GoJet Indoctrination 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. Which statement correctly describes the contents of the OFP dispatch release?

A. It includes Release, Flight Plan, WX docs, and Takeoff/Landing reports

B. It includes only the release

C. It includes only Flight Plan

D. It includes only WX docs

2. During ground operations, which power source is used to protect CRT displays for a limited time?

A. AC power

B. DC power

C. External power

D. Battery power

3. When must continuous engine ignition be used?

A. Takeoff and landing on contaminated runways

B. Flight through moderate or heavier rain

C. Flight through moderate or heavier turbulence

D. Flight in vicinity of thunderstorms

4. How early must you be at the gate for departure?

A. 15 minutes

B. 45 minutes

C. 60 minutes

D. 30 minutes

5. What frequency should be on COM2 when ACARS is working normally?

A. 121.5

B. 123.0

C. 128.0

D. 131.0

6. What is the equipment code for RVSM on a flight plan?

A. W

B. X

C. V

D. R

7. Under MC-3, what is allowed?

A. All operations normal

B. You can service but not board pax

C. No service or pax until cleared

D. Flight cancelled

8. What is the landing gear retraction speed?

A. 180 knots

B. 190 knots

C. 200 knots

D. 210 knots

9. What triggers the Captain to call dispatch immediately?

A. Greater than 15%

B. Greater than 5%

C. Greater than 20%

D. Greater than 50%

10. What is the currency requirement in terms of takeoffs and landings in the last 90 days?

A. 3 T/O and landing in 90 days

B. 6 T/O and landings in 60 days

C. 2 T/O and landings in 120 days

D. 4 T/O and landings in 90 days

Answers

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

Explanations

1. Which statement correctly describes the contents of the OFP dispatch release?

A. It includes Release, Flight Plan, WX docs, and Takeoff/Landing reports

B. It includes only the release

C. It includes only Flight Plan

D. It includes only WX docs

The essential idea is what makes up an OFP dispatch release. A complete dispatch package isn't just a single document; it brings together everything the crew needs to operate the flight safely and in compliance. It includes the Release to authorize the flight, the Flight Plan with the planned route and altitudes, the weather documentation (WX docs) with current and forecast conditions and relevant weather advisories, and the takeoff/landing performance information that guides aircraft performance calculations for the planned airports. Each piece serves a different purpose: authorization, routing, weather awareness, and performance planning. Having all of them together in the OFP dispatch release ensures the crew can verify and execute the flight with a full charter of information. That's why the statement describing the OFP dispatch release as containing Release, Flight Plan, WX docs, and Takeoff/Landing reports is the best description.

2. During ground operations, which power source is used to protect CRT displays for a limited time?

A. AC power

B. DC power

C. External power

D. Battery power

The idea being tested is using a temporary, isolated power source to safeguard sensitive displays during power transitions on the ground. A battery provides this because it can deliver a clean, stabilized voltage for a limited time while the aircraft's main or external power is being connected or stabilized. This isolation helps prevent damage or erratic behavior in CRT displays from transients, surges, or noise that can occur during ground power changes. Once the transition is complete and the primary power source is stable, the battery-backed protection period ends and normal power takes over. AC power or external power would bring in the same supply path to the system and can carry in transient or noise during connection, while DC power is part of the ongoing power bus and doesn't offer the same temporary isolation. The battery's role is precisely to bridge that critical short interval safely.

3. When must continuous engine ignition be used?

A. Takeoff and landing on contaminated runways

B. Flight through moderate or heavier rain

C. Flight through moderate or heavier turbulence

D. Flight in vicinity of thunderstorms

Continuous ignition is provided to keep a stable flame in the engine when conditions make flame-out or surge more likely, especially during critical phases of flight. The scenario that requires it is takeoff and landing on a contaminated runway, where water, slush, or debris can be ingested or disrupt the combustion process as thrust changes rapidly. Keeping the igniters on during these moments helps ensure the engine remains lit and reduces the risk of an uncommanded shutdown at a vulnerable time. In other listed conditions, ignition may be considered based on procedures or operator guidance, but the mandatory situation highlighted here is contaminated-runway takeoff and landing.

