

# Technical Airline Interview (CW) Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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. A landing gear warning light indicates a problem with which system?**
  - A. Landing Gear System**
  - B. Fuel System**
  - C. Pressurization System**
  - D. Electrical System**
  
- 2. Which description best defines a frontal passage?**
  - A. A frontal passage occurs when a front passes over a point on the surface and it reflects a change in temp/dew point, wind speed and atmospheric pressure.**
  - B. A frontal passage is a rain shower with no wind change.**
  - C. A frontal passage is a brief gust of wind from a single direction.**
  - D. A frontal passage refers to a change in cloud type only.**
  
- 3. MORA stands for minimum offroute altitude**
  - A. MCA**
  - B. MDA**
  - C. MORA**
  - D. MEA**
  
- 4. For an aircraft with 30 passengers, how many flight attendants are required?**
  - A. One**
  - B. Two**
  - C. Three**
  - D. None**
  
- 5. Describe a warm front in terms of air stability according to the material.**
  - A. Unstable air**
  - B. Turbulence**
  - C. Good visibility**
  - D. Stable air**

- 6. What rate of descent is required to maintain a 3-degree glide-slope with a ground speed of 160 knots?**
- A. 400 fpm**
  - B. 800 fpm**
  - C. 1200 fpm**
  - D. 1600 fpm**
- 7. For an aircraft with 60 passengers, how many flight attendants are required?**
- A. One**
  - B. Three**
  - C. Two**
  - D. Four**
- 8. What expression is used to determine the glide-slope descent rate from ground speed?**
- A.  $GS/2 \times 10$**
  - B.  $GS \times 2$**
  - C.  $GS + 10$**
  - D.  $GS - 5$**
- 9. The final approach segment on a precision approach begins at the FAF, which is also known as which alternative point?**
- A. Final Approach Fix**
  - B. Glide slope intercept.**
  - C. Threshold crossing height.**
  - D. Missed approach point.**
- 10. Which description best defines moderate turbulence?**
- A. Light turbulence only**
  - B. Severe turbulence with loss of control**
  - C. Moderate turbulence: changes in altitude and attitude occur, aircraft remains in positive control, variations in airspeed**
  - D. None**

## Answers

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

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## **Explanations**

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**1. A landing gear warning light indicates a problem with which system?**

- A. Landing Gear System**
- B. Fuel System**
- C. Pressurization System**
- D. Electrical System**

The warning light for landing gear is tied to the Landing Gear System. When it illuminates, it signals a fault within that system—such as the gear not being extended or not locked, a door position issue, or a hydraulic/actuation fault. It wouldn't indicate a problem with the fuel, pressurization, or electrical systems, which have their own dedicated warning indicators. This helps pilots quickly identify that the issue is with the landing gear mechanism and take appropriate actions.

**2. Which description best defines a frontal passage?**

- A. A frontal passage occurs when a front passes over a point on the surface and it reflects a change in temp/dew point, wind speed and atmospheric pressure.**
- B. A frontal passage is a rain shower with no wind change.**
- C. A frontal passage is a brief gust of wind from a single direction.**
- D. A frontal passage refers to a change in cloud type only.**

A frontal passage is the moment a weather front moves across a location, separating different air masses. As it passes, surface conditions typically change: temperature and dew point shift because the air mass behind the front differs in temperature and moisture; wind direction and speed often change (a wind shift and sometimes stronger gusts); and atmospheric pressure can rise or fall. This combination of changes on the surface is the hallmark of a frontal passage. The description that specifically mentions these changes is the best because it captures the full set of meteorological signals you'd expect when a front moves through. The other options focus on only one aspect—precipitation without a wind change, a brief gust from one direction, or a change in cloud type—none of which encompass the full surface-change pattern associated with fronts.

### 3. MORA stands for minimum offroute altitude

- A. MCA
- B. MDA
- C. MORA**
- D. MEA

The concept here is understanding what each aviation acronym means for altitude guidance, especially when you're not following a defined airway. MORA stands for Minimum Off-Route Altitude. This is the lowest altitude published to ensure obstacle clearance when you're flying on a segment that is off the established routes or airways. It provides a safe floor for off-route portions by accounting for terrain and obstacle heights in that area and also helps ensure you'll maintain adequate navigational reception. This is different from other minima like the minimum enroute altitude, which applies to on-route segments between navigation fixes along an airway and guarantees obstacle clearance and radio reception along that defined path. It's also distinct from a minimum crossing altitude, used at fixes when crossing a point on a procedure, and from a minimum descent altitude, which relates to the minima for landing approaches.

