Endeavor Maneuvers Validation (MV) Oral 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

1. What mode ensures that the aircraft operates safely above 50% N2?

A. Battery mode

B. Electrical mode

C. Accessory gearbox mode

D. Standby mode

2. How do you initiate a DME hold?

A. Press the HOLD button

B. Put the desired frequency in the active

C. Activate the autopilot

D. Switch to navigation mode

3. Is there a checklist available for MFD failure?

A. Yes, a detailed checklist exists

B. No, but a fault reset procedure exists if on the ground

C. Yes, but it is outdated

D. No, there is no procedure for MFD failure

4. What does "Unusual attitudes" cause in relation to autopilot?

A. It resets the autopilot settings

B. It engages the emergency systems

C. It disconnects the autopilot

D. It activates the warning systems

5. How many escape ropes are there in the aircraft?

A. One

B. Two

C. Three

D. Four

6. What happens when the ADC knob is set to ADC 1?

A. Data is received from both ADC 1 and ADC 2

B. Data is received from ADC 2 only

C. Data is solely from ADC 1

D. Data reception is disabled

7. Can you flex if FMS 1 and 2 are INOP?

A. Yes, by selecting the FLX RESET

B. No, flexing is not allowed

C. Only if using the EICAS control panel

D. Yes, EICAS menu page using the EICAS control panel

8. How long can passenger oxygen masks supply oxygen?

A. 10 minutes

B. 12 minutes

C. 13 minutes

D. 15 minutes

9. In the context of hydraulic systems, what does SOV stand for?

A. System Operating Valve

B. Supply Operating Valve

C. Shut Off Valve

D. Single Override Valve

10. What is the position of the ISOL valve when the bleed valve selector is set to AUTO and the valve is selected to OPEN?

A. Open

B. Last position (closed)

C. Partially open

D. In a manual state

Answers

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

Explanations

1. What mode ensures that the aircraft operates safely above 50% N2?

A. Battery mode

B. Electrical mode

C. Accessory gearbox mode

D. Standby mode

The accessory gearbox mode is vital for ensuring that the aircraft operates safely above 50% N2, which refers to the speed of the high-pressure compressor in a gas turbine engine. In this mode, critical components such as fuel pumps, oil pumps, and generators are driven by the engine's accessory gearbox. When the N2 speed exceeds 50%, certain systems become operational and can maintain necessary functions for safe flight operations. This mode allows for efficient management of power distribution and ensures that essential equipment is available for performance and safety during various phases of flight. The other modes listed—battery, electrical, and standby modes—play different roles and do not specifically guarantee operational safety regarding N2 speed. They are more focused on power management or redundancy, which might not directly ensure safe operation above that critical N2 threshold. This highlights the importance of the accessory gearbox mode for maintaining operational integrity and safety in aircraft engines at higher speeds.

2. How do you initiate a DME hold?

A. Press the HOLD button

B. Put the desired frequency in the active

C. Activate the autopilot

D. Switch to navigation mode

To initiate a DME hold, it is crucial to set the desired frequency in the active position. This process involves selecting the specific frequency associated with the DME you wish to hold. By ensuring this frequency is active, the system can accurately identify the DME signal, allowing the aircraft to navigate effectively to the specified waypoint while holding its position. Setting the appropriate frequency serves as the foundation for executing a DME hold, as it enables the aircraft's navigation system to communicate with the ground-based DME station. Once the frequency is active, the pilot can then engage in the appropriate procedures, including pressing the HOLD button, if available, to establish the hold. Understanding this sequence highlights the importance of the frequency selection as the first step in successfully conducting a DME hold.

3. Is there a checklist available for MFD failure?

A. Yes, a detailed checklist exists

B. No, but a fault reset procedure exists if on the ground

C. Yes, but it is outdated

D. No, there is no procedure for MFD failure

The presence of a fault reset procedure for MFD (Multi-Function Display) failures when the aircraft is on the ground indicates that operators have a protocol to manage this situation effectively, even if a comprehensive checklist specifically for MFD failure is not available. Such a procedure allows crew members to attempt to reset and potentially recover the display system without having to rely solely on a checklist. This approach is particularly critical since waiting for an updated checklist or a more detailed protocol can be time-consuming, and the safety of operations necessitates a quick response to electronic failures. In contrast, while other options suggest the existence of a detailed checklist or an outdated one, the most accurate response reflects the realistic operational capabilities available during ground operations, emphasizing the importance of fault management in avionics systems.

4. What does "Unusual attitudes" cause in relation to autopilot?

A. It resets the autopilot settings

B. It engages the emergency systems

C. It disconnects the autopilot

D. It activates the warning systems

"Unusual attitudes" refers to situations where the aircraft is in an attitude that is outside of its normal flight parameters, such as excessive pitch or roll. In such cases, many autopilot systems are designed to automatically disconnect to ensure that the pilot maintains manual control of the aircraft. This safety feature allows the pilot to react appropriately to regain proper control and maneuver the aircraft back to a stable flight condition. Therefore, when the autopilot disconnects during unusual attitudes, it emphasizes the importance of pilot intervention and situational awareness in maintaining safe flight operations.

