ENGINES AUXILIARY POWER UNIT (APU) PRACTICE EXAM (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

1. Which statement best describes the CONT position when the engine is running with the start lever in IDLE?

A. ignition to both igniters and opens the start valve

B. ignition to the selected igniter and opens the start valve

C. no ignition is provided

D. ignition to the selected igniter and does not open the start valve

2. In soft alternate mode, which indicators are visible on the engine panel?

A. ON and ALTN

B. Only ON

C. Only ALTN

D. Neither

3. During APU start, what condition is assessed by permissives before the start command is issued?

A. The weather forecast for the flight.

B. The fuel tank level for the APU.

C. Power available, doors closed, and no faults.

D. The pilot's mood.

4. What is the significance of APU EGT in diagnosing APU health?

A. EGT indicates combustion efficiency and turbine health; abnormal readings point to fuel control, ignition issues, or turbine wear/damage.

B. EGT has no diagnostic value; only oil pressure matters.

C. EGT measures ambient air temperature.

D. EGT is used to measure cabin temperature.

5. When engine flameout is detected by the EEC, which igniters are activated?

A. Only the left engine igniter is activated

B. Both engine igniters are activated

C. Igniters are deactivated

D. No action

6. Which testing option would verify APU shutdown capabilities if a self-test feature is available?

A. Presence of a fault indication on the APU control system with no other symptoms.

B. Normal electrical output but high oil temperature.

C. Abnormal EGT readings while N2 is within range.

D. Availability of a self-test feature that can be run to verify shutdown/start controls.

7. How would you perform an APU fuel system check?

A. Inspect fuel lines, filters, and valves; verify fuel pressure and flow; check for leaks and ensure proper shutoff valve operation.

B. Check only the fuel quantity gauge.

C. Replace the fuel filter and nothing else.

D. Perform a visual exterior inspection for leaks only.

8. An amber REV indication above the N1 RPM readout indicates what status?

A. Thrust reverser has been moved from the stowed position

B. Thrust reverser deployed

C. Ignition to both igniters

D. Auto-restow activated

9. What does a green REV indication above the N1 RPM readout mean?

A. Thrust reverser is deployed

B. Engine start switch FLT

C. Ignition to both igniters

D. Auto-restow circuit activated

10. What does a flashing white box around the EGT during engine start indicate?

A. Impending hot start

B. Normal start

C. No start

D. Start aborted

Answers

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

Explanations

1. Which statement best describes the CONT position when the engine is running with the start lever in IDLE?

A. ignition to both igniters and opens the start valve

B. ignition to the selected igniter and opens the start valve

C. no ignition is provided

D. ignition to the selected igniter and does not open the start valve

When the start lever is in idle and CONT is selected, the ignition system stays active on the chosen igniter to maintain flame stability, but the start valve remains closed because starting air is no longer needed once the engine is already running. In this mode you want a single, continuous spark to keep combustion reliable, not air being delivered for starting. So ignition to the selected igniter plus no opening of the start valve best describes the CONT position during idle operation.

2. In soft alternate mode, which indicators are visible on the engine panel?

A. ON and ALTN

B. Only ON

C. Only ALTN

D. Neither

In soft alternate mode, both indicators on the engine panel light up to show two linked pieces of information: the engine is on (ON) and the alternate path is active (ALTN). This dual indication helps the crew confirm that the engine is running while the system is using its backup/alternate configuration. If only the ON light were visible, you wouldn't know that the alternate path is engaged; if only the ALTN light were visible, you'd know the alternate mode is selected but not that the engine is currently on. If neither light is on, there's no clear status of either condition. So seeing both ON and ALTN together is the correct, informative state in soft alternate mode.

3. During APU start, what condition is assessed by permissives before the start command is issued?

A. The weather forecast for the flight.

B. The fuel tank level for the APU.

C. Power available, doors closed, and no faults.

D. The pilot's mood.

Permissives are the prestart checks that must be true before the APU start command is allowed, to ensure a safe and reliable start. The essential conditions are that electrical power is available to drive the start motor and control circuitry, the APU bay doors are closed so there's no risk of debris ingress and proper enclosure/airflow, and there are no faults detected in the system that would indicate a problem. When these three are satisfied, the system can initiate the start sequence without risking damage or unsafe operation. Weather information or fuel level for the APU isn't part of this specific gating logic, and the pilot's mood has no bearing on the start process.

4. What is the significance of APU EGT in diagnosing APU health?

A. EGT indicates combustion efficiency and turbine health; abnormal readings point to fuel control, ignition issues, or turbine wear/damage.

B. EGT has no diagnostic value; only oil pressure matters.

C. EGT measures ambient air temperature.

D. EGT is used to measure cabin temperature.

Exhaust gas temperature (EGT) is a direct indicator of how hot the combustion process is and how well the turbine is handling that heat. When the APU is operating normally, the exhaust temp stays within a predictable range for the given power setting. If the readings rise beyond the expected range, it points to issues in the fuel control, ignition, or turbine condition—things like an improper fuel-to-air ratio, mis-ignition, or worn turbine components that cause more fuel to burn hotter or less efficient expansion. Persistent abnormal EGT can signal potential damage or wear in the turbine, which disrupts efficiency and raises exhaust heat. In practice, technicians monitor EGT alongside RPM and fuel flow to diagnose APU health because EGT directly reflects combustion efficiency and turbine condition. Choices that reference ambient or cabin temperature don't relate to the APU's exhaust heat and aren't diagnostic of APU health.

