

ENDEAVOR MANEUVERS VALIDATION (MV) ORAL PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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 mode is used to control the cabin temperature manually?**
 - A. Automatic mode
 - B. Eco mode
 - C. Manual mode
 - D. Comfort mode
- 2. What code can be used to identify a Loss of Control (LOC) if it is not displayed on the Primary Flight Display (PFD)?**
 - A. Morse code
 - B. Braille code
 - C. Signal flags
 - D. Binary code
- 3. What is the specification for the APU BATTERY?**
 - A. 24 DC Volts, 30 Amps
 - B. 12 DC Volts, 43 Amps
 - C. 24 DC Volts, 43 Amps
 - D. 36 DC Volts, 50 Amps
- 4. What does it signify when the bleeds are closed?**
 - A. APU OFF for takeoff
 - B. APU On for takeoff
 - C. APU INOP does not lead to pressurization
 - D. Initial pressurization is achieved
- 5. What lights indicate a system failure when the essential bus loses power?**
 - A. Warning lights
 - B. Test lights
 - C. CAS (Crew Alerting System) lights
 - D. EMER lights
- 6. What condition will result in an APU bottle low indication?**
 - A. APU fire on the ground
 - B. Normal operation of the APU
 - C. Low fuel level in the APU
 - D. Fault detected in APU

7. What is the power specification of the IDG?

- A. 3 phase, 115 AC Volts, 50 Hz
- B. 3 phase, 230 AC Volts, 400 Hz
- C. 3 phase, 115 AC Volts, 400 Hz
- D. Single phase, 115 AC Volts, 400 Hz

8. How do pilots typically receive airspeed data?

- A. Via radio communication
- B. Through ADC readings
- C. Using manual calculations
- D. By visual inspection

9. What is the function of the fuel boost pump?

- A. Primarily for fuel storage
- B. To assist in engine cooling
- C. Back up the main ejectors during engine start
- D. Control fuel flow to the engines

10. How is fuel heated in the system described?

- A. By direct contact with engine oil
- B. Through a fuel boiler system
- C. Using a fuel/oil heat exchanger
- D. By ambient temperature exposure

Answers

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

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Explanations

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1. What mode is used to control the cabin temperature manually?

- A. Automatic mode
- B. Eco mode
- C. Manual mode**
- D. Comfort mode

The correct choice is effective because it emphasizes the specific feature of directly managing the cabin temperature. In manual mode, the user has the autonomy to adjust temperature settings independently, tailoring the environment to their personal preferences without any automated changes or presets intervening. This control allows for immediate adjustments based on external conditions or individual comfort levels. While automatic mode generally manages temperature based on sensors and preset parameters, eco mode focuses on energy efficiency and optimizing fuel usage, which may not allow for precise temperature control. Comfort mode, while aimed at enhancing passenger comfort through automated adjustments, still does not provide the direct user input that manual mode does. Therefore, manual mode is the only choice that offers complete control over the cabin temperature settings.

2. What code can be used to identify a Loss of Control (LOC) if it is not displayed on the Primary Flight Display (PFD)?

- A. Morse code**
- B. Braille code
- C. Signal flags
- D. Binary code

The correct code for identifying a Loss of Control (LOC) situation that may not be displayed on the Primary Flight Display (PFD) is indeed Morse code. Morse code can be transmitted using various means, including lights or sound, making it a practical option in aviation for signaling distress or operational issues. In scenarios where visual displays are not functioning or circumstances limit visibility, Morse code can effectively communicate critical information. While other codes or indicators, such as Braille or binary code, may serve specialized purposes or be used in different contexts, they do not align with established aviation communication practices specifically for identifying emergency situations involving loss of control. Signal flags, while useful for visual communication, are not typically employed in situations where electronic systems fail. Thus, Morse code stands out as the conventional and effective choice for signaling such scenarios.

3. What is the specification for the APU BATTERY?

- A. 24 DC Volts, 30 Amps
- B. 12 DC Volts, 43 Amps
- C. 24 DC Volts, 43 Amps**
- D. 36 DC Volts, 50 Amps

The specification for the APU battery is 24 DC Volts and 43 Amps, which aligns with the requirements for providing sufficient power to the auxiliary power unit (APU) while also enabling it to perform effectively without compromising the aircraft's systems. The 24 volts is a standard voltage for aircraft batteries, ensuring compatibility with the primary electrical systems, while the 43 amps rating allows for adequate power delivery to support various APU functions, including starting and operating. This combination is designed to provide reliable performance under typical operational conditions in aircraft, making it an essential aspect of the aircraft's electrical system.

4. What does it signify when the bleeds are closed?

- A. APU OFF for takeoff
- B. APU On for takeoff**
- C. APU INOP does not lead to pressurization
- D. Initial pressurization is achieved

When the bleeds are closed, it signifies that the system is configured to optimize performance by not using bleed air from the engines or auxiliary power unit (APU). This configuration allows for the most efficient use of engine thrust and supports specific operational needs during takeoff. In this context, having the APU on for takeoff ensures that the aircraft can provide necessary electrical and pneumatic power while maintaining optimal engine performance. The closed bleeds typically indicate that the aircraft is ready for takeoff with the APU functioning, allowing the aircraft systems to operate effectively without taxing the engines. This is particularly relevant in ensuring that the pressurization and environmental control systems are managed properly during the critical phases of flight like takeoff. In contrast, if the APU were not operational or OFF during takeoff, there would be limitations on the functions that the aircraft systems could perform, which could adversely impact safety and operational effectiveness.

