

SKYWEST FIRST DAY PRACTICE EXAM (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. What is the period of time beginning when an aircraft first moves under its own power from the ramp blocks and ending when the aircraft comes to rest at the ramp blocks at any station or other point of termination?**
 - A. Actual Block to Block
 - B. Taxi Time
 - C. Ramp Time
 - D. Flight Time

- 2. What is the proper sequence for a lavatory fire scenario?**
 - A. Notify crew lead, isolate, use extinguisher if trained, and evacuate if needed.
 - B. Ignore it until the flight attendant in charge mentions it.
 - C. Call outside authorities immediately without involvement of crew.
 - D. Flush the lavatory and continue service.

- 3. A scheduled stop between the origination of a flight and the termination of a flight.**
 - A. Intermediate Stop
 - B. Head Wind
 - C. Flight Time
 - D. Jumpseat

- 4. Which term specifies the overnight rest period for a flight attendant away from domicile?**
 - A. Remain Overnight (RON) - for flight attendant
 - B. Remain Overnight (RON) - aircraft
 - C. Tail Wind
 - D. Ready Reserve

- 5. Which term describes the route with no intermediate stops?**
 - A. Non-Stop Flight
 - B. Direct Route
 - C. Direct Flight
 - D. Nonstop Travel

- 6. Which term describes a PBS-based schedule showing reserve availability periods, assignments, and days off?**
- A. Reserve Line
 - B. Reserve Status
 - C. Ready Reserve
 - D. Turn (local)
- 7. Transportation segment of two or more airlines or commercial operators. (Two flights on different carriers.)**
- A. Interline
 - B. Jumpseat
 - C. Hangar
 - D. Forward (FWD)
- 8. What term means the speed at which the aircraft is traveling through the air?**
- A. Airspeed
 - B. Ground Speed
 - C. Velocity
 - D. Thrust
- 9. What is the service operated by the appropriate authority to promote a safe, orderly, and expeditious flow of aircraft?**
- A. Air Traffic Control (ATC)
 - B. Airport Security
 - C. Meteorological Service
 - D. Flight Information Center
- 10. What is the primary purpose of call buttons and interphones in emergencies on board?**
- A. They enable rapid coordination between passengers, cabin crew, and cockpit.
 - B. They are used only for requesting meal service.
 - C. They are decorative and have no function.
 - D. They can only be used by flight attendants.

Answers

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

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Explanations

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1. What is the period of time beginning when an aircraft first moves under its own power from the ramp blocks and ending when the aircraft comes to rest at the ramp blocks at any station or other point of termination?

A. Actual Block to Block

B. Taxi Time

C. Ramp Time

D. Flight Time

This measures the entire surface-to-surface duration of a flight. It starts the moment the aircraft first moves under its own power away from the ramp and ends when it comes to rest again at a ramp block or termination point. That includes everything from pushback and taxiing to the runway, the actual flight in the air, the after-landing taxi back to the ramp, and parking at the destination gate. The other terms don't cover the whole sequence: Flight Time is only the airborne portion, Taxi Time covers ground movement on the airport surface, and Ramp Time refers to a portion on the ramp rather than the full door-to-door, surface-to-surface interval.

2. What is the proper sequence for a lavatory fire scenario?

A. Notify crew lead, isolate, use extinguisher if trained, and evacuate if needed.

B. Ignore it until the flight attendant in charge mentions it.

C. Call outside authorities immediately without involvement of crew.

D. Flush the lavatory and continue service.

When a lavatory fire starts, take structured, immediate action to contain it and protect everyone on board. The first step is to notify the crew lead so the incident is escalated through the proper chain and the flight deck can be alerted and prepared to respond. Next, isolate the area by closing the lavatory door and keeping others away. This helps limit the fire's access to oxygen and slows the spread of smoke and heat, reducing risk to passengers and crew. If you are trained to use a fire extinguisher, apply it to suppress the fire at its source, focusing on the type of extinguisher appropriate for a lavatory fire. If the fire cannot be contained or if smoke or heat becomes dangerous, evacuate the area per the crew's instructions and be prepared for possible diversion or landing. Do not flush the lavatory, and do not continue service or attempt to handle the situation alone by bypassing the established chain of command.

3. A scheduled stop between the origination of a flight and the termination of a flight.

A. Intermediate Stop

B. Head Wind

C. Flight Time

D. Jumpseat

An intermediate stop is a scheduled stop between the origin and the final destination of a flight. It describes a planned additional leg where the aircraft lands, possibly for refueling, crew changes, or boarding and deplaning passengers, before continuing to the final destination. The other terms don't fit this idea: head wind refers to wind blowing opposite the flight direction and affects speed/fuel burn, flight time is simply the duration of the flight segment, and jumpseat is a seat used by crew members, not a stop.

