GLOBAL 6000 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

1. What is one stated limitation for Global 6000 operations at elevations above 10,000 feet?

A. Maximum altitude 13,700 ft

B. Maximum altitude 15,000 ft

C. Maximum altitude 12,500 ft

D. Maximum altitude 14,500 ft

2. What is the maximum tailwind component for engine start?

A. 20 knots

B. 10 knots

C. 25 knots

D. 15 knots

3. What is Rotorbow?

A. A condition where the engine surge occurs at high altitude

B. Uneven cooling of the HP spool after engine shutdown may cause the turbine shaft to bend slightly

C. A bowing of the compressor blades during shutdown

D. A misalignment of the turbine hub during start

4. What extinguishing agent is used in the fire bottles?

A. Halon

B. Water

C. Dry chemical

D. Foam

5. What color gage indicates the RAT pre-charge pressure?

A. White gage

B. Black gage

C. Red gage

D. Blue gage

6. Wing anti-ice may be operated at any RPM under which condition?

A. Wing indications turn green

B. Wing indications become amber

C. Wing anti-ice is turned on

D. Wing anti-ice is commanded off

7. When is wing anti-ice required on the ground?

A. OAT +5°C or below with visible moisture present and visibility less than 1 mile; or while operating on contaminated taxiways/runways

B. Only when the ICE CAS is displayed

C. Only in flight

D. When there is no visible moisture

8. The hydraulic fluid in the system serves which functions?

A. Lubrication only

B. Cooling only

C. Lubrication and cooling

D. No functional role in operation

9. Which DC Buses are automatically shed during single TRU operation?

A. DC Bus 1 and DC Bus 2

B. DC Bus 1 and DC ESS Bus

C. DC ESS Bus and BATT Bus

D. BATT Bus and DC Bus 2

10. What is the maximum usable fuel load per wing tank?

A. 15,050 lbs

B. 12,700 lbs

C. 2,300 lbs

D. 45,100 lbs

Answers

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

Explanations

1. What is one stated limitation for Global 6000 operations at elevations above 10,000 feet?

A. Maximum altitude 13,700 ft

B. Maximum altitude 15,000 ft

C. Maximum altitude 12,500 ft

D. Maximum altitude 14,500 ft

High-elevation operations have a defined maximum altitude limit to ensure safe performance margins. For Global 6000 operations at airports above 10,000 feet, the published limit is 13,700 feet. This restriction helps preserve adequate climb performance, obstacle clearance, and proper functioning of systems like engines, bleed air, environmental control, and pressurization in thinner air. The other numbers don't match the documented high-elevation limitation, so 13,700 ft is the correct stated maximum under those conditions.

2. What is the maximum tailwind component for engine start?

A. 20 knots

B. 10 knots

C. 25 knots

D. 15 knots

On the ground, starting an engine must be done with the aircraft securely held in place. A tailwind pushes the airplane toward its direction of travel, so the brakes, wheel chocks, and parking brake must counteract not only the starting thrust but any wind-driven tendency to move. A tailwind component of 20 knots is considered safe because it provides enough tolerance for typical ramp gusts while still keeping the aircraft from drifting during the start sequence. If the tailwind were higher, brief gusts could overcome braking or chocks and lead to unwanted movement during engine start, creating a safety hazard. Values lower than that would be overly restrictive for everyday operations, while higher values would increase risk. So, 20 knots is the practical limit that balances safety with operational usability.

3. What is Rotorbow?

A. A condition where the engine surge occurs at high altitude

B. Uneven cooling of the HP spool after engine shutdown may cause the turbine shaft to bend slightly

C. A bowing of the compressor blades during shutdown

D. A misalignment of the turbine hub during start

Rotorbow happens when the turbine shaft bows due to uneven cooling after an engine is shut down. The hot HP spool cools differently from surrounding structures, creating thermal gradients. This differential contraction causes the rotor to bend slightly, which can affect clearance and alignment when the engine is started again. The option that describes uneven cooling of the high-pressure spool after shutdown causing the turbine shaft to bend fits this idea exactly. The other scenarios describe problems that aren't about post-shutdown rotor bow: surge is a compressor instability, blade bowing refers to the blades themselves rather than the shaft, and hub misalignment during start is a startup alignment issue, not a post-shutdown rotor bow.

4. What extinguishing agent is used in the fire bottles?

A. Halon

B. Water

C. Dry chemical

D. Foam

The main idea here is how onboard extinguishing systems handle fires in confined aircraft spaces. Fire bottles on aircraft use a clean agent that acts quickly to stop combustion without leaving harmful residue. That agent is Halon, which works by interrupting the chemical reactions occurring in the flame and by displacing some of the oxygen in the immediate area. This makes it effective for engine compartments and electrical/electronic fires while keeping sensitive avionics and structure from being damaged by water or residue. Water would be disastrous for avionics and many components, causing short circuits and corrosion. Dry chemical can leave a corrosive, abrasive residue that can clog and damage delicate systems. Foam can smother a fire but isn't ideal in enclosed compartments and can complicate post-fire operations. Halon provides rapid, effective suppression in these environments, which is why it's used in fire bottles. (Note: Halon use is being phased down in newer systems in favor of alternatives, but historically it's the agent associated with fire bottles.)

