

F9 SYSTEMS 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. A Safety Valve isolates Green system pressure from the Landing Gear under which conditions?**
 - A. Airspeed exceeds 260kts
 - B. Landing Gear Lever UP
 - C. Both conditions
 - D. Neither condition

- 2. Which statement about hot air system safety is true?**
 - A. The amber fault light is not related to duct overheat
 - B. The hot air valve never closes automatically
 - C. If a duct overheat is sensed, the amber fault light illuminates and the valve closes automatically
 - D. The cargo door has no effect on the hot air system

- 3. During thrust reverse transition, the REV annunciation appears in which color?**
 - A. Green
 - B. Amber
 - C. Red
 - D. Yellow

- 4. Which color illuminates in a switch to inform the crew that a system is available?**
 - A. Amber
 - B. Red
 - C. Green
 - D. Blue

- 5. What happens if one GPS fails?**
 - A. The ADIRUs automatically get GPS data from the remaining GPS
 - B. The system switches to inertial navigation
 - C. The GPS data is lost and unavailable
 - D. An alert is issued and NAV is inhibited

6. How many display modes are available for the ND?
- A. Four
 - B. Five
 - C. Six
 - D. Seven
7. Which statement about takeoff and A/THR is correct?
- A. A/THR is used for takeoff
 - B. A/THR is not used for takeoff
 - C. A/THR is used only on certain aircraft
 - D. A/THR is used only after takeoff
8. The Ground Compressed Air and the APU air are applied to which side of the pneumatic system?
- A. Right
 - B. Top
 - C. Left
 - D. Front
9. The N2 displays on a gray background until the engine is ____.
- A. stable
 - B. running
 - C. started
 - D. warmed
10. Present Position information is entered into which device to update all adiru's?
- A. mcdU
 - B. ecam control panel
 - C. nd
 - D. pfd

Answers

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

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Explanations

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1. A Safety Valve isolates Green system pressure from the Landing Gear under which conditions?

- A. Airspeed exceeds 260kts
- B. Landing Gear Lever UP
- C. Both conditions**
- D. Neither condition

The Safety Valve acts as an interlock between the Green hydraulic system and the Landing Gear circuit, preventing Green-system pressure from feeding the gear unless conditions are safe for gear operation. It isolates the Green pressure whenever the Landing Gear Lever is UP, so the gear isn't pressured to move when it's not commanded to extend or retract. It also isolates when the aircraft is flying faster than the threshold (260 knots) because at high speed the gear operation and hydraulic transients could be hazardous or disruptive to the Green system. In other words, isolation occurs if either condition is present, protecting the system and ensuring gear motion only occurs when the lever is commanded and the speed is appropriate.

2. Which statement about hot air system safety is true?

- A. The amber fault light is not related to duct overheat
- B. The hot air valve never closes automatically
- C. If a duct overheat is sensed, the amber fault light illuminates and the valve closes automatically**
- D. The cargo door has no effect on the hot air system

When the duct overheats, the system's safety logic triggers an amber fault warning and automatically shuts the hot air valve. This pairing protects the cabin and equipment by stopping further hot air from flowing and signaling a fault is present. The amber fault light is there to indicate a fault condition in the hot air system, including overheating, so saying it isn't related to duct overheat isn't correct. The valve closing automatically is a deliberate safety response, so claiming it never closes on its own isn't accurate. Opening or affecting the cargo door can change airflow and pressures in the system, so the statement that the cargo door has no effect is also not correct. The true behavior is that duct overheating leads to the amber fault light illuminating and automatic valve closure.

3. During thrust reverse transition, the REV annunciation appears in which color?

- A. Green
- B. Amber**
- C. Red
- D. Yellow

The color used for this annunciation signals a cautionary, in-progress condition rather than a normal or an emergency state. Amber is chosen to indicate that the thrust reversers are in the process of transitioning—deploying or retracting—and the crew should monitor the situation and be prepared for any unexpected change. It's not green, which is reserved for normal, steady-state operation, and not red, which warns of a fault requiring immediate action. Yellow is another caution color, but this system specifically uses amber to denote the reversal-transition status, helping pilots distinguish it from other advisory messages.

