# DFW Instructors 300/350 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. Don't worry about getting everything right, 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, and take breaks to retain information better.**

### 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.**

### 7. Use Other Tools

**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

**1. What indicates that the ELT is transmitting?**

**A. CAS message ELT ON and external buzzer**

**B. Visual alert on the MFD**

**C. Audible alarm in the cockpit**

**D. Flashing lights on the ELT panel**

**2. What should be monitored on the EICAS during critical phases of flight?**

**A. Fuel quantity**

**B. Engine temperature**

**C. Electrical status**

**D. Warnings and advisories**

**3. What type of air is used for pressurization?**

**A. Filtered air**

**B. Intermediate air (IP air)**

**C. High-pressure air**

**D. Ground air**

**4. At what PSI is the intermediate pressure regulated?**

**A. 45 ±3**

**B. 50 ±3**

**C. 55 ±3**

**D. 60 ±3**

**5. How much steering authority does the pilot have through the tiller?**

**A. 50°**

**B. 60°**

**C. 65°**

**D. 70°**

**6. Where is the underwater locator device located in an aircraft?**

**A. On the cockpit ceiling**

**B. Located on the CVR and FDR**

**C. In the tail section**

**D. Within the left wing**

**7. Which function of the Smart Landing does NOT pertain to runway monitoring?**

**A. Long landing**

**B. Stabilized approach**

**C. Glide path monitoring**

**D. Altimeter**

**8. Which of the following is a primary concern of the proximity sensing system?**

**A. Weather detection**

**B. Collision avoidance**

**C. Fuel efficiency**

**D. Aircraft maintenance**

**9. What components does the MultiScan radar utilize to create threat displays?**

**A. Altitude, airspeed, and geographic location**

**B. Geographic database, time of day, time of year**

**C. Weather patterns, altitude, and time of year**

**D. Geographical features, air traffic, and regulations**

**10. What role do the emergency brakes serve in the hydraulic system?**

**A. Normal operation of the landing gear**

**B. Augment braking during emergency situations**

**C. Control pitch attitude**

**D. Activate thrust reversers**

# Answers

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

# Explanations

## 1. What indicates that the ELT is transmitting?

**A. CAS message ELT ON and external buzzer**

**B. Visual alert on the MFD**

**C. Audible alarm in the cockpit**

**D. Flashing lights on the ELT panel**

**The indication that the Emergency Locator Transmitter (ELT) is transmitting is represented by the CAS message "ELT ON" along with an external buzzer. This combination provides clear and direct alerts regarding the operational status of the ELT. The CAS message confirms that the system has been activated, and the external buzzer serves as an audible alert, ensuring that the crew is informed of the transmission status. While visual alerts, cockpit alarms, and flashing lights on the ELT panel may provide additional information regarding the ELT's status, they do not specifically combine the critical elements of both message confirmation and audible signaling, which are key indicators of an active transmission. The CAS message is particularly important as it informs the crew of the situation in a standardized format recognized by the crew's operational protocols. Therefore, this choice effectively encapsulates the most reliable indicators for confirming that the ELT is actively transmitting.**

## 2. What should be monitored on the EICAS during critical phases of flight?

**A. Fuel quantity**

**B. Engine temperature**

**C. Electrical status**

**D. Warnings and advisories**

**Monitoring warnings and advisories on the Engine Indication and Crew Alerting System (EICAS) during critical phases of flight is essential for maintaining safety and operational integrity. The critical phases include takeoff, landing, and any significant changes in altitude or flight path where attention needs to be focused on immediate aircraft performance and systems. Warnings indicate conditions that require immediate attention, such as engine failures or severe system malfunctions, while advisories provide important information about system statuses that may not be critical but still warrant awareness. By keeping a vigilant eye on these alerts, pilots can respond swiftly to potential issues, enabling them to take corrective actions to ensure the safety of the flight. While monitoring fuel quantity, engine temperature, and electrical status is also important for overall flight management, the urgency of direct warnings and advisories takes precedence during critical phases due to their potential impact on operation and safety. Thus, prioritizing the monitoring of warnings and advisories allows for prompt decision-making in the face of any emergent situation.**

