

SKYWEST INDOCTRINATION VALIDATION 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. Can FDP be extended on the ground?

- A. Yes, FDP may be extended up to 2 hours on the ground so long as you don't exceed 168 hours in 672 consecutive hours.
- B. Yes, up to 2 hours on the ground provided you don't exceed 168 hours in 672 consecutive hours.
- C. No extension on the ground allowed.
- D. Only if the flight ends early.

2. Which is required to cancel IFR at controlled airports?

- A. Remain within class B, C, D airspace
- B. Within 10 miles of destination if in class E
- C. Must be in controlled airspace
- D. Maintains direct contact with ATC

3. Which statement best describes the required flight documents?

- A. All listed items are required.
- B. Only a subset is required.
- C. Only certificates are required.
- D. Only navigation equipment is required.

4. Which NOTAMS expansion is correct for NOTAMS?

- A. Notices to Airmen
- B. Notations to Air Traffic Status
- C. Notices to Airspace Managers
- D. Notations to Airspace Management

5. When must your renewed medical be submitted by?

- A. 1st of next month at 0000 MTN
- B. 25th of the month at 2359 MTN
- C. Last day of the month at 2359 MTN
- D. 15th of the month at 1200 MTN

- 6. Class C fires involve which type of hazard?**
- A. Ordinary combustibles
 - B. Electrical equipment
 - C. Flammable liquids
 - D. Metals
- 7. When diverting, when do we communicate with dispatch?**
- A. At the end of the flight.
 - B. When possible.
 - C. Upon arrival at the diversion airport.
 - D. As soon as practical.
- 8. How many FDP hours are you allowed in a 672 hour period?**
- A. 180 Hours
 - B. 170 Hours
 - C. 200 Hours
 - D. 190 Hours
- 9. What are the normal minimum runway length?**
- A. 5400 ft
 - B. 4800 ft
 - C. 6000 ft
 - D. 5200 ft
- 10. What do you do when you suspect a crewmember is under the influence?**
- A. Notify the PIC immediately
 - B. Keep them away from the airplane
 - C. Call the SkyWest Flight Ops MOD
 - D. Document the observation later

Answers

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

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Explanations

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1. Can FDP be extended on the ground?

- A. Yes, FDP may be extended up to 2 hours on the ground so long as you don't exceed 168 hours in 672 consecutive hours.**
- B. Yes, up to 2 hours on the ground provided you don't exceed 168 hours in 672 consecutive hours.
- C. No extension on the ground allowed.
- D. Only if the flight ends early.

The main idea is that there is a permissible on-ground extension to the Flight Duty Period, but it's tightly controlled to protect fatigue. You can extend the FDP by up to two hours on the ground, but you must stay within a rolling limit of 168 hours of FDP in any 672 consecutive hours (a 28-day window). This means the extra ground time is allowed only if your total FDP hours over the past 28 days don't exceed that 168-hour cap. It gives crews flexibility to handle ground delays while preventing excessive duty. The other options miss or contradict this balance: there is an allowed ground extension, it isn't conditional on the flight ending early, and the restatement in the other choice rounds exactly the same ground-extension concept but without altering the key limitation.

2. Which is required to cancel IFR at controlled airports?

- A. Remain within class B, C, D airspace
- B. Within 10 miles of destination if in class E
- C. Must be in controlled airspace
- D. Maintains direct contact with ATC**

The main idea here is that canceling an IFR clearance is an ATC-led action. At controlled airports, you must maintain direct communication with ATC to cancel IFR so they can acknowledge the cancellation and release you from IFR separation services. Once ATC confirms the cancellation, you're free to operate under VFR, assuming weather and visibility meet VFR requirements. This isn't about staying in a specific airspace, a certain distance from your destination, or staying within a particular class of airspace. The critical step is obtaining ATC acknowledgment of the IFR cancellation, ensuring both you and ATC are aware you're no longer under an IFR clearance.

3. Which statement best describes the required flight documents?

- A. All listed items are required.**
- B. Only a subset is required.
- C. Only certificates are required.
- D. Only navigation equipment is required.

Having the right flight documents on hand is essential for legal and safe operation. Both the aircraft and the pilot must carry their respective required items: the aircraft needs the airworthiness certificate and registration certificate, along with the applicable operating limitations and, when required, weight and balance data. The pilot must hold a valid certificate and a current medical certificate, with a government-issued photo ID in some cases, and additional licenses or documents may be needed for international flights or certain radio requirements. Because each of these documents serves a separate regulatory purpose, all of them are required, so claiming that only a subset or only one type is enough would not reflect the actual requirements.

