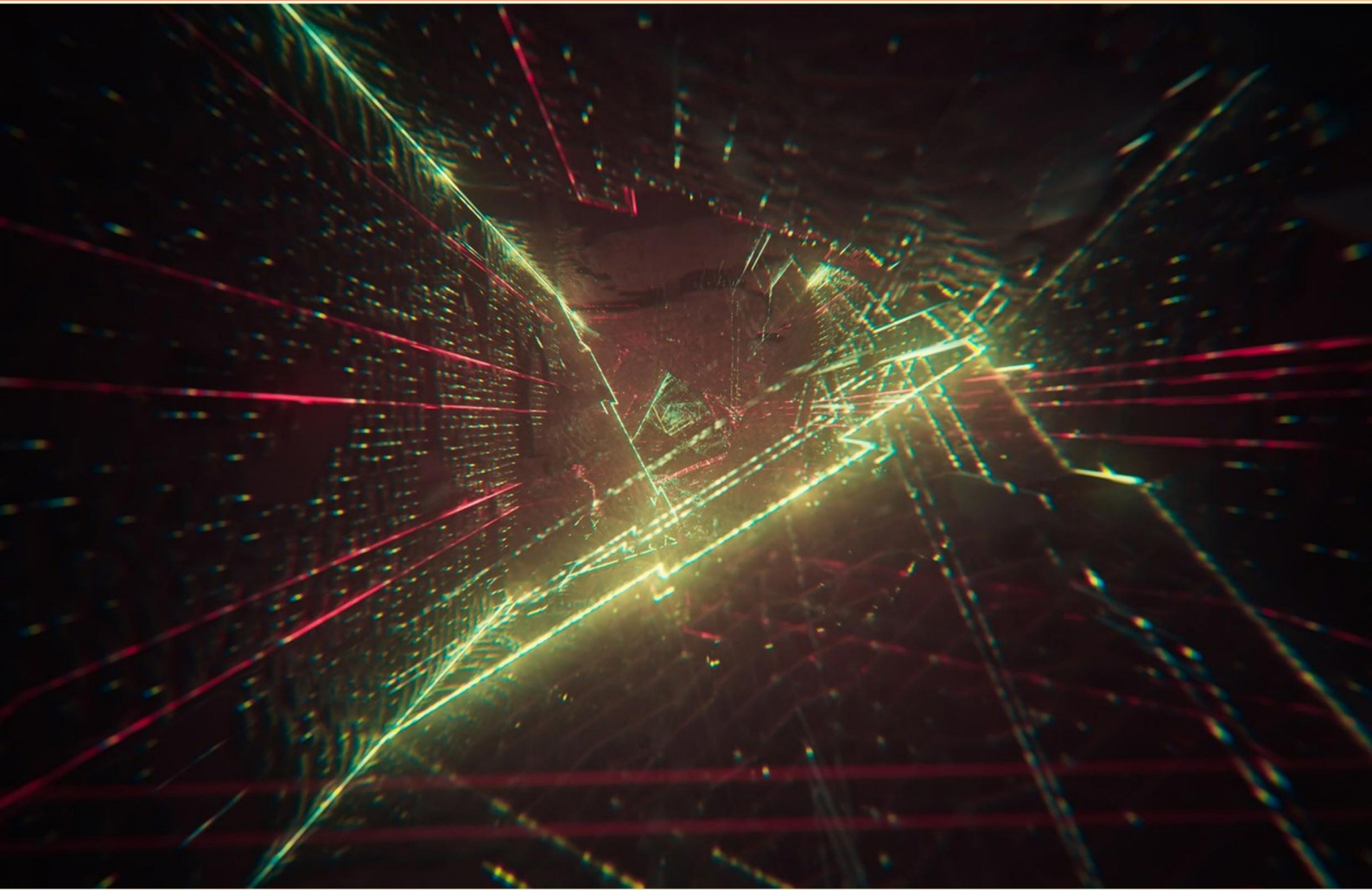


RECURRENT MADE EASY PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

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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 third step in the Crew Coordination Steps?

