

UNITED KNOWLEDGE VALIDATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Two fair dice are rolled. What is the probability that the sum is 7?
 - A. $5/36$
 - B. $1/3$
 - C. $1/9$
 - D. $1/6$
2. If a child or infant rescue breath does not go in, what should you do first?
 - A. Re-position the head and breathe again
 - B. Stop and wait for a medical professional
 - C. Check for pulse for 20 seconds
 - D. Deliver a second breath immediately without repositioning
3. CARE is used for...
 - A. UMNR
 - B. Infants
 - C. Crew
 - D. VIPs
4. When can flight attendants get out of the jumpseat during taxi, takeoff, and landing?
 - A. For safety precautions.
 - B. Never allowed.
 - C. Only with Captain's verbal clearance.
 - D. Only when seated in the jumpseat.
5. What is the FAA minimum crew for the B737-700?
 - A. 3
 - B. 4
 - C. 5
 - D. 2
6. Which is a common phishing red flag?
 - A. A calendar invite from a trusted domain
 - B. Urgent request to click a link from an unfamiliar sender
 - C. An email from a known colleague requesting routine information
 - D. A password-protected zip file from IT

7. Quarterly growth rates are 2%, -1%, 3%, and 4%. What is the approximate cumulative annual growth?
- A. About 6.5%
 - B. About 8.2%
 - C. About 10%
 - D. About 2%
8. How many inches in depth do you go for CPR on an adult?
- A. 1 inch
 - B. 3 inches
 - C. 2 inches
 - D. 4 inches
9. Which threat level corresponds to life-threatening behavior?
- A. Threat Level 1
 - B. Threat Level 3
 - C. Threat Level 2
 - D. Threat Level 4
10. How many O.W.E exits are there on the Boeing 737-800 and 737-900 family?
- A. 2
 - B. 3
 - C. 4
 - D. 5

Answers

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

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Explanations

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1. Two fair dice are rolled. What is the probability that the sum is 7?

- A. $5/36$
- B. $1/3$
- C. $1/9$
- D. $1/6$**

To get a sum of seven when rolling two fair dice, count favorable outcomes over total outcomes. There are 36 equally likely results from two dice. The pairs that sum to seven are exactly six: (1,6), (2,5), (3,4), (4,3), (5,2), and (6,1). So the probability is $6/36$, which reduces to $1/6$. The other numbers would imply different counts of favorable pairs—for example, five favorable pairs would give $5/36$, twelve would give $1/3$, and four would give $1/9$ —so they don't match the actual six ways to total seven.

2. If a child or infant rescue breath does not go in, what should you do first?

- A. Re-position the head and breathe again**
- B. Stop and wait for a medical professional
- C. Check for pulse for 20 seconds
- D. Deliver a second breath immediately without repositioning

Opening the airway is the first thing to do when a rescue breath doesn't go in. The air may not enter because the airway is blocked or the head and neck aren't positioned to keep the airway open. Re-position the head and chin to open the airway, then try the breath again. For infants, use a neutral head position with a gentle chin lift and make a good seal around the mouth and nose. After re-positioning, give the breath again for about one second and watch for the chest to rise. If it still doesn't go in, check for any visible obstruction and remove it if possible, then attempt again. If breaths continue to fail, proceed with the next CPR steps as instructed.

3. CARE is used for...

- A. UMNRR**
- B. Infants
- C. Crew
- D. VIPs

CARE is a program designed to support unaccompanied minors through travel, providing dedicated supervision and smooth handoff from departure to arrival. It covers steps like check-in assistance, escorting the child through the airport, and ensuring the minor is handed to a designated guardian at the destination. This focus on safeguarding a traveler who must fly alone is why it's used specifically for unaccompanied minors. Infants typically travel with a parent or guardian and follow infant-specific policies, crew refers to airline staff, and VIP services handle priority treatment for high-profile passengers—none of these are the CARE program.

4. When can flight attendants get out of the jumpseat during taxi, takeoff, and landing?

- A. For safety precautions.
- B. Never allowed.
- C. Only with Captain's verbal clearance.
- D. Only when seated in the jumpseat.**

The key idea is that during taxi, takeoff, and landing flight attendants must stay in their jumpseat with their seat belts fastened. These are the most critical moments for safety, so staying anchored in the jumpseat ensures they're in position to respond immediately if needed and keeps the cabin orderly. The choice that matches this idea says they exit only from the jumpseat—in other words, they don't roam the cabin during these phases and only move from the jumpseat when they're cleared or required to perform a safety task. In practice, leaving the jumpseat is restricted and not something done casually during taxi, takeoff, or landing.