4. Which NOTAMS expansion is correct for NOTAMS?

- A. Notices to Airmen**
- B. Notations to Air Traffic Status
- C. Notices to Airspace Managers
- D. Notations to Airspace Management

Understanding what NOTAM stands for helps you see why the correct choice is Notices to Airmen. NOTAMs are formal notices issued to pilots and aircrew to warn about conditions that could affect flight operations, such as runway closures, navigational aid outages, or airspace restrictions. The word Notices signals that this is an official communication, and Airmen refers to those who fly and work in the air. The other options use Notations or target audiences like Air Traffic Status or Airspace Managers, which do not match the established meaning of the acronym.

5. When must your renewed medical be submitted by?

- A. 1st of next month at 0000 MTN
- B. 25th of the month at 2359 MTN**
- C. Last day of the month at 2359 MTN
- D. 15th of the month at 1200 MTN

Submitting a renewed medical follows a monthly cutoff. The standard deadline is the 25th of the month at 2359 MTN. This timing ensures the renewed medical is in the system in time for the next month's operations and keeps everyone aligned across time zones. The 25th 2359 MTN accounts for the processing window and avoids late submissions that could delay coverage or scheduling. Other options fall outside this required cutoff, either happening earlier or later than the established time, which could leave you without a valid medical in the system for the upcoming cycle.

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. When diverting, when do we communicate with dispatch?

- A. At the end of the flight.
- B. When possible.
- C. Upon arrival at the diversion airport.
- D. As soon as practical.**

When a diversion becomes necessary, the priority is to inform dispatch as soon as practical so they can support you and adjust the plan. Report promptly after you determine the need, including your current position and altitude, remaining fuel, the diversion airport you're targeting, your estimated time of arrival, and the new plan or alternatives. Dispatch uses that information to replan routes, coordinate weather and NOTAM updates, arrange support, and keep other parts of operations informed. Waiting until the end of the flight or only when you reach the diversion airport breaks the chain of situational awareness and can hinder fuel planning and routing decisions. "As soon as practical" emphasizes getting the critical information to dispatch quickly while still maintaining safe operation.

8. How many FDP hours are you allowed in a 672 hour period?

- A. 180 Hours
- B. 170 Hours
- C. 200 Hours
- D. 190 Hours**

The main point is that there is a fatigue-regulation cap on FDP hours within a rolling lookback window of 672 hours, which equals 28 days. Within any 28-day period, the maximum allowed FDP hours is 190. So the highest you can count toward that window is 190 hours, reflecting the balance regulators aim for between duty and rest. The other numbers are simply under or over the cap—200 would exceed the limit, while 180 or 170 are below the maximum but still valid options if the schedule falls short of the cap.

9. What are the normal minimum runway length?

- A. 5400 ft**
- B. 4800 ft
- C. 6000 ft
- D. 5200 ft

Normal minimum runway length is the planning figure used to ensure safe takeoff and landing under standard conditions, reflecting the runway space required for typical aircraft performance with standard margins. Five thousand four hundred feet is the baseline that accurately covers the majority of regional jet operations at normal weights and temperatures, providing enough room for the aircraft to reach takeoff speed, meet climb and obstacle clearance requirements, and stop safely if needed. The other lengths either don't offer sufficient space for safe performance at common weights, or are longer than what's usually necessary for normal operations, so they aren't the standard baseline.

10. What do you do when you suspect a crewmember is under the influence?

- A. Notify the PIC immediately
- B. Keep them away from the airplane
- C. Call the SkyWest Flight Ops MOD**
- D. Document the observation later

Suspecting impairment in a crewmember is a safety-critical situation that requires immediate, coordinated action through the proper authority. The best move is to call the SkyWest Flight Ops Manager on Duty (MOD) right away. This person is the on-call authority to assess the situation, coordinate any necessary containment or relief of duties, and decide the next steps for the flight, including possible ground or rerouting actions. Escalating to the MOD ensures a formal, policy-driven response and prevents delays or confusion that can arise from handling it informally. Observations should be reported factually and objectively (what you saw, not accusations), so the MOD can determine appropriate actions. Avoiding immediate action can delay safety measures, and relying on the crew member or keeping them away from the airplane without authorization may not align with procedures. Documenting after the fact is useful, but it does not initiate the necessary safety response in a timely manner.

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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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