GoJet Systems 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. How many EDP hydraulic pumps are on the CRJ-700?

A. 3 EDP

B. 2 EDP

C. 4 EDP

D. 1 EDP

2. The statement 'All fuel tanks can be serviced by utilizing the overwing filler caps' is:

A. True

B. False

C. Not enough information

D. Only certain tanks can be serviced via overwing caps

3. Which hydraulic system can be used to extend the landing gear if the main system fails?

A. System 3

B. System 1

C. System 2

D. All three

4. What does Flight Abort Mode do after takeoff?

A. Holds the departure airport elevation for 10 minutes after takeoff, or up to 6,000 ft

B. Delays takeoff by 5 minutes to reconfigure systems

C. Reduces engine thrust by 50 percent

D. Activates emergency landing gear deployment

5. To make a cabin announcement on the PA system, what should you do?

A. Press the PA switchlight on the Interphone Control Unit after selecting the transmit switch on the ACP to the PA position.

B. Use the handset microphone to speak into the cabin

C. Activate the PA by pressing the cabin interphone button

D. Speak into the microphone on the pilot’s control panel

6. What function does the roll disconnect perform?

- **A. Separates the lateral control, freeing the unjammed aileron while SSCU maintains lateral control through the multi-function spoilers on the jammed side**
- **B. Separates the control wheels**
- **C. Locks the ailerons in place**
- **D. Activates the autopilot for roll control**

7. How many TRUs are included in the DC electrical system?

- **A. 3**
- **B. 4**
- **C. 5**
- **D. 6**

8. What is the maximum altitude for single A/C pack operation?

- **A. 28,000 ft**
- **B. 33,000 ft**
- **C. 31,000 ft**
- **D. 35,000 ft**

9. DC power is supplied by _____.

- **A. Four Transformer Rectifier Units**
- **B. Two Transformer Rectifier Units**
- **C. Three Transformer Rectifier Units**
- **D. Five Transformer Rectifier Units**

10. Which item is included in the ADG power list?

- **A. Slats/Flaps (Half/Speed) ACMP 3B Pump and Stab Trim Channel 2**
- **B. Cabin Lighting**
- **C. Door Actuators**
- **D. Hydraulic Reservoir**

Answers

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

Explanations

1. How many EDP hydraulic pumps are on the CRJ-700?

A. 3 EDP

B. 2 EDP

C. 4 EDP

D. 1 EDP

The main idea is that the CRJ-700 uses two independent hydraulic systems, each powered by its own engine-driven pump located on the engine's accessory gearbox. Because there is one engine-driven pump per system, there are two EDP hydraulic pumps in total. This arrangement provides redundancy so hydraulic power can be maintained if one engine or pump isn't available. (There are electric backup pumps as well, but they're not counted as EDPs.)

2. The statement 'All fuel tanks can be serviced by utilizing the overwing filler caps' is:

A. True

B. False

C. Not enough information

D. Only certain tanks can be serviced via overwing caps

Access to fueling is not universal across all fuel tanks. Overwing filler caps are provided for specific tanks where the wing structure and plumbing allow top-side access. Many aircraft also have center, fuselage, or tail tanks that require different fueling ports or procedures. Because of these variations, you cannot service every tank through the overwing caps. In practice, only certain tanks can be serviced this way, and you should consult the aircraft's fueling manual to see which tanks are accessible via the overwing caps.

3. Which hydraulic system can be used to extend the landing gear if the main system fails?

A. System 3

B. System 1

C. System 2

D. All three

The situation tests how landing gear can be deployed when the main hydraulic system is not available. Aircraft are built with multiple hydraulic sources, and a dedicated backup path is provided so the gear can still be lowered for a safe landing. The backup path in this design is tied to the secondary hydraulic system, which has its own pump and feed lines to the landing gear actuators. That independence lets the crew extend the gear even if the primary system has failed, ensuring a controllable descent and landing. The other systems don't provide this guaranteed alternate path in this configuration, and having all three capable isn't how this particular architecture is arranged.

4. What does Flight Abort Mode do after takeoff?

A. Holds the departure airport elevation for 10 minutes after takeoff, or up to 6,000 ft

B. Delays takeoff by 5 minutes to reconfigure systems

C. Reduces engine thrust by 50 percent

D. Activates emergency landing gear deployment

Flight Abort Mode is a safety feature designed to manage a possible takeoff rejection by stabilizing the airplane at a safe reference altitude after liftoff. It sets a hold at the departure airport elevation for a limited window—10 minutes after takeoff, or up to 6,000 ft—whichever comes first. This creates a predictable, safe altitude range, giving the crew time to assess performance, systems, and options without climbing unnecessarily high or descending toward terrain. It helps ensure you have a clear decision point and a safer path whether you return to the runway or continue the climb once everything is reconfigured. This behavior isn't about delaying the start of the takeoff, reducing engine thrust, or deploying emergency landing gear. Those actions pertain to different procedures or modes and aren't what Flight Abort Mode is designed to do.