5. When engine flameout is detected by the EEC, which igniters are activated?

A. Only the left engine igniter is activated

B. Both engine igniters are activated

C. Igniters are deactivated

D. No action

When the EEC detects a flameout, it automatically attempts a relight by energizing both igniters. Having two igniters provides redundancy and increases the chance of a successful re-ignition under varying conditions, such as lean mixtures or unstable flames. Using only one igniter could fail if that unit has a fault or isn't producing enough energy, so energizing both improves reliability and speeds restoration of the flame. The system continues to monitor engine parameters and will retry as needed until the engine stabilizes or safety limits dictate otherwise.

6. Which testing option would verify APU shutdown capabilities if a self-test feature is available?

A. Presence of a fault indication on the APU control system with no other symptoms.

B. Normal electrical output but high oil temperature.

C. Abnormal EGT readings while N2 is within range.

D. Availability of a self-test feature that can be run to verify shutdown/start controls.

Verifying shutdown and start control functionality using a self-test is essential because it directly exercises the control path that stops and starts the APU. A self-test designed for this purpose runs the actual shutdown sequence and startup sequence in a controlled, repeatable way, checks the interlocks and safety conditions, and confirms that status signals return to a safe, known state. This provides concrete evidence that the APU can be reliably shut down when commanded and then restarted if needed, which is the primary safety and operational requirement. Observing a fault indication without additional symptoms only flags a potential problem; it doesn't prove the shutdown path works. Normal electrical output with high oil temperature points to a fault condition but doesn't test the ability to stop the APU. Abnormal EGT with N2 within range indicates a fault in operating parameters but again does not verify the shutdown control hardware/software response.

7. How would you perform an APU fuel system check?

A. Inspect fuel lines, filters, and valves; verify fuel pressure and flow; check for leaks and ensure proper shutoff valve operation.

B. Check only the fuel quantity gauge.

C. Replace the fuel filter and nothing else.

D. Perform a visual exterior inspection for leaks only.

A complete APU fuel system check verifies that fuel can be delivered safely and reliably to the APU by examining all the delivery path and its controls. The best approach is to inspect fuel lines, filters, and valves to ensure there are no damage or blockages, verify fuel pressure and flow so the APU receives the correct amount of fuel under load, check for leaks throughout the system, and confirm the shutoff valve operates properly to control fuel supply. This is why this option is the best choice: it covers the mechanical integrity of the entire fuel delivery path, confirms that the fuel is actually getting through at the correct rate, detects leaks that could lead to fire or loss of fuel, and ensures the shutoff capability works for safe isolation. In contrast, focusing only on the fuel quantity gauge, replacing the filter alone, or doing a visual exterior inspection misses critical aspects like line integrity, pressure, flow, and valve function, which are essential for reliable APU operation.

8. An amber REV indication above the N1 RPM readout indicates what status?

A. Thrust reverser has been moved from the stowed position

B. Thrust reverser deployed

C. Ignition to both igniters

D. Auto-restow activated

An amber REV indicator above the N1 readout shows that the thrust reverser has moved away from the stowed position. This is an advisory cue, meaning the reverser is no longer fully stowed and has begun moving or has been moved to another position. It's a hint to monitor the reverser state during approach or after landing, rather than a definitive statement that deployment is complete. The other options refer to ignition or automatic restow, which are unrelated to this reverser-position indicator.

9. What does a green REV indication above the N1 RPM readout mean?

A. Thrust reverser is deployed

B. Engine start switch FLT

C. Ignition to both igniters

D. Auto-restow circuit activated

A green REV indicator above the N1 RPM readout shows that the thrust reverser is deployed. The color green signals normal, active operation, so you know the reverser doors are open and redirecting engine thrust forward to help slow the aircraft on landing. This cue is separate from ignition or auto-restow systems, which would use different indicators. If the reverser were not deployed or there were a fault, this light would not be green (it would be off or show a fault indication), helping you confirm the reverser state at a glance.

10. What does a flashing white box around the EGT during engine start indicate?

A. Impending hot start

B. Normal start

C. No start

D. Start aborted

During engine start, the Exhaust Gas Temperature is the key heat gauge that tells you how the flame is developing. A flashing white box around the EGT is a warning that an impending hot start is developing—the EGT is rising toward the hot-start limit. This cue is there to alert you early so you can monitor the start carefully and be ready to abort if the EGT continues to climb or refuses to come under control, protecting the turbine and related components from damage. This is different from a normal start, where the EGT stays within limits and no flashing box appears. It's also not the signal for a no-start or a start-aborted condition, which would show different indicators.

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://enginesapu.examzify.com

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