

REPUBLIC AIRWAYS INTERVIEW PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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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. From how far from the airport should the field altimeter setting be set?**
 - A. 50nm
 - B. 75nm
 - C. 100nm
 - D. 150nm

- 2. What is necessary to determine in the event of a missed approach regarding the holding fix?**
 - A. Altitude of the aircraft
 - B. Approach plate information
 - C. Weather conditions
 - D. Pilot's choice

- 3. What is a Minimum Vectoring Altitude (MVA)?**
 - A. An altitude above which aircraft are safe from terrain
 - B. An altitude that must be published for IFR operations
 - C. An unpublished altitude that is the lowest altitude ATC can vector an aircraft
 - D. An altitude specified by the pilot for a safe approach

- 4. When assigned a speed of 210 KIAS while being vectored for an approach, when is it permissible to change that speed?**
 - A. Upon reaching the initial approach fix
 - B. At any time during the approach
 - C. When given a new speed or an approach clearance
 - D. After passing 10,000 feet

- 5. What is the missed approach procedure for an approach?**
 - A. It is always standard regardless of the approach
 - B. Plate dependent
 - C. It can be skipped if the runway is sighted
 - D. Only known at the time of the approach

- 6. If you lose sight of the runway after descending below the DH, what action should you take?**
- A. Continue to attempt landing
 - B. Execute missed approach procedure immediately
 - C. Circle to regain visibility
 - D. Attempt to contact ATC for assistance
- 7. When beginning an approach, which is controlling: the ceiling, the visibility, or both?**
- A. Only the ceiling is controlling
 - B. Both ceiling and visibility must meet minimums
 - C. Only visibility is controlling
 - D. Weather conditions do not affect approaches
- 8. What would be an indicator of a microburst event?**
- A. Heavy, steady rainfall
 - B. Sudden wind shear near the surface
 - C. Consistent cloud cover at high altitude
 - D. Gradual temperature changes
- 9. What does UUA indicate in a PIREP?**
- A. Routine PIREP
 - B. Urgent PIREP
 - C. Non-critical PIREP
 - D. Delayed PIREP
- 10. Where does the touchdown zone of the runway begin and end?**
- A. The first 2,500' beginning at the threshold
 - B. The first 3,500' beginning at the threshold
 - C. The first 3,000' beginning at the threshold
 - D. The first 4,000' beginning at the threshold

Answers

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

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Explanations

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1. From how far from the airport should the field altimeter setting be set?

- A. 50nm
- B. 75nm
- C. 100nm**
- D. 150nm

The field altimeter setting should typically be set within 100 nautical miles of the airport. This distance allows pilots to receive an accurate altimeter setting that reflects the current atmospheric pressure at the airport, which is crucial for ensuring safe vertical separation and altitude reading during approaches, departures, and throughout flight. Setting the altimeter accurately within this radius helps to account for changes in atmospheric conditions, which can vary over distance and lead to altimeter discrepancies if using outdated or irrelevant pressure settings. By using a reference within 100 nautical miles, pilots can significantly reduce the potential for issues related to altitude interpretation leading to altitude deviations, which could affect safety in operations especially in busy or complex airspace environments. In contrast, the other distances—50 nautical miles, 75 nautical miles, and 150 nautical miles—do not provide the same level of accuracy and reliability as 100 nautical miles for setting an altimeter. The shorter distances may not accommodate sufficient atmospheric pressure changes, while the longer distance could lead to outdated pressure being utilized, both of which could impact flight safety.

2. What is necessary to determine in the event of a missed approach regarding the holding fix?

- A. Altitude of the aircraft
- B. Approach plate information**
- C. Weather conditions
- D. Pilot's choice

Determining the holding fix during a missed approach requires reference to the approach plate information. The approach plate contains essential details about the procedure, including the specific holding patterns, altitudes, and fix locations that are followed in the event of a missed approach. This information is crucial as it ensures that pilots adhere to published standards and safety protocols, maintaining the correct path and altitude as they prepare to either execute a second approach or continue to another destination. The other aspects, while important in the broader context of flying and missed approaches, do not specifically provide the required procedural guidance for choosing the holding fix. For example, altitude is relevant for maintaining safe flight levels but does not outline where the holding fix is located. Weather conditions can affect flying decisions but are not included on the approach plate itself. Lastly, while a pilot's choice might come into play when navigating unpredictable situations, it must still be based on the established procedures outlined in the approach plate. Thus, the approach plate information is crucial for safely managing a missed approach scenario.

