

COMMUNICATION, NAVIGATION, POSITION AND WARNING 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. What quantity is accurately measured by a capacitance type fuel quantity indicating system?**
 - A. The mass
 - B. The volume
 - C. The temperature
 - D. The weight

- 2. Why are two antennas usually required for an ILS system?**
 - A. The localizer requires more power than the glideslope.
 - B. The localizer and glideslope signals are transmitted on different frequencies.
 - C. They operate on the same frequency but different polarizations.
 - D. One antenna monitors signals for redundancy.

- 3. An anti skid system is a blank system.**
 - A. Hydromechanical
 - B. Pneumatic
 - C. Electrical
 - D. Electro hydraulic

- 4. The function of a display controller in an EFIS is to**
 - A. Manage cockpit lighting levels
 - B. Allow the pilot to select the appropriate system configuration for the current flight situation
 - C. Provide weather information on demand
 - D. Coordinate autopilot modes with the flight director

- 5. What is the power source of the ELT**
 - A. Aircraft battery
 - B. External power
 - C. Own battery
 - D. Generator

- 6. The method of mounting aircraft instruments in their respective panels depends on the**
- A. layout of electrical wiring
 - B. design of the instrument case
 - C. pilot preference
 - D. aircraft type
- 7. A turn coordinator instrument indicates**
- A. Bank angle and heading
 - B. Yaw and airspeed
 - C. Roll and yaw
 - D. Pitch and yaw
- 8. Name the basic components of an autopilot system.**
- A. Gyros, servos, a controller, and an amplifier or computer
 - B. Antenna, transmitter, displays, and sensors
 - C. Propellers, rudder, elevator, aileron
 - D. Computers, displays, autopilot switch, and battery
- 9. When cabin doors are not properly closed on a jet transport, what is the usual signaling method?**
- A. Audible alarm
 - B. Warning light
 - C. Master caution indicator
 - D. Red beacon
- 10. The gyro in a flight instrument remains rigid in space and the aircraft rotates about it.**
- A. False
 - B. It depends on instrument type
 - C. True
 - D. Traditional gyros are not rigid

Answers

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

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Explanations

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1. What quantity is accurately measured by a capacitance type fuel quantity indicating system?

- A. The mass**
- B. The volume
- C. The temperature
- D. The weight

The key idea is that capacitance type fuel quantity systems detect how much fuel is present by sensing fuel level in the tanks. The capacitance changes as the amount of fuel (the dielectric between the probes) changes, giving a measurement of the fuel height, which is then translated into volume. To get mass from this, you'd need to apply fuel density, but the sensor itself measures volume (fuel level). So the correct quantity measured directly by a capacitance type FQIS is volume (fuel level). Mass and weight would require an additional density or gravity-based conversion, and temperature is not the direct quantity being measured by this system.

2. Why are two antennas usually required for an ILS system?

- A. The localizer requires more power than the glideslope.
- B. The localizer and glideslope signals are transmitted on different frequencies.**
- C. They operate on the same frequency but different polarizations.
- D. One antenna monitors signals for redundancy.

The main idea is that the two parts of an ILS provide different kinds of guidance and must be received separately. The localizer gives horizontal guidance and operates in a VHF band, while the glideslope provides vertical guidance and uses a different frequency band (UHF-like). Because these signals live in separate frequency ranges, they can be transmitted and received without interfering with each other, allowing the aircraft to tune and process both streams simultaneously with dedicated receivers. This separation also lets each antenna be optimized for its specific beam pattern and coverage—one located at the far end of the runway for the localizer, and another near the approach end for the glideslope. The other ideas—more power, the same frequency with different polarizations, or relying on redundancy—don't explain why two antennas are used for the dual guidance signals.

3. An anti skid system is a blank system.

- A. Hydromechanical
- B. Pneumatic
- C. Electrical
- D. Electro hydraulic**

Anti-skid braking relies on electronically sensing wheel speed and quickly modulating the actual braking force using hydraulic power. The system combines electronic control with hydraulic actuation: wheel-speed sensors feed data to a brake control unit, which then commands hydraulic valves to increase or release pressure at each brake to keep wheels from locking. That blend of electronic processing and hydraulic power makes it an electro-hydraulic system. A purely hydromechanical setup wouldn't have electronic processing to modulate pressure based on wheel slip, and a purely pneumatic or electrical system wouldn't provide the necessary hydraulic braking pressure that anti-skid requires. The electrical part handles sensing and control logic, while the hydraulic part provides the actual braking force, so electro hydraulic is the correct description.