- A. IAI
- B. QRC
- C. QRH
- D. Develop and communicate plan

2. What is the minimum flight crew?

- A. One Captain and one First Officer
- B. Two Captains
- C. One Captain and one Second Officer
- D. One Pilot

3. What is the minimum ambient temperature approved for takeoff?

- A. -60°C
- B. -40°C
- C. -20°C
- D. -5°C

4. Which variant has the higher maximum taxi and ramp weight?

- A. Variant 700
- B. Variant 900
- C. Both are the same
- D. Not specified

5. What is the minimum oxygen quantity for two crew members?

- A. 800 PSI
- B. 960 PSI
- C. 1000 PSI
- D. 1100 PSI

6. Which of the following is included in the definition of Visible Moisture?

- A. Fog with visibility of one mile or less, mist, rain, snow, sleet, and ice crystals or clouds in flight
- B. Smoke in the cabin
- C. Dust particles on the runway
- D. No moisture present

7. For visual and non-precision approaches, what is the minimum height for autopilot use?
- A. 400 ft AGL
 - B. 600 ft AGL
 - C. 80 ft AGL
 - D. 1000 ft AGL
8. In RVSM operations, how many Air Data Computers must be operational?
- A. One
 - B. Two
 - C. Three
 - D. Four
9. Which variant has the higher maximum takeoff weight?
- A. Variant 700
 - B. Variant 900
 - C. Both
 - D. Not specified
10. Flaps 8 maximum speed is which value?
- A. 230 KIAS
 - B. 220 KIAS
 - C. 240 KIAS
 - D. 210 KIAS

Answers

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

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Explanations

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1. What is the third step in the Crew Coordination Steps?

- A. IAI
- B. QRC
- C. QRH
- D. Develop and communicate plan

In crew coordination, the focus is on turning situational awareness into coordinated action quickly. The third step is IAI, which emphasizes identifying what needs to be done, agreeing on the action, and initiating that action promptly while keeping the team informed. This keeps momentum and ensures everyone is aligned as you move from recognizing the issue to taking concrete steps together. Tools like QRC and QRH are references to consult, not steps in the sequence. Developing and communicating the plan is still important, but it comes after the team has identified the action and started executing, which is why the action-focused step is the best fit for the third step.

2. What is the minimum flight crew?

- A. One Captain and one First Officer
- B. Two Captains
- C. One Captain and one Second Officer
- D. One Pilot

Minimum flight crew refers to the smallest number of pilots needed to operate an aircraft safely and legally in most commercial settings. For typical commercial flights, that means two people: a Captain, who is in command, and a First Officer, who assists with flying, navigation, and communications and can take over if needed. This pairing allows workload sharing, cross-checking, and a safeguard during critical phases like takeoff and landing. Having two Captains would duplicate leadership and isn't necessary for standard operations. A Second Officer is used mainly on very long missions as a relief or additional workload support, not as part of the normal two-person minimum. Flying with only one pilot isn't allowed for most commercial transport because there must be a second qualified pilot on board to operate the aircraft and handle emergencies.

3. What is the minimum ambient temperature approved for takeoff?

- A. -60°C
- B. -40°C
- C. -20°C
- D. -5°C

The main idea here is the certified minimum ambient temperature for takeoff, which is part of the aircraft's environmental operating limits. Airplanes are certified to operate safely only within a defined range of outside temperatures, and the minimum takeoff temperature is the lowest air temperature at which the manufacturer guarantees that engines, systems, and performance will meet safety and certification standards during takeoff. At very cold temps, things like fuel and oil viscosity, battery and hydraulic performance, and ice protection behavior can change, so the limit ensures takeoff safety under those conditions. That's why -40°C is the correct choice—it's the standard lower bound for many aircraft. Lower values like -60°C would typically lie outside the usual certified envelope for standard transport airplanes, while -20°C or -5°C are warmer than the required minimum.

4. Which variant has the higher maximum taxi and ramp weight?

- A. Variant 700
- B. Variant 900**
- C. Both are the same
- D. Not specified

The main idea here is that different aircraft variants often have different weight limits on the ground. The ramp (or taxi) weight is the maximum allowed weight when the plane is moving on the ground, and it's set based on the aircraft's structure and ground-operations capabilities. A heavier variant, typically with a longer fuselage or more fuel and payload capacity, is designed to support more weight, so its maximum taxi and ramp weight is higher. The lighter variant is limited to a lower ground weight. So, the variant that's heavier—the one with greater capacity—will have the higher maximum taxi and ramp weight. The lighter version wouldn't reach that higher limit, and the information isn't suggesting they're the same or unspecified.

