

SKYWEST INDOCTRINATION VALIDATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. When is the dispatcher's responsibility considered to be concluded?**
 - A. When the flight is closed out.
 - B. After landing
 - C. After turn-around
 - D. After the next flight
- 2. Which item is NOT a required flight item?**
 - A. Pilot Certificate
 - B. Medical Certificate
 - C. Logbook
 - D. Valid Passport
- 3. Which statement is a requirement for activating a visual approach?**
 - A. Flight operates in Class B/C/D airspace
 - B. Under control of ATC
 - C. Must maintain basic cloud clearances
 - D. Must have airport in sight
- 4. When can we continue on the approach if weather goes below minimums?**
 - A. Inside the FAF
 - B. Beyond the FAF
 - C. On the MAP
 - D. After executing missed approach
- 5. Which of the following is not required to descend below minimums?**
 - A. Flight visibility as per the approach
 - B. ATC clearance
 - C. TDZ lights and markings
 - D. ALS in sight
- 6. Class C fires involve which type of hazard?**
 - A. Ordinary combustibles
 - B. Electrical equipment
 - C. Flammable liquids
 - D. Metals

7. Does a PIC have authority over a ground marshaller for operations on the ground?
- A. Yes
 - B. No
 - C. Sometimes
 - D. Not specified
8. What is the minimum runway width for CRJ-700/900 & ERJ?
- A. 75 ft
 - B. 80 ft
 - C. 90 ft
 - D. 70 ft
9. What is the minimum charge of your backup battery?
- A. 50%
 - B. 100%
 - C. 80%
 - D. 90%
10. After block out, what is the prescribed action if a mechanical irregularity is discovered?
- A. Follow the QRH and continue to destination if it fixes it.
 - B. Follow the QRH. If that fixes it you can continue and write it up when you land.
If the QRH doesn't fix it you go back to the gate and write it up.
 - C. Return to the gate immediately and write it up.
 - D. Continue to destination and address the issue later.

Answers

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

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Explanations

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1. When is the dispatcher's responsibility considered to be concluded?

A. When the flight is closed out.

B. After landing

C. After turn-around

D. After the next flight

Dispatcher responsibility ends when the flight is closed out in the operation's records. From release through the actual flight, the dispatcher watches weather, fuel, route, alternates, and any deviations, keeping the flight on track and compliant. Once the aircraft has completed its mission and all required records are finalized—times, fuel burn, log entries, MEL status, crew duty times, and any re-dispatch actions—and the flight is officially closed in the system, the dispatch duties for that flight are concluded. This formal closure prevents ongoing responsibility for post-flight changes, issues, or data that belong to the completed record. Waiting until landing or turn-around would leave data and decisions unrecorded or unresolved in the official log, and waiting for the next flight would unnecessarily extend dispatch accountability beyond the actual flight.

2. Which item is NOT a required flight item?

A. Pilot Certificate

B. Medical Certificate

C. Logbook

D. Valid Passport

The main idea is telling you which items you must have with you to operate a flight versus records you keep for training and currency. A pilot certificate proves you're legally allowed to fly, a medical certificate shows you meet the medical standards, and a valid passport can serve as identification when needed (especially internationally). A logbook, while essential for recording flight time and endorsements, is not required to be carried or presented for every flight under standard rules. It's a personal record kept for tracking qualifications, not a mandatory flight item.

3. Which statement is a requirement for activating a visual approach?

A. Flight operates in Class B/C/D airspace

B. Under control of ATC

C. Must maintain basic cloud clearances

D. Must have airport in sight

Activating a visual approach hinges on ATC clearance. The controller must authorize you to proceed visually and take responsibility for sequencing and separation as you transition from instrument procedures to a visual path. That ATC control is the defining requirement to begin a visual approach. The other factors—airspace class, basic cloud clearance, or having the airport in sight—are not what starts a visual approach. You can be cleared for a visual approach while weather is suitable and before you have the airport in sight; having the airport in sight tends to come into play for continuing or completing the approach, not for the initial activation.

4. When can we continue on the approach if weather goes below minimums?

- A. Inside the FAF**
- B. Beyond the FAF
- C. On the MAP
- D. After executing missed approach

Minimums tell you what weather is required to complete the final part of the instrument approach and land. You can fly the approach and stay on the published path up to the final approach fix, even if the weather falls below the published minimums, because the final-approach minima apply once you're in the final approach segment. Once you're inside the final approach segment and reach the final approach fix, you must have the required visibility or runway environment to continue descent toward the runway. If you don't have that by the time you reach the missed-approach point, you should execute a missed approach. Therefore, you continue on the approach up to the final approach fix when conditions dip below minimums.