3. What is a Minimum Vectoring Altitude (MVA)?

- A. An altitude above which aircraft are safe from terrain
- B. An altitude that must be published for IFR operations
- C. An unpublished altitude that is the lowest altitude ATC can vector an aircraft**
- D. An altitude specified by the pilot for a safe approach

Minimum Vectoring Altitude (MVA) is specifically defined as an unpublished altitude that represents the lowest altitude at which air traffic control (ATC) can safely vector aircraft. This altitude ensures that aircraft have adequate terrain and obstacle clearance while being guided by ATC. The MVA is critical in providing a buffer for safety during vectoring, especially in areas with variable terrain features. Understanding MVA is important for pilots as they rely on ATC for safe navigation and maneuvers in complex airspace. The distinction of it being unpublished sets it apart from other altitude requirements that may be indicated on charts. Therefore, it is not necessarily marked on operational charts but is a part of ATC's own procedural guidelines for managing air traffic.

4. When assigned a speed of 210 KIAS while being vectored for an approach, when is it permissible to change that speed?

- A. Upon reaching the initial approach fix
- B. At any time during the approach
- C. When given a new speed or an approach clearance**
- D. After passing 10,000 feet

The correct answer is the moment at which a new speed is communicated to you or when you receive an approach clearance. The reason this is the appropriate time to change your assigned speed is due to the structured nature of air traffic control instructions. Controllers assign specific speeds to manage traffic flow and ensure safety. Until a new speed is explicitly provided or you are cleared for the approach, maintaining the instructed speed is crucial for staying coordinated with the sequencing of other aircraft. This helps prevent misunderstandings or conflicts that could arise from uncoordinated altitude or speed changes. Options relating to changing speed at the initial approach fix or at any time during the approach lack the necessary clarity from air traffic control, and changing speeds after passing 10,000 feet does not align with the established rules for altitude and speed management, which are based on current ATC instructions rather than arbitrary altitude thresholds.

5. What is the missed approach procedure for an approach?

- A. It is always standard regardless of the approach
- B. Plate dependent**
- C. It can be skipped if the runway is sighted
- D. Only known at the time of the approach

The missed approach procedure is plate dependent, meaning that the specific actions to be taken in the event of a missed approach vary according to the published approach procedure for that particular airport and runway. Each instrument approach chart provides detailed instructions on how to execute a missed approach, including altitude and heading instructions, which are essential for ensuring safety and compliance with air traffic control requirements. The reason this approach is specified in the procedures is that the layout of each airport is unique, and factors such as surrounding terrain, air traffic patterns, and available airspace all play a crucial role in determining the safest way to navigate in the event of a missed approach. Therefore, pilots must consult the appropriate approach chart to understand the correct missed approach procedure to follow for their specific situation.

6. If you lose sight of the runway after descending below the DH, what action should you take?

- A. Continue to attempt landing
- B. Execute missed approach procedure immediately**
- C. Circle to regain visibility
- D. Attempt to contact ATC for assistance

In a situation where you lose sight of the runway after descending below the Decision Height (DH), the appropriate action is to execute the missed approach procedure immediately. This procedure is critical for ensuring safety, as it acknowledges that a safe landing cannot be accomplished without visual references to the runway. When descending below the DH, the expectation is that the runway will be in sight, allowing for a continued landing approach. If visual contact is lost at this point, it indicates that one cannot safely continue the landing due to insufficient visual references. The missed approach procedure is specifically designed to handle this situation, providing a predefined course of action that includes climbing to a safe altitude and following established navigation instructions. This action helps maintain safety for the aircraft and crew and aligns with aviation regulations and protocols, which prioritize safe landing over attempting to continue under conditions that may lead to an accident. Therefore, executing the missed approach is crucial in such scenarios.

