

BEECHJET 400A COMPUTER TRAINING SYSTEMS (CTSIS) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

<https://beechjet400actsys.examzify.com>



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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. Engine anti-ice systems must be on for taxi and takeoff when in visible moisture at what temperature?**
 - A. 0 degrees C or colder
 - B. 5 degrees C or colder
 - C. 10 degrees C or colder
 - D. 5 degrees C or warmer

- 2. In an engine failure during landing configuration, what is the recommended action regarding thrust?**
 - A. Thrust to idle
 - B. Do not change thrust
 - C. Thrust (operating engine) AS REQUIRED
 - D. Thrust to maximum

- 3. Which annunciator indicates a clogged fuel filter?**
 - A. L FUEL LEVEL LO annunciator
 - B. L or R F FLTR BYPASS annunciator
 - C. GEN OFF annunciator
 - D. FUEL PUMP LO annunciator

- 4. If No.1 inverter fails, what does No.2 inverter do?**
 - A. Transfers power to the primary buses leaving the secondary buses powerless.
 - B. Continues to power the secondary buses.
 - C. Powers the emergency bus.
 - D. Shuts down the entire system.

- 5. In a false start, what is the first action you should take?**
 - A. Move ignition switch to OFF.
 - B. Move the thrust lever to CUTOFF.
 - C. Motor the engine for 15 seconds.
 - D. Press engine start disengage button.

6. What is the red line maximum on the ammeter for RK1 through RK97 not modified by one of the appropriate kits?
- A. 200 amps
 - B. 600 amps
 - C. 400 amps
 - D. 1000 amps
7. During takeoff, if an inadvertent thrust reverser deployment occurs below V1, what is the first pilot action?
- A. Apply brakes.
 - B. Retard the throttles to idle.
 - C. Retract the landing gear.
 - D. Deploy speed brakes.
8. What is the purpose of the water separator of the air cycle machine?
- A. To remove the excess moisture which is caused by rapid lowering of the air temperature
 - B. To remove dust
 - C. To remove oil
 - D. To cool the air
9. During cruise flight, the electrical boost pump switches should be selected:
- A. On
 - B. Auto
 - C. Reset
 - D. Off
10. What is the maximum fan RPM (N1) percentage?
- A. 100%
 - B. 102%
 - C. 106%
 - D. 104%

Answers

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

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Explanations

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1. Engine anti-ice systems must be on for taxi and takeoff when in visible moisture at what temperature?

- A. 0 degrees C or colder
- B. 5 degrees C or colder**
- C. 10 degrees C or colder
- D. 5 degrees C or warmer

Engine anti-ice is required during taxi and takeoff when visible moisture is present and the ambient air temperature is 5°C or colder. The reason is that at or below this temperature range, supercooled water droplets in visible moisture can freeze on contact with the engine inlets, forming ice that blocks airflow and reduces thrust or even leads to engine damage. Activating the anti-ice system warms the inlet and prevents ice buildup before it starts. If the temperature is warmer than 5°C, the icing risk in typical visible moisture conditions is much lower, so the rule doesn't require anti-ice for taxi/takeoff in that case.

2. In an engine failure during landing configuration, what is the recommended action regarding thrust?

- A. Thrust to idle
- B. Do not change thrust
- C. Thrust (operating engine) AS REQUIRED**
- D. Thrust to maximum

When one engine fails during landing configuration, you manage energy by setting the thrust on the remaining engine to whatever level is required to hold the correct approach speed and descent profile. This ensures you have enough airspeed and control authority to safely reach the runway, and it leaves you with the option to go around if stability or glide path cannot be maintained. Keeping the operating engine at idle would likely cause you to slow too much and risk a stall, while pushing it to maximum isn't needed for a normal approach and could create unnecessary asymmetry and drag. So you apply thrust on the operating engine as required to sustain the approach and maintain safe energy management.

3. Which annunciator indicates a clogged fuel filter?

- A. L FUEL LEVEL LO annunciator
- B. L or R F FLTR BYPASS annunciator**
- C. GEN OFF annunciator
- D. FUEL PUMP LO annunciator

In the Beechjet 400A fuel system, a clogged fuel filter is indicated by the fuel filter bypass indicator on the left or right side. When a filter becomes sufficiently restricted, the bypass valve opens to maintain fuel flow, and the corresponding FUEL FILTER BYPASS light comes on. This tells you the filter is likely clogged and needs service or replacement. Other lights shown—low fuel level, generator off, or low fuel pump—relate to different systems (quantity, electrical generation, or pump performance) and do not indicate a clogged filter.

4. If No.1 inverter fails, what does No.2 inverter do?

- A. Transfers power to the primary buses leaving the secondary buses powerless.
- B. Continues to power the secondary buses.
- C. Powers the emergency bus.
- D. Shuts down the entire system.