4. The function of a display controller in an EFIS is to

- A. Manage cockpit lighting levels
- B. Allow the pilot to select the appropriate system configuration for the current flight situation**
- C. Provide weather information on demand
- D. Coordinate autopilot modes with the flight director

The display controller's job is to configure how information is shown on the EFIS displays. It lets the pilot choose the appropriate display layout and data presentation for the current phase of flight or situation, such as switching between primary flight data, navigation/map views, plan view, or different overlays and ranges. This makes the cockpit information adaptable and easy to interpret for the task at hand. Cockpit lighting is handled by a separate lighting system, so it isn't the function of the display controller. Weather information is provided by weather radar or other sensors, and while the controller can switch to a weather overlay, it doesn't generate that data itself. Autopilot modes and the flight director are managed by the flight control logic, not by the display controller.

5. What is the power source of the ELT

- A. Aircraft battery
- B. External power
- C. Own battery**
- D. Generator

An emergency locator transmitter is designed to keep broadcasting even if the aircraft's electrical system fails, so it has its own dedicated power source. The transmitter is powered by a built-in battery inside the ELT, ensuring it can operate and send the distress signal independently of the aircraft's battery, external power, or any generator. This independence is what guarantees the beacon can function after a crash or power loss.

6. The method of mounting aircraft instruments in their respective panels depends on the

- A. layout of electrical wiring
- B. design of the instrument case**
- C. pilot preference
- D. aircraft type

Mounting method is determined by the instrument case design because each instrument is built with its own mounting provisions—such as studs, rear mounts, or flush-mount features—that the panel must accommodate. The panel is cut or prepared to fit the exact case and to ensure proper alignment, clearances, and vibration isolation. In short, how an instrument is secured in the panel follows the case design first, since that sets the hardware and mounting points needed. Wiring layout affects how things are routed and serviced, not how the instrument is physically attached. Pilot preference isn't a factor in the standard mounting method, and while the aircraft type can influence overall panel layout, it doesn't change the fundamental mounting approach dictated by the instrument case.

7. A turn coordinator instrument indicates

- A. Bank angle and heading
- B. Yaw and airspeed
- C. Roll and yaw**
- D. Pitch and yaw

The turn coordinator uses a slightly tilted gyro to sense both roll and yaw, giving two cues: how quickly you're rolling into or out of a turn (roll rate) and how fast you're actually turning (rate of turn, or yaw). The miniature airplane tilts with roll, and the movement of the needle shows the turn rate, helping you coordinate and anticipate the turn. It does not display exact bank angle, heading, airspeed, or pitch—the heading and attitude are shown by other instruments, and airspeed by the airspeed indicator. Therefore, this instrument indicates roll and yaw.

8. Name the basic components of an autopilot system.

- A. Gyros, servos, a controller, and an amplifier or computer**
- B. Antenna, transmitter, displays, and sensors
- C. Propellers, rudder, elevator, aileron
- D. Computers, displays, autopilot switch, and battery

An autopilot system is built from sensing, deciding, and acting. It needs a way to know the aircraft's attitude and motion, a brain to compute what to command, and a way to move the surfaces to make those commands happen. The components in the correct answer fit this structure: gyros provide angular rate and attitude information, giving the autopilot its sense of orientation; servos are the actuators that drive the control surfaces to trim or steer the aircraft; a controller processes the sensor data and computes the required control actions; and an amplifier or computer powers and drives the servo outputs, sometimes serving as the same unit as the flight-control computer. The other options miss essential parts. A radio/antenna/display setup describes communications and information displays, not the autopilot's sensing and actuation loop. The list of propellers and control surfaces are airframe components, not autopilot hardware. The last option mentions computers and displays but omits the critical sensors to determine attitude and the actuators to move control surfaces, so it doesn't represent a full autopilot system.

9. When cabin doors are not properly closed on a jet transport, what is the usual signaling method?

- A. Audible alarm
- B. Warning light**
- C. Master caution indicator
- D. Red beacon

The signal is a dedicated warning light. When a cabin door isn't fully secured, the door interlock system triggers a visual alert on the flight deck or cabin control panel, illuminating a warning light to catch the crew's attention quickly. This visual cue is reliable in any lighting and lets the crew verify the door status at a glance and take corrective action. While audible alerts may occur on some aircraft, the common and most direct signal for this condition is the warning light. Other indicators like master cautions or external beacons serve broader or different warning purposes and aren't the standard signal for a door left ajar.

10. The gyro in a flight instrument remains rigid in space and the aircraft rotates about it.

- A. False
- B. It depends on instrument type
- C. True**
- D. Traditional gyros are not rigid

A spinning gyro behaves as if its axis stays fixed in space because of angular momentum. In flight instruments, the rotor's axis resists changes in orientation, so the gyro appears rigid in space. The aircraft, with the gyro mounted in gimbals, rotates around that fixed axis. Changes in the airplane's attitude cause the surrounding frame to move while the gyro's axis remains pointed in the same direction, and that relative motion is what the instrument displays. Minor drift or precession can occur due to external torques and damping, but the fundamental idea is that the gyro's axis is effectively space-fixed while the airplane turns about it. Thus the statement is true.

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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://commnavpositionwarning.examzify.com>

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

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