7. When beginning an approach, which is controlling: the ceiling, the visibility, or both?

- A. Only the ceiling is controlling
- B. Both ceiling and visibility must meet minimums**
- C. Only visibility is controlling
- D. Weather conditions do not affect approaches

The correct answer is that both ceiling and visibility must meet minimums when beginning an approach. In aviation, maintaining safe operation while approaching for landing is critical. Each airport has specific minimum visibility and ceiling requirements that must be adhered to in order to ensure a safe approach and landing. Ceiling refers to the height of the lowest layer of clouds or other obscuring phenomena over the airport, effectively indicating how high a pilot needs to be able to see the runway or surrounding terrain. Visibility, on the other hand, refers to the distance that a pilot can clearly see. Both factors are crucial as they impact the pilot's ability to navigate and land the aircraft safely. If either the ceiling or visibility falls below the established minimums, the safety of the approach is compromised, thus both must be within the limits to proceed safely. In contrast, stating that only one of the conditions is controlling ignores the importance of the other and does not reflect the comprehensive safety standards expected during the approach phase of flight. Additionally, asserting that weather conditions do not affect approaches overlooks crucial aspects of flight safety and operational protocols set by aviation authorities.

8. What would be an indicator of a microburst event?

- A. Heavy, steady rainfall
- B. Sudden wind shear near the surface**
- C. Consistent cloud cover at high altitude
- D. Gradual temperature changes

A microburst is a small, localized downdraft that produces an intense blast of wind at or near the surface, usually associated with thunderstorms. The primary characteristic of a microburst is sudden wind shear, which refers to a rapid change in wind speed and direction over a short distance. This makes sudden wind shear near the surface a key indicator of a microburst event. When a microburst occurs, it can create extremely hazardous conditions for aircraft, as the sudden downdrafts can lead to rapid loss of altitude, making awareness of wind shear crucial for flight safety. Heavy, steady rainfall, consistent cloud cover at high altitude, and gradual temperature changes do not specifically denote the presence of a microburst. While they might be features associated with broader weather patterns, they lack the immediate and intense wind characteristics that define microbursts.

9. What does UUA indicate in a PIREP?

- A. Routine PIREP
- B. Urgent PIREP**
- C. Non-critical PIREP
- D. Delayed PIREP

UUA indicates an urgent PIREP (Pilot Report), which is essential in aviation as it conveys critical information about hazardous or significant weather conditions that pilots might encounter in the vicinity. This designation alerts other pilots and air traffic controllers to the urgency of the report, thereby necessitating quicker dissemination of information that could impact flight safety. In this context, a routine PIREP would not carry the same level of urgency, and thus would not be indicated by UUA. Non-critical and delayed PIREPs are also not relevant designations for UUA, as they suggest less immediate concern and do not provide the same urgency imperative needed in the context of safety and operational planning.

10. Where does the touchdown zone of the runway begin and end?

- A. The first 2,500' beginning at the threshold
- B. The first 3,500' beginning at the threshold
- C. The first 3,000' beginning at the threshold**
- D. The first 4,000' beginning at the threshold

The touchdown zone of a runway is specifically defined as the first 3,000 feet beginning at the runway threshold. This area is critical for pilots as it represents the designated spot where the aircraft should ideally make contact with the runway during landing. The purpose of defining this zone is to ensure consistency and safety in landings, as it provides a standardized area for pilots to aim for in order to achieve optimal landing performance and maintain control of the aircraft. Understanding this definition is important for various operational aspects, such as calculating landing distances and ensuring that the aircraft can safely decelerate within the available runway length. By identifying the touchdown zone properly, pilots can better plan their approach and landing techniques, which enhances safety in air travel. Other options suggest different lengths starting from the threshold, but the standard for most commercial aviation operations maintains that the touchdown zone specifically covers the initial 3,000 feet. This standardization is widely recognized and followed in aviation training and operations.

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://republicairwaysinterview.examzify.com>

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

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