## 3. What type of air is used for pressurization?

**A. Filtered air**

**B. Intermediate air (IP air)**

**C. High-pressure air**

**D. Ground air**

**The correct answer is intermediate pressure air (IP air), which is essential for pressurization in various systems, particularly in aviation. This type of air is used because it strikes a balance between being sufficiently pressurized for effective operation while ensuring safety and efficiency in system design. Intermediate pressure air often comes from compressors or other sources within an aircraft's systems and is prepared to meet specific requirements for functions such as cabin pressurization and pneumatic system operations. The use of IP air ensures that the systems can maintain appropriate operational pressure without the complications associated with higher pressures, which could lead to structural stress or the need for more robust components. Filtered air may be necessary for certain applications, ensuring that contaminants are removed, but it does not inherently possess the pressure characteristics needed for the effective pressurization processes. High-pressure air typically refers to air stored at very high pressures, which may be used in specific applications but is less common for general pressurization. Ground air can also reference air brought from external sources during maintenance before flight but lacks the specific capacity and management necessary for effective pressurization once the aircraft is in operation. Thus, IP air is classified as the ideal choice for pressurization needs, making it the correct option in this context.**

## 4. At what PSI is the intermediate pressure regulated?

**A. 45 ±3**

**B. 50 ±3**

**C. 55 ±3**

**D. 60 ±3**

**The intermediate pressure in a system is designed to be regulated at a specific range to ensure optimal performance and safety. In many industry standards and guidelines, the intermediate pressure is often set around 50 PSI with an acceptable tolerance of plus or minus 3 PSI. This means that the pressure can vary between 47 PSI and 53 PSI, allowing for slight fluctuations while still maintaining a consistent operational pressure. Setting the intermediate pressure at 50 PSI is common because it balances efficiency with safety. It provides adequate pressure for various uses without exceeding levels that could potentially lead to safety risks or system failures. This pressure point reflects a balance that allows for consistent operation and compatibility with various equipment and components designed to function effectively within this range.**

## 5. How much steering authority does the pilot have through the tiller?

**A. 50°**

**B. 60°**

**C. 65°**

**D. 70°**

**The correct answer indicates that the pilot has 65° of steering authority through the tiller. This value is significant in the context of aircraft operations, especially during ground movements such as taxiing and maneuvering on the ramp. Having 65° of steering authority allows the pilot to make precise and controlled adjustments to the aircraft's direction while on the ground, which is crucial for avoiding obstacles, controlling speed, and maintaining the intended taxi path. This degree of authority reflects the designs of many aircraft that aim to balance maneuverability with the need for stability and control in different ground operations. Understanding the specifics of steering authority helps ensure that pilots can effectively operate their aircraft in ground situations, which can be more challenging than aerial navigation due to the proximity of other vehicles and infrastructure. Each aircraft may have a different specification, but recognizing that 65° is the authority provided by the tiller gives pilots essential knowledge for safe operations.**

## 6. Where is the underwater locator device located in an aircraft?

**A. On the cockpit ceiling**

**B. Located on the CVR and FDR**

**C. In the tail section**

**D. Within the left wing**

**The underwater locator device (ULD), commonly known as an underwater locator beacon, is typically attached to both the cockpit voice recorder (CVR) and the flight data recorder (FDR). When in water, the ULD activates and emits acoustic signals that help locate the recorders, which are crucial for investigating an aircraft accident. These recorders are often housed in protective enclosures, making them durable against harsh conditions, but the ULD is specifically designed to be an integral part of both the CVR and FDR to ensure they can be found quickly after a potential water landing or crash. Considering other options, having the ULD in the cockpit ceiling or the left wing would not be practical, as these locations do not align with the design and purpose of the ULD in relation to flight recorders. Similarly, while some might assume the tail section as a potential location, it is not where the ULD is housed.**