5. How many escape ropes are there in the aircraft?

A. One

B. Two

C. Three

D. Four

The correct answer is that there are two escape ropes in the aircraft. This is standard practice for many aircraft to ensure safety and emergency preparedness. Having two escape ropes allows for redundancy, which is crucial in an emergency scenario. It provides an extra means of evacuation, ensuring that if one rope is inoperable or inaccessible, there is a backup available for crew and passengers. Additionally, the presence of two escape ropes can facilitate a more efficient evacuation process, allowing multiple individuals to exit the aircraft simultaneously in emergencies. This enhances the overall safety protocols of the aircraft, ensuring that the crew is adequately equipped to respond effectively in a crisis.

6. What happens when the ADC knob is set to ADC 1?

A. Data is received from both ADC 1 and ADC 2

B. Data is received from ADC 2 only

C. Data is solely from ADC 1

D. Data reception is disabled

When the ADC knob is set to ADC 1, data reception occurs solely from ADC 1. This selection isolates the data input to only that specific source, ensuring that the signals being processed or analyzed come entirely from ADC 1 without any interference or influence from ADC 2. This is crucial for scenarios where precise and clear data is required from a specific sensor or data stream, preventing any mixing with potentially conflicting data sources. The other responses would imply situations where data from multiple sources is mixed or not received at all, which does not apply when ADC 1 is selected. By setting the knob specifically to ADC 1, the system is directed to prioritize and utilize data from this source exclusively.

7. Can you flex if FMS 1 and 2 are INOP?

A. Yes, by selecting the FLX RESET

B. No, flexing is not allowed

C. Only if using the EICAS control panel

D. Yes, EICAS menu page using the EICAS control panel

Flex thrust refers to a reduced thrust setting that can be used during takeoff to optimize engine performance and save fuel, especially in non-abnormal conditions. If both Thrust Management Systems, FMS 1 and FMS 2, are Inoperative (INOP), this may limit the ability to use standard methods to initiate flex thrust. When using the EICAS control panel, it's possible to access the EICAS menu page to manually configure the thrust settings as needed. This approach allows pilots to circumvent the limitations imposed by the INOP status of the Flight Management Systems. Essentially, this access enables them to enter the required parameters directly, ensuring that the flight can continue with appropriate thrust settings despite the indicated system failures. Thus, the ability to flex thrust through the EICAS control panel demonstrates the flexibility of pilot controls and manual overrides in situations where automated systems are not functioning optimally.

8. How long can passenger oxygen masks supply oxygen?

A. 10 minutes

B. 12 minutes

C. 13 minutes

D. 15 minutes

The oxygen supplied by passenger oxygen masks is designed to provide a continuous flow of oxygen for a duration that supports passengers during critical moments, such as in the event of cabin depressurization. Typically, these oxygen systems can deliver oxygen for a duration around 12 to 15 minutes, ensuring that there is enough time for the aircraft to descend to a safer altitude where breathable air is available. Opting for 13 minutes is a reasonable choice, as it reflects an average estimation that falls within the industry standards for passenger oxygen systems. This time frame is intended to be more than enough to maintain passenger safety and support during an emergency descent without exceeding a standard operational limit. It is vital for those aboard to have access to adequate oxygen for the lengths of time indicated, ensuring they can breathe comfortably until conditions improve or evacuation procedures are in place.

9. In the context of hydraulic systems, what does SOV stand for?

A. System Operating Valve

B. Supply Operating Valve

C. Shut Off Valve

D. Single Override Valve

In hydraulic systems, SOV stands for Shut Off Valve. This term refers to a valve used in fluid power systems to stop the flow of fluid within a section of the system. Shut Off Valves play a critical role in controlling hydraulic systems by allowing for the isolation of certain sections, maintenance activities, or emergency situations where stopping fluid flow is necessary. These valves help ensure safety and reliability within the hydraulic circuitry, as they can prevent leaks and allow for service without needing to drain the entire hydraulic system. Understanding the function and importance of the Shut Off Valve is crucial for anyone involved in the maintenance and operation of hydraulic systems.

10. What is the position of the ISOL valve when the bleed valve selector is set to AUTO and the valve is selected to OPEN?

A. Open

B. Last position (closed)

C. Partially open

D. In a manual state

The correct position of the ISOL valve when the bleed valve selector is set to AUTO and the valve is selected to OPEN is the last position, which is typically closed. In an AUTO setting, the system is designed to automatically control the operation of the valves based on the aircraft's operational requirements. When the bleed valve selector is set to AUTO, it generally means that the system will manage the valve positions for optimal performance and safety. Even if the control indicates that the valve should be opened, the actual position can remain as the last commanded setting, which may be closed if previous operations resulted in that state. This design aims to prevent any unintended activation of the system when in AUTO mode, ensuring that the aircraft operates safely and according to established protocols. This situation occurs due to several safety checks and the need to maintain system integrity, allowing for operational reliability in different flight conditions and scenarios. Understanding how the systems interact in AUTO mode is critical for effective decision-making in cockpit operations.

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://endeavormvoral.examzify.com

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