5. What is the minimum oxygen quantity for two crew members?

- A. 800 PSI
- B. 960 PSI**
- C. 1000 PSI
- D. 1100 PSI

The main idea is oxygen supply planning: two crew members need a sufficient amount of oxygen to last for the required emergency duration given the regulator's flow rate. A compressed oxygen cylinder has a fixed amount of gas that's available as pressure drops. The figure of 960 psi represents the lowest pressure at which the remaining gas is enough to feed both regulators for the mandated time. Beyond this point, you'd risk running out before you can reach a safe condition or complete the emergency steps. The other pressures would either be more than the minimum needed, or fall short of what's required to guarantee the minimum duration. So 960 psi is the threshold that ensures adequate oxygen for two crew under the test conditions.

6. Which of the following is included in the definition of Visible Moisture?

- A. Fog with visibility of one mile or less, mist, rain, snow, sleet, and ice crystals or clouds in flight**
- B. Smoke in the cabin
- C. Dust particles on the runway
- D. No moisture present

Visible moisture means weather phenomena you can see in the air that affect how far you can see. Fog, mist, rain, snow, sleet, and ice crystals—or clouds seen in flight—are all moisture in the atmosphere that you can observe, so they fit the definition. That's why the group described—fog with limited visibility plus the listed types of precipitation and ice crystals or clouds—is the correct match. Smoke in the cabin isn't moisture in the surrounding air, it's a contaminant inside the cabin. Dust on the runway is surface particles, not moisture in the air. And no moisture present is simply the absence of moisture.

7. For visual and non-precision approaches, what is the minimum height for autopilot use?

- A. 400 ft AGL**
- B. 600 ft AGL
- C. 80 ft AGL
- D. 1000 ft AGL

The main idea is the altitude threshold where you must be back in manual control during approaches that don't provide vertical guidance. For visual and non-precision approaches, autopilot can be used to fly the approach, but you should disengage and take manual control by about 400 feet AGL. This gives you enough room to visually verify the runway environment and complete the landing safely without relying on automatic systems in the critical final phase. Other options are generally too high or too low for this approach type, and 400 ft AGL is the conventional limit that aligns with needing to hand-fly the last part of the approach.

8. In RVSM operations, how many Air Data Computers must be operational?

- A. One
- B. Two**
- C. Three
- D. Four

In RVSM operations, reliability of altitude information is crucial because aircraft operate with a tight vertical separation. The Air Data Computer provides the essential air data, including pressure altitude, to the flight control and navigation systems. To avoid a single point of failure affecting altitude accuracy, at least two independent Air Data Computers must be operational so they can cross-check each other and maintain correct altitude data if one unit fails. Having two working ADCs allows the system to keep reliable altitude information even in the presence of a fault, whereas relying on only one ADC removes that redundancy and isn't acceptable for RVSM. If more than two ADCs are installed, they can all contribute, but the minimum required is two, which is why two is the correct requirement.

9. Which variant has the higher maximum takeoff weight?

- A. Variant 700
- B. Variant 900**
- C. Both
- D. Not specified

Maximum takeoff weight is the certified limit for the total mass an aircraft is allowed to have at takeoff, and it's set by the aircraft's structural strength, engine performance, wing loading, and landing gear limits. When different variants exist, the higher-numbered or newer variant often includes design upgrades—such as stronger structure, more fuel or payload capacity, or larger engines—that raise the maximum takeoff weight it can safely handle. In this case, the 900 variant is certified for a higher takeoff weight than the 700 variant, so it's the correct choice.

10. Flaps 8 maximum speed is which value?

A. 230 KIAS

B. 220 KIAS

C. 240 KIAS

D. 210 KIAS

When flaps are set to a specific position, the wing and flap mechanism have a defined maximum indicated airspeed you must not exceed. This limit, known as the maximum flap speed (VFE) for that setting, protects the flap system from structural overstress and controls surface behavior. As you extend more flaps, the allowable speed decreases because the wing carries more load through the flaps and airflow changes, increasing the risk of damage or loss of control if you push the airplane faster. For the flap setting corresponding to eight, the official maximum speed is 230 KIAS. This means you should not exceed 230 knots indicated airspeed with the flaps at that position to stay within design limits. If you need more speed, you would retract flaps toward a cleaner configuration. The other numbers aren't the published limit for this flap setting, so they don't reflect the aircraft's stated VFE for eight.

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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:

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

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