5. Which of the following is not required to descend below minimums?

- A. Flight visibility as per the approach
- B. ATC clearance**
- C. TDZ lights and markings
- D. ALS in sight

Descending below published minimums is determined by what you can see, not by an outside clearance. You may descend to or below the minimums only if you have the required visual references and lighting in sight to continue the approach safely. The published visibility minimum must be met, ensuring you have enough forward view to maintain obstacle clearance. Touchdown zone lights and markings provide the runway area cues you need to identify the threshold and maintain the correct descent path. The approach lighting system in sight helps establish runway alignment and depth perception as you near the runway. ATC clearance, while essential for overall airspace control and for being cleared to land, is not a condition to descend below minimums—the descent decision hinges on having the proper visual references in sight.

6. Class C fires involve which type of hazard?

- A. Ordinary combustibles
- B. Electrical equipment**
- C. Flammable liquids
- D. Metals

Fires classified as Class C are defined by hazards from electrical equipment. When the fire involves energized electrical gear—like wiring, panels, motors, or switches—the primary danger is the electrical energy itself, which can cause electric shock or an arc flash. Because of that, safety focuses on de-energizing the circuit if it's safe to do so and using nonconductive extinguishing media. Water or other conductive agents are risky while power is live. This category is distinct from fires involving ordinary combustibles (wood, paper), flammable liquids, or metals, which have different fuels and extinguishing needs.

7. Does a PIC have authority over a ground marshaller for operations on the ground?

- A. Yes**
- B. No
- C. Sometimes
- D. Not specified

The pilot in command is responsible for the safe operation of the aircraft at all times, including during ground movements. Ground marshallars are there to guide taxiing and help prevent collisions, using signals to manage traffic on the ramp. Those signals are followed as long as they align with safe operation and any applicable clearances, but they do not override the PIC's authority. If a marshaller's instruction would create a safety issue or conflict with a higher-priority directive, the PIC makes the final call and can override. So, on the ground, the PIC has authority over ground marshalling for operations.

8. What is the minimum runway width for CRJ-700/900 & ERJ?

- A. 75 ft
- B. 80 ft**
- C. 90 ft
- D. 70 ft

Runway width must provide enough clearance for the aircraft's wingspan plus margins to prevent edge contact during takeoff and landing. For CRJ-700/900 and ERJ aircraft, the wingspan and required side clearances mean the smallest width that safely accommodates these jets is 80 feet. Runways narrower than that (such as 75 or 70 feet) don't leave enough lateral room for the wings and nacelles, especially under crosswind or steering corrections, while a wider runway (90 feet) would still be acceptable but isn't the minimum.

9. What is the minimum charge of your backup battery?

- A. 50%
- B. 100%**
- C. 80%
- D. 90%

Having the backup battery fully charged before use ensures reliability of critical systems. A backup battery is intended to provide power when the main source isn't available or when you need extra life for essential devices. If it isn't at full capacity, you risk running out of power when you need it most, which can affect safety checks, communications, data availability, or other essential operations. Charging to 100% guarantees the maximum energy reserve, giving you the best chance to complete contingencies or maintain important functions without a mid-flight power failure. In practice, this means ensuring the backup battery shows full charge and testing it before flight to align with the required readiness level.

10. After block out, what is the prescribed action if a mechanical irregularity is discovered?

- A. Follow the QRH and continue to destination if it fixes it.
- B. Follow the QRH. If that fixes it you can continue and write it up when you land. If the QRH doesn't fix it you go back to the gate and write it up.
- C. Return to the gate immediately and write it up.
- D. Continue to destination and address the issue later.

When a mechanical irregularity is found after block out, the first, and correct, action is to follow the QRH and apply the prescribed abnormal procedures. The QRH lays out the exact steps to determine whether the issue can be managed safely in flight. If those steps resolve the problem, you may continue to the destination, and you should document the event with a write-up at or after landing. If the QRH steps do not resolve the issue, you must return to the gate so maintenance can inspect and fix it, with a proper maintenance report completed. This approach keeps the flight safe and ensures the problem is properly addressed and recorded.

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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://skywestindocvalidation.examzify.com>

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

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