Redundancy in the inverter power system is designed to keep essential aircraft loads alive if one inverter fails. When the first inverter goes out, the second inverter automatically takes over the primary buses to maintain power for the critical avionics and flight-control systems. The secondary buses are left powerless because the system prioritizes the primary (essential) loads and isolates the nonessential buses to prevent overloading the remaining inverter. This is why the surviving inverter transfers power to the primary buses rather than continuing to power the secondary buses or shutting down the whole system.

5. In a false start, what is the first action you should take?

- A. Move ignition switch to OFF.
- B. Move the thrust lever to CUTOFF.
- C. Motor the engine for 15 seconds.
- D. Press engine start disengage button.

During a false start the immediate goal is to stop fuel flow and prevent the engine from accelerating further. The quickest and most effective way to do that on the Beechjet 400A is to move the thrust lever to CUTOFF. This action shuts off fuel to the engine, halting the start sequence and allowing the engine to decelerate safely. Turning the ignition off or pressing the engine start disengage button aren't the primary steps to halt the start, and delaying fuel cutoff can allow the compressor to accelerate toward surge. After the fuel is cut, you would monitor engine indications and follow the SOP, potentially motoring the engine briefly if required to purge fuel, before attempting a restart.

6. What is the red line maximum on the ammeter for RK1 through RK97 not modified by one of the appropriate kits?

- A. 200 amps
- B. 600 amps
- C. 400 amps
- D. 1000 amps

The red line on the ammeter indicates the maximum continuous current the RK1 through RK97 circuits are designed to carry without overheating or triggering protection. In the unmodified Beechjet 400A CTSys configuration, this limit is 400 amps, matching the original wiring, components, and protective devices' ratings. Exceeding this would risk damage or premature trips, which is why the red line is set at 400 A. The other values would only apply if a modification kit had been installed to boost capacity; since this question specifies no kit modification, 400 amps is the correct limit.

7. During takeoff, if an inadvertent thrust reverser deployment occurs below V1, what is the first pilot action?

- A. Apply brakes.**
- B. Retard the throttles to idle.
- C. Retract the landing gear.
- D. Deploy speed brakes.

Aborting at or below V1 means you must stop on the runway. The first priority is to arrest the airplane's forward motion as quickly and reliably as possible, and the wheel brakes provide the immediate, controllable way to do that. An inadvertent thrust reverser deploy adds drag and can complicate control, but it does not substitute for the need to halt the takeoff run. Reducing thrust to idle is important, but it comes after you've started braking to dissipate energy; retracting the gear and deploying speed brakes are not the initial actions needed to stop a takeoff below V1. The key idea is that the decision point dictates stopping the aircraft with braking first.

8. What is the purpose of the water separator of the air cycle machine?

- A. To remove the excess moisture which is caused by rapid lowering of the air temperature**
- B. To remove dust
- C. To remove oil
- D. To cool the air

Moisture removal in the air cycle system is being tested. When bleed air is cooled rapidly in the air cycle machine, water vapor condenses into liquid water. The water separator captures this condensate so that dry air continues on to the conditioning stages and into the cabin, preventing water-related problems like icing or water damage in the system. That's why removing excess moisture is the primary purpose. Dust is handled by filters upstream in the system, not by the water separator. Oil removal is a different process that deals with oil vapors and droplets, not the condensate from moisture. And cooling the air is accomplished by the heat exchangers and the turbine expansion in the air cycle machine, not by the water separator.

9. During cruise flight, the electrical boost pump switches should be selected:

- A. On
- B. Auto**
- C. Reset
- D. Off

Electric boost pumps are there to maintain fuel pressure to the engines and provide redundancy if a main pump loses pressure. In cruise, setting the pumps to Auto allows them to operate only when needed: they automatically come on if the engine-driven pump pressure drops below a set threshold or during crossfeed, keeping fuel flowing without requiring pilot input. This automatic behavior protects against fuel starvation in a pump failure scenario while avoiding unnecessary electrical load and wear from leaving the pumps on continuously. The Reset position is for clearing a fault after it trips, not for normal operation, and Off would remove boost pressure entirely, which is unsafe if one pump or the engine-driven pump fails. So Auto is the sensible default for cruise.

10. What is the maximum fan RPM (N1) percentage?

- A. 100%
- B. 102%
- C. 106%
- D. 104%**

N1 is the fan speed expressed as a percentage of its maximum permissible speed, and aircraft engines set a hard red-line limit to protect the compressor and turbine. For the Beechjet 400A's engine configuration, that red-line limit is 104 percent. The engine control system will not allow N1 to exceed this value, and attempting to go beyond it triggers protective measures to prevent overspeed. Thus, the maximum N1 you can see is 104 percent. 100% is simply below the limit, 102% is also under the limit but not the top value, and 106% would exceed the allowed limit and would be prevented by the engine protection system.

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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://beechjet400actsys.examzify.com>

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

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