4. Which color illuminates in a switch to inform the crew that a system is available?

- A. Amber
- B. Red
- C. Green**
- D. Blue

In cockpit signaling, colors are used for quick status recognition. Green is used to show that a system is ready or available to use. When a switch lights green, it tells the crew the system is powered, functioning, and can be engaged without issue. This fast, intuitive cue helps pilots confirm readiness at a glance, even in low light or busy moments. Amber usually warns of caution or degraded performance, red signals a fault or unsafe condition, and blue often indicates information or a secondary status, but not availability. So the green illumination best communicates that the system is available.

5. What happens if one GPS fails?

- A. The ADIRUs automatically get GPS data from the remaining GPS**
- B. The system switches to inertial navigation
- C. The GPS data is lost and unavailable
- D. An alert is issued and NAV is inhibited

Redundancy keeps navigation alive. The navigation system uses two GPS receivers feeding the ADIRUs, so if one unit fails, the other continues providing GNSS data automatically. The data path is designed for fault-tolerant handover, so attitude, heading, and position stay valid without interrupting NAV. This isn't a switch to inertial navigation alone, and GPS data isn't simply lost when one receiver fails, since the remaining receiver maintains GNSS data flow.

6. How many display modes are available for the ND?

- A. Four
- B. Five**
- C. Six
- D. Seven

Display modes are distinct ways the ND presents information, each focusing on a different data layer so you can quickly pick the view you need. The reason five is the correct count here is that this system is designed to balance clarity with functionality: it provides five separate presentations, each isolating a key set of information (for example, a map view, a route/plan view, a weather or overlay view, a terrain/terrain-avoidance view, and an additional data layer like traffic or nav aids). With five modes, you can switch between essential perspectives without clutter or excessive navigation. If there were fewer than five, one important data presentation would be missing, reducing situational awareness. If there were more than five, the interface could become overwhelming and slower to use in critical moments. So five modes strike the practical balance intended for the ND.

7. Which statement about takeoff and A/THR is correct?

- A. A/THR is used for takeoff
- B. A/THR is not used for takeoff**
- C. A/THR is used only on certain aircraft
- D. A/THR is used only after takeoff

Autothrottle modes are designed for different phases of flight, with takeoff needing a specific thrust command to achieve a safe liftoff. The mode that manages thrust automatically after liftoff is not the one used for the takeoff roll. During takeoff, pilots typically select a takeoff/go-around setting to command maximum thrust, ensuring a proper climb gradient. The autothrottle mode in question is intended to take over after the aircraft is established in flight, to maintain a chosen speed or optimize thrust during climb and cruise. That's why the statement that this autothrottle mode is not used for takeoff is the best fit. It may be available on many aircraft and can be useful after liftoff, but it isn't the mode used to initiate takeoff.

8. The Ground Compressed Air and the APU air are applied to which side of the pneumatic system?

- A. Right
- B. Top
- C. Left**
- D. Front

The air sources for the pneumatic system—Ground Compressed Air and APU bleed air—are connected to the left side because that side is treated as the entry or source side of the system. Air from these sources enters the left-hand ports, then passes through regulators and valves as it is conditioned and distributed to the various pneumatic consumers (like packs and anti ice) on the right side. This left-side inlet arrangement keeps the source of air separate from where it's used, and aligns with how the plumbing and controls are laid out in most aircraft diagrams. The other directions would imply air entering from a side that isn't designated as the supply inlet, which isn't how the system is designed to operate.

9. The N2 displays on a gray background until the engine is ____.

- A. stable**
- B. running
- C. started
- D. warmed

Status indicators on engine instruments use color to show readiness. The gray background for the N2 display signals that readings aren't yet within normal tolerance as the engine starts. The N2 value needs to reach a steady, defined level with minimal fluctuation before normal monitoring can begin, so the display shifts from gray to its normal color once the speed is stable. This is why the correct completion is that the engine must reach a stable rotor speed.

10. Present Position information is entered into which device to update all adiru's?

A. mcdU

B. ecam control panel

C. nd

D. pfd

The present position is entered into the MCDU because this is the cockpit interface used to input navigation and system data, including the aircraft's current position, which is then distributed to all ADIRUs to synchronize their attitude and heading references. ADIRUs rely on accurate position to align correctly, and updating them from the MCDU ensures a common reference across the system. The ECAM control panel, ND, and PFD are display or control surfaces, not input devices for setting the present position, so they aren't used for this purpose.

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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://f9systems.examzify.com>

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

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