5. What color gage indicates the RAT pre-charge pressure?

A. White gage

B. Black gage

C. Red gage

D. Blue gage

The white gauge is the one that shows RAT pre-charge pressure. In the hydraulic/RAT system, the accumulator for the RAT is charged with a stored gas pressure that provides the initial energy to extend the RAT and deliver hydraulic power when needed. That pre-charge is color-coded with white so it can be read quickly and not confused with the main system pressures or other readings. Keeping the white gauge within its specified range ensures there's enough energy to deploy the RAT reliably. The other colors are used for different hydraulic pressures or system indicators, so they don't represent the RAT pre-charge. If the pre-charge is out of range, the RAT may not deploy properly or could operate unpredictably.

6. Wing anti-ice may be operated at any RPM under which condition?

A. Wing indications turn green

B. Wing indications become amber

C. Wing anti-ice is turned on

D. Wing anti-ice is commanded off

Wing anti-ice operation is tied to the status of the wing-ice indicators. When those indications are amber, the system is in a non-normal/degraded mode that does not impose the usual RPM-based control limits. In that amber state, you can run the wing anti-ice at any engine/airframe RPM. Green would indicate normal automatic operation with standard constraints, and the other states imply the system is off or not in a mode that allows unrestricted operation. So the condition that allows wing anti-ice to be used at any RPM is when the wing indications are amber.

7. When is wing anti-ice required on the ground?

A. OAT +5°C or below with visible moisture present and visibility less than 1 mile; or while operating on contaminated taxiways/runways

B. Only when the ICE CAS is displayed

C. Only in flight

D. When there is no visible moisture

Wing anti-ice on the ground is required when the outside air temperature is 5°C or below and there is visible moisture or when the taxiways or runways are contaminated. These conditions create a real ice risk on the wing ledges even while the aircraft is parked or taxiing, which can affect takeoff performance by disturbing airflow. The trigger isn't dependent on any display like ICE CAS; it's about the actual temperature and the presence of moisture or contamination. It's not limited to flight, and if there's no visible moisture, the ground anti-ice requirement doesn't apply.

8. The hydraulic fluid in the system serves which functions?

A. Lubrication only

B. Cooling only

C. Lubrication and cooling

D. No functional role in operation

Hydraulic fluid serves two essential jobs in the system: it lubricates moving parts to reduce friction and wear, and it carries away heat generated during operation to keep components at safe temperatures. As the fluid circulates through pumps, valves, actuators, and heat exchangers, it forms a lubricating film on surfaces and, at the same time, absorbs heat that is removed elsewhere in the system. If the fluid becomes too hot, too viscous, or contaminated, lubrication and cooling degrade, leading to increased wear, inefficiency, and potential damage. While hydraulic fluid also transmits power, the question specifically highlights its lubrication and cooling roles.

9. Which DC Buses are automatically shed during single TRU operation?

A. DC Bus 1 and DC Bus 2

B. DC Bus 1 and DC ESS Bus

C. DC ESS Bus and BATT Bus

D. BATT Bus and DC Bus 2

When only one Transformer Rectifier Unit is supplying power, the system automatically reduces load by shedding the non-essential DC buses. The two main DC buses are de-energized, leaving the DC Essential Bus and the Battery Bus powered to keep critical systems alive. This ensures essential avionics, flight controls, and safety-related equipment stay powered even with a single TRU online. The other arrangements would either deprive essential systems of power or rely on the battery path for non-essential loads, which isn't how the system prioritizes during single-TRU operation.

10. What is the maximum usable fuel load per wing tank?

A. 15,050 lbs

B. 12,700 lbs

C. 2,300 lbs

D. 45,100 lbs

Usable fuel per wing tank is the amount you can actually draw out and use in flight, after excluding the small portion that must remain in the tank due to its design and pickup location. For the Global 6000, the published usable capacity of each wing tank is 15,050 pounds. That means you can count on up to 15,050 pounds of fuel from one wing tank for flight planning, with reserves and center-tank fuel accounted for separately. Therefore, 15,050 pounds per wing is the maximum usable fuel load for a single wing tank. The other numbers don't match the official per-wing usable capacity: 45,100 pounds would exceed what a wing tank can deliver, 12,700 pounds is less than the published usable capacity, and 2,300 pounds aligns more with an unusable residue than with usable fuel.

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://global6000.examzify.com

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