5. What lights indicate a system failure when the essential bus loses power?

- A. Warning lights
- B. Test lights
- C. CAS (Crew Alerting System) lights
- D. EMER lights**

The correct choice indicates that the EMER lights are utilized to signal a loss of power to the essential bus, which triggers a system failure alert. EMER lights are specifically designed to provide critical indications to the crew during abnormal situations, especially in cases of power loss. When the essential bus loses power, the EMER lights activate to inform the pilots of the failure, allowing them to take necessary actions to manage the aircraft's systems effectively. Other options like warning lights, test lights, and CAS lights serve different functions and do not specifically indicate a system failure from the loss of power to the essential bus. While warning lights provide alerts for various system issues, test lights indicate the operational readiness of certain systems, and CAS lights are used for broader system alerting but not singularly for this specific failure condition. Understanding these distinctions is crucial for recognizing how the different lights play roles in the cockpit's overall alerting strategy.

6. What condition will result in an APU bottle low indication?

- A. APU fire on the ground**
- B. Normal operation of the APU
- C. Low fuel level in the APU
- D. Fault detected in APU

An APU bottle low indication is typically a warning that alerts the crew to a potentially critical situation involving the Auxiliary Power Unit (APU). The correct choice is associated with an APU fire on the ground. When there is a fire detected in the APU while the aircraft is on the ground, it can activate the fire suppression system. This system utilizes a fire extinguishing agent stored in a bottle. If the extinguishing agent is low, it is a critical safety issue; hence, the bottle low indication is a necessary alert to the crew to ensure they are aware of the situation and can take appropriate safety measures. In other operational circumstances, such as normal operation of the APU or low fuel levels, the APU may function without triggering a low indication. Additionally, detecting a fault in the APU often leads to alerts regarding operational status, rather than specific warnings about low extinguishing agent levels in the fire suppression system. Thus, the alert system is designed to prioritize situations, like an APU fire, where the safety of the aircraft and its occupants is at risk.

7. What is the power specification of the IDG?

- A. 3 phase, 115 AC Volts, 50 Hz
- B. 3 phase, 230 AC Volts, 400 Hz
- C. 3 phase, 115 AC Volts, 400 Hz**
- D. Single phase, 115 AC Volts, 400 Hz

The correct answer regarding the power specification of the Integrated Drive Generator (IDG) is based on its operating requirements and compatibility with aircraft systems. The IDG typically provides electrical power in a three-phase format, which is crucial for the efficient functioning of various onboard systems. The specification of 115 AC Volts at 400 Hz is standard for many aircraft applications because it aligns with the requirements of aircraft electrical systems, which benefit from a higher frequency for reduced weight and size of components such as transformers and wires. This configuration allows for the effective delivery of power while minimizing the amount of current needed, thus enhancing the efficiency of the aircraft's electrical systems. Additionally, the three-phase output is fundamental because it provides a more stable and efficient power supply compared to single-phase systems. This stability is essential for the operation of critical systems onboard an aircraft. In summary, the specification of 3 phase, 115 AC Volts, and 400 Hz is aligned with standard aviation practices for power generation and distribution, ensuring that the electrical systems meet performance and safety standards in aircraft operations.

8. How do pilots typically receive airspeed data?

- A. Via radio communication
- B. Through ADC readings**
- C. Using manual calculations
- D. By visual inspection

Pilots typically receive airspeed data through ADC readings, which refers to the Air Data Computer. The ADC processes inputs from various sensors, including pitot tubes and static ports, to calculate the aircraft's airspeed. This information is then displayed on the cockpit instruments, allowing pilots to monitor their airspeed accurately and in real-time. This method provides precise and reliable data, crucial for safe flight management and adherence to performance metrics. It significantly reduces the pilot's workload compared to alternative methods like manual calculations or visual inspection, which are generally less accurate and can lead to errors. Additionally, radio communication is typically used for other types of essential information sharing, such as weather updates or traffic advisories, rather than to relay flight-specific data like airspeed.

9. What is the function of the fuel boost pump?

- A. Primarily for fuel storage
- B. To assist in engine cooling
- C. Back up the main ejectors during engine start**
- D. Control fuel flow to the engines

The function of the fuel boost pump is to provide a critical support role during the engine start process. Specifically, it helps to ensure that the fuel system maintains adequate pressure and flow to the engine at the time when it is most needed. During starting, the main ejectors may not be able to deliver sufficient fuel pressure due to the engine not yet being at operational speed, which is where the boost pump steps in. It provides the necessary pressure to overcome any resistance in the fuel lines and allows fuel to flow into the engine. This feature is vital to ensure a successful ignition and stable engine operation as the aircraft transitions from ground to airborne conditions. The other aspects mentioned in the choices highlight different roles the fuel system can play, but they do not accurately reflect the primary role of the fuel boost pump in the engine start sequence, thereby clarifying why the focus is primarily on its supportive function during that critical phase.

10. How is fuel heated in the system described?

- A. By direct contact with engine oil
- B. Through a fuel boiler system
- C. Using a fuel/oil heat exchanger
- D. By ambient temperature exposure

The correct answer indicates that fuel is heated using a fuel/oil heat exchanger, which is a crucial component in many systems designed to manage fuel temperature effectively. A fuel/oil heat exchanger works by transferring heat from the engine oil, which is at a higher temperature, to the fuel. This process ensures that the fuel is warmed up before it enters the combustion chamber, aiding in proper atomization and combustion efficiency. This method is efficient because it utilizes already available heat from the engine oil, thereby optimizing the system's overall thermal management. Additionally, by ensuring that the fuel is at an appropriate temperature before combustion, the engine can operate more efficiently, reducing emissions and improving performance. In contrast, using direct contact with engine oil might not be as controlled or effective for precise temperature management as a heat exchanger would be. A fuel boiler system may be more complex and not typically used in all applications. Relying solely on ambient temperature exposure would be too variable and insufficient for maintaining an optimal fuel temperature under varying operational conditions.

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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://endeavormvoral.examzify.com>

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

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