

# United Airlines Primary Aircraft - B737-700 (73G) 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. How many cabin doors on the B737-700?**
  - A. 4**
  - B. 2**
  - C. 3**
  - D. 5**
  
- 2. How many types of lavatory smoke detectors are found on United Aircraft?**
  - A. 2**
  - B. 4**
  - C. 3**
  - D. 5**
  
- 3. Which of the following best describes the arrangement of exits on the B737-700?**
  - A. Overwing Exits Only**
  - B. Flight Deck Side Exits 1L-1R And Overwing Exits**
  - C. Only Flight Deck Doors**
  - D. Rear Cabin Exits**
  
- 4. Safety demonstration is conducted by which method?**
  - A. Video presentation**
  - B. Public Address announcement**
  - C. Verbal briefing by FA1**
  - D. No safety demonstration**
  
- 5. The handsets on the B737-700 are located at which locations?**
  - A. Located at each cabin jumpseat on aircraft left and on the flight deck**
  - B. Behind each lavatory door**
  - C. Under the passenger seats**
  - D. In the galley**

- 6. Which of the following correctly describes how Emergency Lights are controlled?**
- A. From the flight deck only**
  - B. From the flight deck and the Flight Attendant Control Panel at the 2L jumpseat**
  - C. From the engine control panel**
  - D. From the passenger's biometric device**
- 7. The B737-700 (73G) has two overwing exits and how many cabin doors?**
- A. 4**
  - B. 3**
  - C. 6**
  - D. 5**
- 8. During evacuation on landing with three flight attendants, FA1 briefs and commands which exits?**
- A. 1L and 1R**
  - B. 1L only**
  - C. 1R only**
  - D. 2L/2R**
- 9. Where are the Emergency Lights controlled from?**
- A. Emergency Lights are controlled from the flight deck and flight attendant control panel at the 2L jumpseat**
  - B. From the cockpit only**
  - C. From the cabin intercom**
  - D. By the flight attendant's personal device**
- 10. What are the aircraft models of the B737-800?**
- A. 73 Q, 73 U, and 73Y**
  - B. 73 Q, 73 L, and 73V**
  - C. 73 A, 73 B, 73 C**
  - D. 73 D, 73 E, 73 F**

## Answers

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

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## **Explanations**

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### 1. How many cabin doors on the B737-700?

- A. 4**
- B. 2
- C. 3
- D. 5

Cabin doors are the main passenger entry and exit points. On a 737-700, there is one door at the front on each side and one door at the rear on each side, totaling four main cabin doors. Overwing emergency exits may exist on some configurations, but they're counted separately as emergency exits, not cabin doors. So the four main cabin doors is the correct count.

### 2. How many types of lavatory smoke detectors are found on United Aircraft?

- A. 2
- B. 4
- C. 3**
- D. 5

Smoke detection in the lavatory is designed with coverage in multiple zones to catch smoke from different sources and ensure a quick warning. There are three types of lavatory smoke detectors on United aircraft: one in the lavatory compartment itself, another associated with the waste receptacle area, and a third in the lavatory ventilation/airflow path. This three-point arrangement detects smoke whether it originates in the room, in the trash, or is drawn through the ventilation system, providing reliable alerts and reducing the chance of missed detection.

### 3. Which of the following best describes the arrangement of exits on the B737-700?

- A. Overwing Exits Only
- B. Flight Deck Side Exits 1L-1R And Overwing Exits**
- C. Only Flight Deck Doors
- D. Rear Cabin Exits

The arrangement of exits on the 737-700 includes multiple egress paths to ensure fast evacuation. In addition to the main doors, there are flight deck side exits on both the left and right of the cockpit (1L and 1R) for crew egress, and there are overwing exits above the wings for passenger escape. This combination—flight deck side exits plus overwing exits—best describes the aircraft's exit layout. If you described it as only overwing exits, you'd miss the crew-accessible side exits; describing it as only flight deck doors would omit the wing exits; and focusing on rear cabin exits ignores the forward doors and wing exits as well.

**4. Safety demonstration is conducted by which method?**

- A. Video presentation
- B. Public Address announcement**
- C. Verbal briefing by FA1
- D. No safety demonstration

Safety briefing is delivered to passengers primarily through a Public Address announcement by the cabin crew. This method ensures every seated passenger can hear the instructions clearly for how to fasten seat belts, use oxygen masks, locate exits, and follow safety procedures. The PA lets the crew adapt the briefing to the flight, timing, and any language needs, and is the standard, authoritative way to communicate safety information to the entire cabin. While a safety video or a verbal briefing by a specific crew member can supplement or replace parts of the briefing in some ops, the primary method emphasized here is the cabin PA. A safety briefing is required and cannot be omitted, so “No safety demonstration” isn’t appropriate.