### 4. For an aircraft with 30 passengers, how many flight attendants are required?

- A. One**
- B. Two
- C. Three
- D. None

Crew staffing is set by a simple rule: one flight attendant for every 50 passenger seats, with any fraction rounding up to the next whole attendant, plus a minimum of one attendant regardless of the count. For 30 passengers, 30 divided by 50 equals 0.6, which rounds up to 1. So only one flight attendant is required. Two would be needed only if there were more than 50 seats, and three only if the seats reached the next threshold (e.g., above 100). The option of none ignores the minimum staffing rule, so it isn't appropriate.

### 5. Describe a warm front in terms of air stability according to the material.

- A. Unstable air
- B. Turbulence
- C. Good visibility
- D. Stable air**

A warm front lifts air in a gentle, broad manner as warmer air glides over cooler air, producing layered lifting and stratiform clouds rather than strong, vertical convection. This soft lifting tends to stabilize the lower atmosphere, with limited vertical mixing and a more stratified structure. That's why the atmosphere around a warm front is described as stable air. The other options describe short-term effects (turbulence) or conditions not tied to stability (good visibility), or reflect more turbulent, convective situations that aren't typical of a warm front.

6. What rate of descent is required to maintain a 3-degree glide-slope with a ground speed of 160 knots?

- A. 400 fpm
- B. 800 fpm**
- C. 1200 fpm
- D. 1600 fpm

Descent rate on a glide slope is determined by how steep the path is and how fast you're moving horizontally. For a 3-degree glide slope, the vertical speed you need equals your horizontal speed times  $\tan(3^\circ)$ . Convert 160 knots to feet per minute: 1 knot is about 101.27 ft/min, so 160 knots  $\approx$  16,200 ft/min. Multiply by  $\tan(3^\circ) \approx 0.05241$ , yielding about 850 ft/min. Since the answer choices are standard increments, the closest match is 800 ft/min.

7. For an aircraft with 60 passengers, how many flight attendants are required?

- A. One
- B. Three
- C. Two**
- D. Four

Flight attendant staffing follows a simple rule: assign one flight attendant for every 50 passenger seats, or a fraction thereof. For 60 passengers, divide 60 by 50 to get 1.2, then round up to the next whole number because you can't assign a fraction of a person. That means two flight attendants are required. One would not provide enough coverage for 60 seats, while three or four would exceed the minimum for this many seats.

8. What expression is used to determine the glide-slope descent rate from ground speed?

- A.  $GS/2 \times 10$**
- B.  $GS \times 2$
- C.  $GS + 10$
- D.  $GS - 5$

Glide-slope descent rate scales with how fast you're moving horizontally. For a typical glide path around 3 degrees, the vertical speed you need is about five times your horizontal speed when you express horizontal speed in knots and vertical speed in feet per minute. The expression  $GS/2 \times 10$  is just another way to write five times the ground speed (GS), which matches that rule of thumb. So at 100 knots, it gives about 500 fpm, aligning with the usual glide-slope target of roughly 500-550 fpm. The other forms don't preserve that proportional relationship: doubling the ground speed, or adding/subtracting a constant, would not yield a consistent glide-slope descent rate.

9. The final approach segment on a precision approach begins at the FAF, which is also known as which alternative point?

- A. Final Approach Fix
- B. Glide slope intercept.**
- C. Threshold crossing height.
- D. Missed approach point.

On a precision approach, the final approach segment starts at the point where the instrument glide slope becomes usable along the final approach course—the glide slope intercept point. This is the moment you're established on the vertical path that will guide you down to the runway, after which you follow the glide slope to the threshold. The term Final Approach Fix is mainly used for non-precision approaches, and the other options describe different concepts (threshold crossing height is a height near the runway, and the missed approach point is where you initiate a go-around if you don't land).

10. Which description best defines moderate turbulence?

- A. Light turbulence only
- B. Severe turbulence with loss of control
- C. Moderate turbulence: changes in altitude and attitude occur, aircraft remains in positive control, variations in airspeed**
- D. None

Moderate turbulence is about noticeable but manageable disturbances in flight. It means the airplane experiences changes in altitude and attitude and you'll see variations in airspeed, but the aircraft remains under positive pilot control throughout. This describes a level where you can feel the aircraft being jostled more than light turbulence, yet it stays steady in handling and no loss of control occurs. The other options don't fit: light turbulence would involve only minor, less noticeable movements; severe turbulence involves larger, more dangerous motions and can threaten control; and none isn't appropriate because there is a description that correctly defines moderate turbulence.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://techairlineinterviewcw.examzify.com>**

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

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