5. To make a cabin announcement on the PA system, what should you do?

A. Press the PA switchlight on the Interphone Control Unit after selecting the transmit switch on the ACP to the PA position.

B. Use the handset microphone to speak into the cabin

C. Activate the PA by pressing the cabin interphone button

D. Speak into the microphone on the pilot's control panel

To make a cabin announcement you must route the cockpit microphone signal to the cabin PA and turn the PA path on. First, select the PA position on the Audio Control Panel so the cockpit mic is sent to the cabin PA channel. Then press the PA switchlight on the Interphone Control Unit to enable the cabin PA transmitter, which actually drives the cabin speakers. Without selecting PA on the ACP, your voice won't reach the cabin; without pressing the PA switchlight, the PA path stays muted. Using the handset microphone or the pilot's panel mic wouldn't transmit to the cabin in normal operation, and simply pressing a cabin interphone button doesn't engage the PA path itself. This two-step process ensures your announcement is heard clearly in the cabin.

6. What function does the roll disconnect perform?

A. Separates the lateral control, freeing the unjammed aileron while SSCU maintains lateral control through the multi-function spoilers on the jammed side

B. Separates the control wheels

C. Locks the ailerons in place

D. Activates the autopilot for roll control

The roll disconnect keeps you flying even if one side's roll system is jammed. It releases the jammed side from the pilot's input, so the unjammed aileron can continue to provide roll authority. The system (SSCU) then uses the spoilers on the jammed side to help maintain lateral control, letting you steer with the remaining, functioning control while the jammed side's surfaces are managed separately. It's not about separating the control wheels, locking the ailerons, or turning on autopilot for roll—those are not what this mechanism does.

7. How many TRUs are included in the DC electrical system?

A. 3

B. 4

C. 5

D. 6

Transformer Rectifier Units convert AC power into the 28-volt DC power used by the aircraft's DC buses. In this DC electrical system, there are four TRUs. This four-unit setup provides sufficient capacity to feed all DC buses while maintaining redundancy, so the loss of one TRU doesn't leave the DC system powerless—the remaining TRUs can continue supplying power. The battery acts as a backup for essential loads if needed, but the four TRUs are designed to meet normal and fault-tolerant operation without exhausting the backup.

8. What is the maximum altitude for single A/C pack operation?

A. 28,000 ft

B. 33,000 ft

C. 31,000 ft

D. 35,000 ft

Understanding how many air conditioning packs are needed to meet cabin cooling and pressurization demands at a given altitude shows why this limit exists. When only one pack is operating, the cooling capacity and the mass flow of conditioned air are reduced. As you climb, the ambient air becomes thinner, so the system must work harder to keep cabin temperature and pressure within acceptable limits. At a certain altitude, a single pack can no longer meet those demands reliably, so the aircraft is limited to using a single pack up to that point. For this aircraft, that ceiling is 31,000 feet. Beyond that, both packs are needed to maintain cabin conditions, so 31,000 ft is the maximum altitude for single-pack operation.

9. DC power is supplied by _____.

A. Four Transformer Rectifier Units

B. Two Transformer Rectifier Units

C. Three Transformer Rectifier Units

D. Five Transformer Rectifier Units

DC power on many aircraft comes from Transformer Rectifier Units, which take AC power from the generators and convert it into DC to feed the DC buses used by avionics, lighting, and other systems. Four TRUs are installed to provide enough current and to share load, giving redundancy. With four units, the system can continue to supply DC power even if one TRU is offline or undergoing maintenance, ensuring essential systems stay powered. Fewer TRUs would reduce capacity and redundancy, which is why four is the correct setup in this context.

10. Which item is included in the ADG power list?

A. Slats/Flaps (Half/Speed) ACMP 3B Pump and Stab Trim Channel 2

B. Cabin Lighting

C. Door Actuators

D. Hydraulic Reservoir

ADG power list covers the subset of systems that must stay powered to keep the airplane controllable in an electrical emergency. The items included are those that directly affect flight control and configuration: slats and flaps operation (Half/Speed), a hydraulic pump (ACMP 3B), and stabilizer trim channel 2. These support lift, control authority, and proper trim when normal power is unavailable. In contrast, cabin lighting and door actuators are nonessential for staying in control, and a hydraulic reservoir is simply a storage component rather than an active, powered function, so they aren't part of the ADG power list.

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://gojetsystems.examzify.com

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