**5. The handsets on the B737-700 are located at which locations?**

- A. Located at each cabin jumpseat on aircraft left and on the flight deck**
- B. Behind each lavatory door
- C. Under the passenger seats
- D. In the galley

Interphone access for crew communication is designed for quick, in-cabin reach. On the B737-700, handsets are installed at each cabin jumpseat on the aircraft’s left side and on the flight deck. This setup lets cabin crew call the cockpit or other stations without leaving their jumpseat area and without blocking aisles. Handsets behind lavatories, under passenger seats, or in the galley aren’t accessible from the jumpseats and aren’t how the interphone system is laid out, so they wouldn’t provide the required ready access for the crew.

**6. Which of the following correctly describes how Emergency Lights are controlled?**

- A. From the flight deck only
- B. From the flight deck and the Flight Attendant Control Panel at the 2L jumpseat**
- C. From the engine control panel
- D. From the passenger's biometric device

Emergency lights on this aircraft are controllable from two locations: the flight deck and the Flight Attendant Control Panel at the 2L jumpseat. The flight deck can command the emergency lighting to illuminate for evacuations or safety checks, ensuring exits and path lighting are visible even if cabin systems are disrupted. The Flight Attendant Control Panel at 2L gives cabin crew direct control to activate, test, and manage the emergency lighting in their area, coordinating with the pilots as needed. The engine control panel isn’t used to control emergency lighting, and a passenger biometric device isn’t part of the lighting system.

**7. The B737-700 (73G) has two overwing exits and how many cabin doors?**

- A. 4
- B. 3
- C. 6**
- D. 5

On this airplane, count the exit doors used for cabin evacuation. There are four main cabin doors: two at the front (one on each side) and two at the rear (one on each side). In addition, there are two overwing exit doors, one on each side, located over the wing to provide extra egress capacity. Add them up and you get six doors in total. That's why six is the correct count.

**8. During evacuation on landing with three flight attendants, FA1 briefs and commands which exits?**

- A. 1L and 1R**
- B. 1L only
- C. 1R only
- D. 2L/2R

During an evacuation, duties are split by exit location. With three flight attendants, the front flight attendant takes responsibility for the forward doors, briefing the passengers and issuing the commands for evacuating through 1L and 1R. Those front exits are the quickest, most direct path to safety, so having FA1 manage them ensures a fast, organized start to the evacuation. The other two attendants focus on the rear exits (2L/2R), assisting with slide deployment and guiding passengers away from the aircraft. This arrangement keeps the evacuation efficient, which is why FA1 briefs and commands the forward exits.

**9. Where are the Emergency Lights controlled from?**

- A. Emergency Lights are controlled from the flight deck and flight attendant control panel at the 2L jumpseat**
- B. From the cockpit only
- C. From the cabin intercom
- D. By the flight attendant's personal device

Emergency lights are designed to be operable from two locations to ensure fast, coordinated action in an emergency. The flight deck has a dedicated control to activate the emergency lighting, illuminating exit routes when needed. The flight attendant control panel at the 2L jumpseat gives cabin crew the ability to turn on and monitor the lighting to guide passengers during an evacuation. This dual control prevents reliance on a single crew position and maintains safety even if one control is inaccessible. It isn't controlled from the cabin intercom or a flight attendant's personal device, which would not provide the necessary reliability or control.

**10. What are the aircraft models of the B737-800?**

**A. 73 Q, 73 U, and 73Y**

**B. 73 Q, 73 L, and 73V**

**C. 73 A, 73 B, 73 C**

**D. 73 D, 73 E, 73 F**

The B737-800 is treated as a family with several internal model codes that distinguish different configurations within the same type. United Airlines uses three sub-models for the 737-800: 73Q, 73U, and 73Y. These codes help operations and maintenance identify the exact aircraft configuration, such as cabin layout, equipment packages, or other setup differences, even though they are all 737-800s. The other code combinations don't match United's documented sub-model designations for the 737-800, so they aren't correct.

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

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

**<https://unitedprimaryaircraftb73770073g.examzify.com>**

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

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