5. What is the FAA minimum crew for the B737-700?

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

The key idea is how FAA rules define minimum crew for passenger airplanes: you need a two-person flight deck (Captain and First Officer) plus enough cabin attendants to handle the passengers. For the Boeing 737-700, the smallest crew that meets these requirements is two in the cockpit and at least one flight attendant in the cabin, totaling three people on board. This is the minimum to safely operate and service passengers on a typical flight, with more cabin attendants required only for configurations with higher seating. So three is the lowest number that satisfies both cockpit and cabin crew requirements. The other options either omit the necessary cockpit crew or add extra crew beyond the minimum.

6. Which is a common phishing red flag?

- A. A calendar invite from a trusted domain
- B. Urgent request to click a link from an unfamiliar sender**
- C. An email from a known colleague requesting routine information
- D. A password-protected zip file from IT

Phishing red flags often hinge on urgency and unfamiliar senders. An urgent request to click a link from someone you don't recognize is a classic tactic: it pressure-tests your caution and can lead you to a fake login page or malware. The sense of immediacy tricks you into acting before you can assess the message safely. The other scenarios can be legitimate in real life—for example, a calendar invite from a trusted domain might be genuine, a known colleague asking for routine information could be normal, and a password-protected zip file from IT can be a legitimate secure attachment. Still, it's always wise to verify anything that feels off, but the screenshot of urgency from an unknown sender is the strongest, most common phishing warning.

7. Quarterly growth rates are 2%, -1%, 3%, and 4%. What is the approximate cumulative annual growth?

- A. About 6.5%
- B. About 8.2%**
- C. About 10%
- D. About 2%

Growth compounds over time, so you combine quarterly changes by multiplying their growth factors. Turn each rate into a factor: 1.02, 0.99, 1.03, 1.04. Multiply in order: $1.02 \times 0.99 = 1.0098$; $1.0098 \times 1.03 = 1.040094$; $1.040094 \times 1.04 = 1.08169776$. Subtract 1 to get the annual growth: 0.08169776, about 8.17%, which rounds to roughly 8.2%. The slight edge over 8% comes from compounding across quarters. Relying on simple addition would miss this small compounding effect.

8. How many inches in depth do you go for CPR on an adult?

- A. 1 inch
- B. 3 inches
- C. 2 inches**
- D. 4 inches

Adult CPR chest compression depth is what this question focuses on. The recommended depth is about 2 inches (roughly 5 cm) with each compression, allowing the chest to recoil fully between pushes. This depth is deep enough to generate adequate blood flow without increasing the risk of serious injury that can come with much deeper compressions. Shallow compressions, like 1 inch, don't move enough blood, while much deeper compressions (around 3 or 4 inches) raise injury risk without additional benefit in standard guidelines. Maintain a steady rate of 100–120 compressions per minute and ensure complete chest recoil after every compression.

9. Which threat level corresponds to life-threatening behavior?

- A. Threat Level 1
- B. Threat Level 3**
- C. Threat Level 2
- D. Threat Level 4

Understanding threat levels hinges on immediacy and severity of harm. Life-threatening behavior means actions that could cause death or serious injury right now, so the response must be immediate and decisive. This is why it's described as the third level: it signals urgent danger that requires rapid protective action to prevent harm. Lower levels represent less immediate risk—the first level is minimal or non-imminent danger, not demanding urgent action. The second level indicates elevated risk or intent but not an immediate life threat. The fourth level is reserved for the most extreme scenarios, where the danger is beyond a typical life-threatening incident, such as catastrophic risk to many people.

10. How many O.W.E exits are there on the Boeing 737-800 and 737-900 family?

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

Over-Wing Exits are additional escape routes used to meet required evacuation capacity. On the 737-800 and 737-900 family, there are two over-wing exits on each side of the fuselage, giving a total of four OWE exits. This arrangement helps ensure there are enough exits for quick evacuation in emergencies, even if some doors aren't usable. The other counts would either understate the actual layout (two) or add exits that these variants don't include (five), while three would imply an uneven or nonstandard configuration.

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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:

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

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