## 7. Which function of the Smart Landing does NOT pertain to runway monitoring?

**A. Long landing**

**B. Stabilized approach**

**C. Glide path monitoring**

**D. Altimeter**

**The function associated with Smart Landing that does not pertain to runway monitoring is the altimeter. The altimeter's primary purpose is to measure the aircraft's altitude above sea level or above a specified reference point, which involves monitoring vertical position rather than direct engagement with the runway itself. In the context of runway monitoring, functions like long landing, stabilized approach, and glide path monitoring directly relate to ensuring that the aircraft lands correctly and safely on the runway. Long landing pertains to assessing distance required for landing, stabilized approach is focused on maintaining proper descent and approach profiles for landing, and glide path monitoring involves ensuring the aircraft follows the correct descent path to the runway. These functions are integral to ensuring effective runway utilization and safety during landing procedures.**

## 8. Which of the following is a primary concern of the proximity sensing system?

**A. Weather detection**

**B. Collision avoidance**

**C. Fuel efficiency**

**D. Aircraft maintenance**

**The primary concern of a proximity sensing system is collision avoidance. This system is designed to detect the presence of nearby objects, whether they are other aircraft, environmental obstacles, or ground features, to prevent collisions. By providing real-time data about the distance and relative movement of these objects, proximity sensing plays a crucial role in enhancing safety in various contexts, such as aviation, automotive systems, and robotics. In aviation, for example, proximity sensors help pilots and automated systems maintain safe distances from surrounding objects, which is vital during takeoff, landing, and when maneuvering in tight spaces. By effectively alerting operators to potential obstructions, these systems significantly reduce the risk of incidents and facilitate smoother operations. While other options, such as weather detection, fuel efficiency, and aircraft maintenance, are also important aspects of flight safety and operational efficiency, they do not directly relate to the primary purpose of proximity sensing systems, which is specifically focused on preventing collisions.**

## 9. What components does the MultiScan radar utilize to create threat displays?

**A. Altitude, airspeed, and geographic location**

**B. Geographic database, time of day, time of year**

**C. Weather patterns, altitude, and time of year**

**D. Geographical features, air traffic, and regulations**

**The MultiScan radar leverages a variety of components to create comprehensive threat displays, and the geographic database, time of day, and time of year are particularly critical in this context. The geographic database provides essential information on terrain and obstacles in the vicinity, which can influence the detection of potential threats. Incorporating the time of day allows the radar to adjust its detection capabilities based on visibility conditions, as different times can present various environmental factors affecting radar function. Additionally, considering the time of year accounts for seasonal variances in weather patterns, which can also impact radar performance and threat detection accuracy. Together, these factors enable the MultiScan radar to provide a nuanced understanding of the operational environment, enhancing situational awareness for pilots.**

## 10. What role do the emergency brakes serve in the hydraulic system?

**A. Normal operation of the landing gear**

**B. Augment braking during emergency situations**

**C. Control pitch attitude**

**D. Activate thrust reversers**

**The main function of emergency brakes in a hydraulic system is to provide an additional layer of safety during critical situations when the standard braking system may fail or becomes insufficient. They are specifically designed to engage quickly and effectively, allowing the operator to maintain control of the vehicle's stopping capability in emergencies. This redundancy is crucial in ensuring that the aircraft can halt safely, preventing potential accidents during landing or when encountering other unexpected scenarios that could compromise the standard braking system. While emergency brakes play a vital role in enhancing safety, normal operation of the landing gear is managed through primary hydraulic systems, and pitch attitude control primarily involves flight control surfaces rather than braking systems. Additionally, thrust reversers serve a different purpose by redirecting engine thrust to slow the aircraft, and they do not interact directly with the emergency brake function. Thus, the understanding of emergency brakes centers around their critical role in providing reliable braking force when needed most.**

# 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://dfwinstructors300350.examzify.com**

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