4. Which term specifies the overnight rest period for a flight attendant away from domicile?

- A. Remain Overnight (RON) - for flight attendant**
- B. Remain Overnight (RON) - aircraft
- C. Tail Wind
- D. Ready Reserve

Remain Overnight is the term that specifies an overnight rest period away from a crew member's domicile. For flight attendants, this designation means they will stay in another location (such as a layover city or starting city) rather than returning home, so they can meet required rest rules and be prepared for the next duty period. There is also a variant used for the aircraft itself, indicating the plane will remain overnight at a location, but that is not about the crew's rest. Tail Wind describes wind effects on flight performance, not rest arrangements, and Ready Reserve refers to a standby status that doesn't inherently specify an overnight lodging assignment.

5. Which term describes the route with no intermediate stops?

- A. Non-Stop Flight**
- B. Direct Route
- C. Direct Flight
- D. Nonstop Travel

No intermediate stops means the flight goes from origin to final destination without landing at any other city along the way. That's what a nonstop flight delivers: a single, uninterrupted trip from departure to arrival. This term is precise for schedules and planning because there are no layovers. A direct flight can still stop en route in many cases, with passengers not changing planes or with the aircraft continuing to the final destination, so it doesn't guarantee no stops. Direct route focuses on the path rather than the stop pattern and may involve stops. Nonstop travel is a generic phrasing that isn't the standard aviation term and can be ambiguous. So the term that matches the description best is nonstop flight.

6. Which term describes a PBS-based schedule showing reserve availability periods, assignments, and days off?

- A. Reserve Line**
- B. Reserve Status
- C. Ready Reserve
- D. Turn (local)

Reserve Line is the term for the PBS-based schedule that lays out reserve availability periods, the trips you may be assigned, and your days off. In crew scheduling, a line represents a planned sequence of duties and rest blocks, and the reserve line specifically shows when you're on reserve, the potential assignments during that period, and the days you're off. This distinguishes it from Reserve Status, which is just whether you're currently on reserve, Ready Reserve, which refers to being in the pool of crew ready to be called rather than a specific schedule, and Turn (local), which is a particular short-duty trip pattern not describing the full reserve schedule.

**7. Transportation segment of two or more airlines or commercial operators.
(Two flights on different carriers.)**

A. Interline

B. Jumpseat

C. Hangar

D. Forward (FWD)

Interline travel describes a passenger's journey that uses two or more airlines on different carriers, usually with one ticket and coordinated connections. When a trip includes two flights on different carriers, that segment spans multiple airlines and requires cooperation between them to manage connections and baggage transfers. Jumpseat is the crew seating area, not passenger transportation. Hangar is an aircraft maintenance facility. Forward isn't used to describe multi-carrier transportation.

8. What term means the speed at which the aircraft is traveling through the air?

A. Airspeed

B. Ground Speed

C. Velocity

D. Thrust

Airspeed is the speed at which the aircraft is moving through the air. It measures how fast the airplane is traveling relative to the surrounding air mass, not relative to the ground. The airspeed indicator (pitot-static system) shows this speed, and it's the value used for performance calculations like stall speed, takeoff, and landing speeds. Ground speed, in contrast, is the speed over the earth and changes with wind. Velocity includes both speed and direction, while thrust is the propulsion force, not a measure of how fast you're moving through the air. Therefore, the correct term is airspeed.

9. What is the service operated by the appropriate authority to promote a safe, orderly, and expeditious flow of aircraft?

A. Air Traffic Control (ATC)

B. Airport Security

C. Meteorological Service

D. Flight Information Center

Air traffic control is the service operated by the appropriate authority to promote a safe, orderly, and expeditious flow of aircraft. Controllers coordinate and direct aircraft on the ground and in the air, issuing clearances for takeoff, routing, altitude, and sequencing for arrivals and departures to maintain safe separation and efficient movement. Different control facilities handle different parts of the flow: towers manage ground and local airspace around airports, approach/departure control sequences arrivals and departures, and en route centers handle high-altitude traffic. The other options serve important roles—airport security protects facilities, meteorological service provides weather information, and flight information centers offer advisory data—but they do not control and manage the overall traffic flow.

10. What is the primary purpose of call buttons and interphones in emergencies on board?

- A. They enable rapid coordination between passengers, cabin crew, and cockpit.
- B. They are used only for requesting meal service.
- C. They are decorative and have no function.**
- D. They can only be used by flight attendants.

In an emergency, these controls exist to get fast, two way communication where it's most needed—between passengers, cabin crew, and the flight deck. A passenger pressing a call button alerts the cabin crew so they can assess the situation, summon help, and relay critical details to the pilots. The interphone lets crew communicate directly with the cockpit to coordinate actions, share updates, and receive instructions. This is a safety feature designed for quick escalation and clear guidance in urgent moments. Sending a call for service or saying it's decorative miss the point: these systems are functional, intended for emergencies, and not limited to flight attendants only.

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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:

<https://skywestfirstday.examzify.com>

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

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