4. How early must you be at the gate for departure?

A. 15 minutes

B. 45 minutes

C. 60 minutes

D. 30 minutes

Being at the gate 45 minutes before departure gives you enough time to reach the gate, have your boarding pass checked, stow carry-ons if needed, and hear any last boarding announcements without rushing. This window creates a cushion for any delays on the way to the gate and for the crew to finalize boarding and pushback procedures. Arriving much earlier isn't harmful but isn't usually necessary, while arriving at or after 60 minutes or 30 minutes can put you at risk of missing boarding if delays occur. So 45 minutes is the practical, reliable target.

5. What frequency should be on COM2 when ACARS is working normally?

A. 121.5

B. 123.0

C. 128.0

D. 131.0

Guard and emergency monitoring on COM2 uses 121.5 MHz, the universal distress and guard frequency. When ACARS is working normally, you still keep COM2 tuned to 121.5 so you can immediately hear any distress calls or rescue coordination, even if the primary data/link channel is in use or unavailable. The other frequencies are used for different voice or data channels and do not provide the same reliable safety backup as the guard frequency.

6. What is the equipment code for RVSM on a flight plan?

A. W

B. X

C. V

D. R

RVSM operations require specific approved equipment, and the flight plan uses an equipment suffix to show what you have on board. The code W in that suffix indicates RVSM capability, meaning the aircraft meets the required systems and certification to fly in RVSM airspace where vertical separation is reduced to 1,000 feet. This suffix tells ATC you can be cleared for RVSM routes and airspace. The other letters represent other equipment categories, so they do not convey RVSM capability.

7. Under MC-3, what is allowed?

A. All operations normal

B. You can service but not board pax

C. No service or pax until cleared

D. Flight cancelled

MC-3 puts the operation on hold until explicit clearance is received. The idea is safety first: when MC-3 is active, you don't load passengers or run in-flight or gate service until the appropriate authority has reviewed the situation and granted clearance. This prevents moving forward with potential issues that could affect safety or compliance. So, the correct approach is to stop all service and passenger movement and wait for clearance before resuming. Operating normally would skip the needed safety check, and allowing service without boarding would still expose people to an unresolved issue. Cancellation isn't automatically required by MC-3; clearance can allow a resumption if the issue is resolved.

8. What is the landing gear retraction speed?

A. 180 knots

B. 190 knots

C. 200 knots

D. 210 knots

Landing gear retraction speed is the maximum airspeed at which the landing gear can be safely retracted. It's set so the gear can fully retract and the doors seal properly before the air loads become excessive. Retracting at or below this speed ensures the hydraulic system can operate the gear reliably and avoid gear-door or gear-association problems. In this training context, 200 knots is the standard published value for the safe retraction limit, which is why that option is preferred. Speeds a bit lower, like 180 or 190, would simply delay retraction and keep the airframe less clean longer, while a higher speed like 210 exceeds the allowable limit and risks an incomplete or unsafe retraction.

9. What triggers the Captain to call dispatch immediately?

A. Greater than 15%

B. Greater than 5%

C. Greater than 20%

D. Greater than 50%

The main idea is knowing when to alert dispatch based on fuel status. Airlines set an early alert margin for fuel that signals the Captain should contact dispatch right away so they can help replan the flight. Calling at this early point gives dispatch time to arrange alternatives—like different airports, weather-adjusted routing, or additional fuel planning—before reserves become critical. Waiting for a larger margin would eat into the time needed to implement a safe contingency, and acting before the alert wouldn't be appropriate because it would be calling too soon for routine conditions. So, the best practice is to trigger dispatch at the earliest alert margin, ensuring safe, timely coordination.

10. What is the currency requirement in terms of takeoffs and landings in the last 90 days?

A. 3 T/O and landing in 90 days

B. 6 T/O and landings in 60 days

C. 2 T/O and landings in 120 days

D. 4 T/O and landings in 90 days

To legally act as pilot in command carrying passengers, you need recent practice with the basics of operating the aircraft: three takeoffs and landings in an aircraft of the same category and class within the preceding 90 days. This recency checks that you've maintained proficiency in the core maneuver of getting the aircraft safely airborne and back on the ground. The option that matches this rule is three takeoffs and landings in 90 days, which is the standard currency requirement. The other choices mix different counts or timeframes that don't align with the established 90-day, three-tlight recency requirement.

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://gojetindoc.examzify.com

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