

SEP Air Canada Flight Attendant Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. Can a chest strap from the restraint kit be used if there is no seat belt extension available?**
 - A. Yes, it can be used**
 - B. No, it cannot be used**
 - C. Only in emergencies**
 - D. Yes, with prior approval**
- 2. Is it permitted to present the safety video or live demonstration during take-off?**
 - A. Yes, if time allows**
 - B. No, it is strictly forbidden**
 - C. Only during emergencies**
 - D. Yes, but only on international flights**
- 3. Are dangerous goods allowed to be carried in the cabin during all phases of a flight?**
 - A. Yes, in small quantities**
 - B. Only if they remain on the lap**
 - C. Only in designated compartments**
 - D. No, they must be in cargo**
- 4. When are cabin crew required to complete pre-flight safety briefings?**
 - A. Only for international flights**
 - B. Before the first flight operated each day**
 - C. For every flight regardless of duration**
 - D. Only if there are trainees on board**
- 5. What is required from the cabin crew during a lockdown besides not opening the flight deck door?**
 - A. Use hand signals to communicate**
 - B. Maintain radio silence with the flight crew**
 - C. Cease face-to-face communication with the flight crew**
 - D. Ensure all passengers are seated**

- 6. What is the effective duration of a fire extinguisher?**
- A. 5 seconds**
 - B. 10 seconds**
 - C. 20 seconds**
 - D. 30 seconds**
- 7. Which of the following best describes the necessity of keeping communication open during firefighting?**
- A. It ensures chaos**
 - B. It allows simultaneous action**
 - C. It makes the situation more complicated**
 - D. It is not important**
- 8. Which of the following is NOT counted as a passenger on board the aircraft?**
- A. Passengers in child restraint seats**
 - B. Lap-held infants**
 - C. Deadheading crew members**
 - D. Cabin crew jump seats**
- 9. Who is responsible for deciding the type of landing applicable for an aircraft?**
- A. Flight attendant**
 - B. Ground personnel**
 - C. Pilot in command**
 - D. Co-pilot**
- 10. All hijackings involve terrorism. True or False?**
- A. True**
 - B. False**
 - C. Only in international flights**
 - D. Only in commercial flights**

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Can a chest strap from the restraint kit be used if there is no seat belt extension available?

- A. Yes, it can be used**
- B. No, it cannot be used**
- C. Only in emergencies**
- D. Yes, with prior approval**

The use of a chest strap from the restraint kit is not permissible when there is no seat belt extension available. This is because the chest strap is not designed to replace or serve as a substitute for a proper seat belt. Safety regulations require that passengers are secured with seat belts specifically designed for aircraft use. The chest strap does not provide the same level of safety or restraint capability as the seat belt, which could lead to potential injury during turbulence or in the event of an emergency landing. Airline policies and safety protocols mandate that all passengers must be secured using standard equipment, such as seat belts, to ensure their safety. Therefore, in the absence of a seat belt extension, it would be inappropriate to utilize a chest strap, as it does not comply with safety standards for passenger restraint in commercial aviation.

2. Is it permitted to present the safety video or live demonstration during take-off?

- A. Yes, if time allows**
- B. No, it is strictly forbidden**
- C. Only during emergencies**
- D. Yes, but only on international flights**

The correct response is based on the safety protocols and regulations governing in-flight safety procedures. Presenting a safety video or live demonstration during take-off is strictly forbidden as it could distract both the cabin crew and passengers during a critical phase of flight. This is important because the take-off is a time when pilots and crew need to be fully focused on ensuring the aircraft is safely airborne and all necessary preparations for an emergency are made. Safety demonstrations and videos are typically conducted before take-off or after reaching cruising altitude, when the environment is significantly more stable, and passengers can fully engage with the information. This timing helps ensure that everyone is attentive and that safety procedures are communicated effectively without unnecessary distractions that could compromise flight safety.

3. Are dangerous goods allowed to be carried in the cabin during all phases of a flight?

- A. Yes, in small quantities**
- B. Only if they remain on the lap**
- C. Only in designated compartments**
- D. No, they must be in cargo**

Dangerous goods are materials or items that pose a risk to health, safety, property, or the environment during transportation. Regulations strictly prohibit the carrying of these goods in the cabin in order to ensure the safety of all passengers and crew on board. The correct response highlights that dangerous goods must be transported in the cargo hold, which is specially designed to handle such materials safely while minimizing the risks associated with potential spills, leaks, or reactions. This regulation is in place to protect the cabin environment and ensure the comfort and safety of passengers during all phases of the flight. In contrast, the other options suggest that dangerous goods could be carried in the cabin, whether in small quantities, on laps, or in specific compartments, which does not align with safety regulations. The key factor here is the need to manage hazardous materials responsibly, underscoring the importance of transporting them only in designated areas away from passenger spaces.

4. When are cabin crew required to complete pre-flight safety briefings?

- A. Only for international flights**
- B. Before the first flight operated each day**
- C. For every flight regardless of duration**
- D. Only if there are trainees on board**

Cabin crew are required to complete pre-flight safety briefings before the first flight operated each day to ensure that all crew members are aware of the specific safety procedures and protocols for that day's flights. This briefing helps to refresh their knowledge, highlights any changes or updates to procedures, and confirms that every crew member is on the same page when it comes to safety responsibilities. Conducting a safety briefing before the first flight of the day sets a standard for safety and preparedness that is crucial in the aviation industry. This practice reinforces the importance of a cohesive understanding among the crew about the aircraft type, emergency equipment location, communication protocols, and any notable passenger information before they engage in serving passengers. The requirement for these briefings emphasizes the airline's commitment to passenger safety and operational integrity. While safety briefings are essential for ensuring a consistent approach to cabin procedures, they focus on the initial flight each day. Subsequent flights may operate under the same protocols, but the specific briefing before the day's first flight guarantees that the team is fully prepared to address the unique factors of that day's operations.

