GOJET 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

1. Mach Trim begins to operate at 0.4 Mach and is operable in both manual and autopilot flight operations.

A. True

B. False — it does not operate when the autopilot is engaged

C. It operates only in manual flight

D. It operates only in autopilot flight

2. Which pump is powered by both ADG and AC BUS 1?

A. PUMP 1

B. PUMP 2

C. PUMP 3B

D. PUMP 3A

3. What is the minimum engine fuel temperature prior to takeoff, and the minimum bulk fuel temperature depending on fuel type?

A. 5 C; -30 C or -40 C

B. -5 C; -25 C or -35 C

C. 0 C; -20 C or -30 C

D. 10 C; -15 C or -25 C

4. Which component primarily regulates cabin pressure by adjusting flow?

A. Outflow valve

B. Pack temperature sensor

C. Bleed air shutoff valve

D. Engine bleed control

5. Which sources can supply air to the air conditioning packs?

A. External air

B. APU air

C. Bleed air from the engines

D. External air, APU air or bleed air from the engines, depending on the situation

6. EMER FLAP action results in which configuration?

A. Extends flaps to 0 degrees

B. Slats retract fully

C. Slats fully extend and flaps to move to 20 degrees

D. Overrides the flap control lever only

7. The maximum altitude for APU bleed air is which value?

A. 28,000 ft

B. 30,000 ft

C. 20,000 ft

D. 25,000 ft

8. In flight, when the APU automatic fire protection is engaged, which action occurs?

A. Automatic discharge of the fire bottle

B. Automatic shutdown of the APU, but not automatic discharge of the fire bottle

C. Automatic shutdown of the entire electrical system

D. No automatic action

9. What is the purpose of the isolation valve?

A. Shuts off bleed air to all systems

B. Allows air from any source to supply both sides of the manifold

C. Only blocks cross flow to cabin

D. Regulates electrical power to valves

10. If motive flow is lost, how are the collector tanks kept full?

A. Gravity feed lines

B. Additional boost pumps

C. Mirror flow

D. There is no way

Answers

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

Explanations

1. Mach Trim begins to operate at 0.4 Mach and is operable in both manual and autopilot flight operations.

A. True

B. False — it does not operate when the autopilot is engaged

C. It operates only in manual flight

D. It operates only in autopilot flight

Mach Trim is designed to start working at about 0.4 Mach to counteract the trim changes caused by increasing speed and Mach effects. The statement says it operates in both manual and autopilot flight. In this system, however, Mach Trim does not operate when the autopilot is engaged, so it cannot function under autopilot control. This setup prevents conflicting trim commands between the pilot's inputs and the autopilot's control. Therefore the claim is false: Mach Trim is available in manual flight, but is disabled once the autopilot is engaged.

2. Which pump is powered by both ADG and AC BUS 1?

A. PUMP 1

B. PUMP 2

C. PUMP 3B

D. PUMP 3A

The main idea is redundancy in power sources for critical hydraulic components. Some pumps are wired to more than one electrical source so they can keep working if one source fails. The pump labeled 3B is connected to both the accessory drive generator (ADG) and AC Bus 1, so it can be powered from either source. This dual feed means it remains operable whether the ADG is supplying power or AC Bus 1 is powered by other means, ensuring hydraulic pressure for the system even in abnormal or loss-of-power conditions. The other pumps are not connected to both sources, so they don't meet the requirement of being powered by both ADG and AC Bus 1.

3. What is the minimum engine fuel temperature prior to takeoff, and the minimum bulk fuel temperature depending on fuel type?

A. 5 C; -30 C or -40 C

B. -5 C; -25 C or -35 C

C. 0 C; -20 C or -30 C

D. 10 C; -15 C or -25 C

Fuel temperature limits are set to keep the fuel in a safe, pumpable state and to prevent problems in the fuel system at takeoff. The engine fuel temperature must be at least 5 C before takeoff. This minimum helps ensure reliable fuel pump operation and metering, and reduces the risk of fuel-line icing or other issues as the engine starts and transitions to takeoff power. The bulk fuel temperature minimum depends on the fuel type because different jet fuels have different wax content and cloud/freeze points. Some fuels require the bulk fuel not to be colder than -30 C, while others specify -40 C. This reflects the properties of the particular fuel formulation and its behavior at very low temperatures; setting the threshold helps prevent wax formation or gelation and ensures consistent fuel flow from storage tanks to the aircraft. Other choices don't align with these safety and specification-driven limits, where a higher engine temperature requirement and a fuel-type–dependent bulk temperature are used to balance reliability and cold-weather performance.

4. Which component primarily regulates cabin pressure by adjusting flow?

A. Outflow valve

B. Pack temperature sensor

C. Bleed air shutoff valve

D. Engine bleed control

The main idea is that cabin pressure is controlled by how much air is vented from the cabin to the outside. The outflow valve is the component that directly handles this, adjusting the flow to maintain the target cabin pressure. A cabin pressure controller takes readings from sensors and commands the valve to open or close, letting more air escape when needed or reducing venting to keep the pressure from dropping too low. The other components don't regulate cabin pressure by venting: the pack temperature sensor manages air cooling/heating, the bleed air shutoff valve isolates bleed air, and engine bleed control governs how much bleed air is available to the system.

5. Which sources can supply air to the air conditioning packs?

A. External air

B. APU air

C. Bleed air from the engines

D. External air, APU air or bleed air from the engines, depending on the situation

The air conditioning packs are designed to be fed from multiple possible sources so cabin conditioning can happen in different phases of flight and on the ground. Bleed air from the engines is the primary source when the engines are running, delivering the hot, high pressure air that the packs then cool and condition for cabin use. When the engines aren't providing bleed air—such as on the ground or in certain flight situations—the APU can supply bleed air to the packs, allowing the cabin to be conditioned without the main engines running. In some aircraft configurations, external air can also be used to feed or support the packs, for example during ground operations or when bleed air isn't available, with the system automatically managing the source that's appropriate. Because the setup depends on the phase of flight and available power sources, all three—external air, APU air, or engine bleed air—can supply the packs depending on the situation.

6. EMER FLAP action results in which configuration?

A. Extends flaps to 0 degrees

B. Slats retract fully

C. Slats fully extend and flaps to move to 20 degrees

D. Overrides the flap control lever only

EMER FLAP deployment is designed to maximize lift when normal systems may be unavailable. It uses the emergency hydraulic system to position the high lift devices to a preset, high lift state: the slats are fully extended and the flaps move to 20 degrees. This configuration increases wing camber and lift at low speed, helping with safe approach and landing under degraded conditions. The other ideas don't provide the needed high lift configuration—0 degrees would not extend the surface, retracting the slats would reduce lift, and simply overriding the flap lever doesn't specify the actual surfaces' positions in emergency mode.

7. The maximum altitude for APU bleed air is which value?

A. 28,000 ft

B. 30,000 ft

C. 20,000 ft

D. 25,000 ft

APU bleed air is used to feed the environmental control system and for engine starts when engines aren't providing bleed. The APU's compressor can't reliably deliver the required bleed air flow and pressure above about 25,000 feet, where the air is too thin to maintain the needed conditions. So the system is limited to 25,000 feet to ensure the packs and cabin pressurization receive stable air. At higher altitudes, other sources (engine bleed or electric packs) are used instead.

8. In flight, when the APU automatic fire protection is engaged, which action occurs?

A. Automatic discharge of the fire bottle

B. Automatic shutdown of the APU, but not automatic discharge of the fire bottle

C. Automatic shutdown of the entire electrical system

D. No automatic action

The key idea is how APU fire protection operates: its primary automatic response is to stop the APU to isolate the fire source—cutting fuel and power and shutting the unit down. The extinguishing agent, however, is not automatically discharged by this protection in flight in this scenario; releasing the fire bottle is typically a separate action that requires a crew command (or a different automatic path depending on the system). So, when automatic protection engages, the automatic action you see immediately is the APU shutdown, not an automatic discharge of the fire bottle. That's why this option is the correct one.

9. What is the purpose of the isolation valve?

A. Shuts off bleed air to all systems

B. Allows air from any source to supply both sides of the manifold

C. Only blocks cross flow to cabin

D. Regulates electrical power to valves

The isolation valve exists to manage cross-connection between bleed air sources and the distribution manifold. When it's opened, air from any active source (engine bleed or APU) can feed both sides of the environmental control system manifold, giving redundancy so the systems still receive air even if one source is unavailable. When closed, the two sides are isolated from each other, preventing crossflow. This is not about shutting off all bleed air, regulating electrical power to valves, or merely blocking cross flow to the cabin—the valve's job is to allow cross-feed between the sources and the manifold to ensure a reliable air supply.

10. If motive flow is lost, how are the collector tanks kept full?

A. Gravity feed lines

B. Additional boost pumps

C. Mirror flow

D. There is no way

When motive flow is lost, the system relies on gravity to keep the collector tanks full. The fuel in the main wings sits at a higher elevation than the collector tanks, and gravity feed lines provide a passive path for fuel to move downward into the collectors. This uses the hydrostatic pressure created by the height difference, so the collectors remain fed even without pump-driven flow. Check valves and routing ensure fuel moves in the intended direction and prevents siphoning or unintended transfer. As long as there is fuel in the higher tanks and no obstruction, gravity will maintain the level in the collector tanks until the source tanks are emptied. Boost pumps or other pumped flow can't substitute here because motive flow is unavailable, and the gravity path is the passive mechanism designed for this exact situation.

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!