5. What is required from the cabin crew during a lockdown besides not opening the flight deck door?

- A. Use hand signals to communicate**
- B. Maintain radio silence with the flight crew**
- C. Cease face-to-face communication with the flight crew**
- D. Ensure all passengers are seated**

During a lockdown situation, maintaining focused and effective communication with the flight crew is crucial for the safety and coordination within the aircraft. Ceasing face-to-face communication helps to minimize distractions and ensure that each crew member can effectively monitor the situation, respond to instructions, and maintain situational awareness without additional interference or confusion. This allows the cabin crew to remain attentive to their surroundings and effectively manage passenger safety during a critical incident. In this context, while other aspects like ensuring passengers are seated or using hand signals may be relevant, they do not carry the same level of direct importance in preserving the communication flow and clarity between the crew members and the flight deck. Maintaining radio silence with the flight crew, while necessary in some situations, can limit essential communication, which is vital for operational safety. Therefore, stopping face-to-face conversations stands out as particularly necessary in a lockdown scenario.

6. What is the effective duration of a fire extinguisher?

- A. 5 seconds**
- B. 10 seconds**
- C. 20 seconds**
- D. 30 seconds**

The effective duration of a fire extinguisher is generally around 10 seconds, as indicated by the correct answer. This time frame reflects the standard usage time for most portable fire extinguishers, providing the user a limited window to effectively discharge the agent onto the fire. Within this period, it's crucial for the individual to direct the extinguisher at the base of the flames to maximize effectiveness. The 10 seconds allows for a quick response, which is often critical in fire situations where every moment counts. Extinguishing a fire typically requires consistent application and aimed control, which aligns with the operational design of extinguishers that are intended for brief, intense usage. Other durations may not accurately represent typical operational effectiveness; for instance, 5 seconds would often be insufficient to combat most small fires, while longer durations like 20 seconds or 30 seconds might give a false impression of what is realistically achievable with a standard portable extinguisher. Thus, understanding that 10 seconds is the effective duration aids in both practical application and safety training for flight personnel.

7. Which of the following best describes the necessity of keeping communication open during firefighting?

- A. It ensures chaos**
- B. It allows simultaneous action**
- C. It makes the situation more complicated**
- D. It is not important**

Keeping communication open during firefighting is crucial because it allows for simultaneous action among team members. Effective communication ensures that all personnel are aware of one another's actions, strategies, and updates about the situation. This coordination is vital in a high-stress environment like a fire, where quick decisions and actions can save lives. By communicating, team members can work together efficiently, adjusting tactics as the situation evolves and ensuring that everyone understands their roles and responsibilities. The rapid exchange of information helps in maintaining control over the incident, allowing for a more organized response rather than reacting haphazardly.

8. Which of the following is NOT counted as a passenger on board the aircraft?

- A. Passengers in child restraint seats**
- B. Lap-held infants**
- C. Deadheading crew members**
- D. Cabin crew jump seats**

Lap-held infants are indeed not counted as passengers on board the aircraft. When calculating the number of passengers for safety and regulatory purposes, airlines typically consider only those individuals who occupy a specific seat. Lap-held infants, who are under the age of two, do not have a seat of their own; rather, they are held on an adult's lap throughout the flight. This policy allows airlines to accommodate more individuals while maintaining compliance with safety regulations. On the contrary, passengers in child restraint seats are counted since they occupy a designated seating area. Similarly, deadheading crew members, who are airline employees traveling for operational purposes, are also counted as passengers since they occupy seats. Cabin crew members using jump seats are not counted in the passenger total, but they do not affect the passenger count in the same way as lap-held infants. Understanding these distinctions is crucial for compliance with safety regulations and awareness of how passenger and crew counts are managed aboard aircraft.

9. Who is responsible for deciding the type of landing applicable for an aircraft?

- A. Flight attendant**
- B. Ground personnel**
- C. Pilot in command**
- D. Co-pilot**

The correct answer is the pilot in command, as they hold the ultimate responsibility for the aircraft operations, which includes making critical decisions regarding the type of landing procedure to utilize. Pilots in command are trained to assess various factors such as weather conditions, aircraft status, and runway characteristics, all of which influence the landing approach and technique. They are responsible for ensuring the safety of the flight and making real-time decisions that might require them to adjust landing protocols as needed. While co-pilots assist and may provide input, the final authority and decision-making power during flight operations, including landings, rest with the pilot in command. This is essential for maintaining safety and operational efficiency. The flight attendants and ground personnel, while playing vital roles in the overall operation and safety of the flight, do not have the authority to decide on the landing type; their responsibilities are more focused on passenger safety and service, as well as on-the-ground support.

10. All hijackings involve terrorism. True or False?

- A. True**
- B. False**
- C. Only in international flights**
- D. Only in commercial flights**

The statement that all hijackings involve terrorism is false because not all hijackings have a terrorist motive. While many hijackings historically have been carried out for political reasons or to instill fear—characteristics often associated with terrorism—some hijackings may be motivated by non-terroristic factors such as robbery, personal disputes, or the intent to escape law enforcement. Additionally, there have been instances of hijackings where the hijacker's primary goal was not to threaten or harm others but to make a demand or negotiate a personal circumstance. Recognizing that the motivations for hijacking can vary widely helps distinguish between acts of terrorism and other criminal behaviors. Therefore, assuming that all hijackings are inherently tied to terrorism is misleading and oversimplifies the complexities surrounding such incidents.