

# King Air 350 Limitations 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

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- 1. What is the generator load limit on the ground when N1 is between 70-100%?**
  - A. 90%**
  - B. 95%**
  - C. 100%**
  - D. 105%**
  
- 2. Autopilot system operation with a pitch trim malfunction is considered to be what?**
  - A. Recommended**
  - B. Permitted**
  - C. Advisory**
  - D. Prohibited**
  
- 3. What must be indicated for the FMS to be valid for instrument approaches?**
  - A. Decent weather conditions**
  - B. The pilot's experience level**
  - C. Specific FMS annunciators displayed correctly**
  - D. Air traffic control clearance**
  
- 4. What accuracy specifications must an FMS meet when receiving usable sensor inputs?**
  - A. Basic navigation requirements**
  - B. Accuracy specifications of VNAV operation**
  - C. Standard flight management criteria**
  - D. Enhanced navigational controls**
  
- 5. What volt limit is considered acceptable for external power in the King Air 350?**
  - A. 26.0-26.5 volts**
  - B. 27.0-27.5 volts**
  - C. 28.0-28.4 volts**
  - D. 28.5-29.0 volts**

- 6. What must be satisfactory prior to each flight on which the autopilot is to be used?**
- A. the backup control check**
  - B. the autopilot preflight check**
  - C. the fuel check**
  - D. the navigation setup**
- 7. What is the maximum crosswind component for takeoff and landing?**
- A. 20 knots**
  - B. 25 knots**
  - C. 30 knots**
  - D. 35 knots**
- 8. What operational requirement is necessary over 20,000 feet?**
- A. Landing gear down**
  - B. Crossfeed capability**
  - C. Flaps deployed**
  - D. Manual override engaged**
- 9. What is the maximum altitude for normal operation during a climb in the King Air 350?**
- A. 25,000 feet**
  - B. 30,000 feet**
  - C. 35,000 feet**
  - D. 40,000 feet**
- 10. If one standby pump is inoperative, what is the operational condition for the aircraft?**
- A. Operations allowed**
  - B. Operations prohibited**
  - C. Flight allowed under 20,000 feet**
  - D. Emergency landing only**

## Answers

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

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## **Explanations**

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**1. What is the generator load limit on the ground when N1 is between 70-100%?**

- A. 90%**
- B. 95%**
- C. 100%**
- D. 105%**

The generator load limit on the ground when N1 is between 70-100% is set at 100%. This limit is established to ensure that the electrical system does not become overloaded while operating at elevated engine RPMs. When the engines are operating within this N1 range, they are capable of supplying their maximum output, and allowing for full generator capacity ensures that all systems can function properly without risking damage or malfunction due to excess load. The other options represent load limits that would not support safe operational practices under these conditions. Setting the limit lower than 100% would not take full advantage of the available electrical power, potentially leaving critical systems underpowered, while exceeding 100% could cause overheating or other issues with the generators, especially in ground operation where cooling is less effective compared to flight conditions. Hence, 100% is the ideal and safe operating threshold for generator load on the ground within the specified N1 range.

**2. Autopilot system operation with a pitch trim malfunction is considered to be what?**

- A. Recommended**
- B. Permitted**
- C. Advisory**
- D. Prohibited**

The operation of the autopilot system with a pitch trim malfunction is classified as prohibited. This is because the autopilot relies on the pitch trim system to maintain the aircraft's attitude and perform its functions effectively. If there is a malfunction in the pitch trim, it can lead to improper control, increased workload for the pilot, and potential loss of aircraft control. Therefore, for safety reasons, operating the autopilot under such conditions is not allowed. This classification helps ensure that pilots avoid situations that could compromise the safety and stability of the aircraft during flight.

### 3. What must be indicated for the FMS to be valid for instrument approaches?

- A. Decent weather conditions
- B. The pilot's experience level
- C. Specific FMS annunciators displayed correctly**
- D. Air traffic control clearance

For the FMS (Flight Management System) to be valid for instrument approaches, it is essential that specific FMS annunciators are displayed correctly. These annunciators provide critical information regarding the operational status of the FMS and its readiness for approaches. Indicators such as "Approach Mode," "Approach Active," or other related notifications must be confirmed to ensure that the system is functioning as expected for executing a precision approach. This verification is vital because the FMS plays a central role in navigation and approach guidance. If the requisite annunciators are not displayed, this may indicate that the system is not synchronized properly with the required approach procedures, which could lead to navigation errors or inability to capture the correct approach path. Other factors, such as weather conditions, pilot experience level, or air traffic control clearance, although important in the overall context of flight operations, do not specifically pertain to the validity of the FMS for instrument approaches. Thus, the correct display of FMS annunciators is the crucial requirement.

### 4. What accuracy specifications must an FMS meet when receiving usable sensor inputs?

- A. Basic navigation requirements
- B. Accuracy specifications of VNAV operation**
- C. Standard flight management criteria
- D. Enhanced navigational controls

An FMS (Flight Management System) is critical for navigation in modern aircraft, and its accuracy specifications are particularly essential for ensuring safe and efficient flight operations. When receiving usable sensor inputs, an FMS must adhere to the accuracy specifications required for VNAV (Vertical Navigation) operation. This is because VNAV relies on precise altitude and vertical navigation data to manage the aircraft's altitude profile, which is foundational for approaches, descents, and other phases of flight that require vertical guidance. The accuracy specifications set for VNAV ensure that the aircraft can reliably execute vertical flight paths, which is crucial during critical phases of flight like approaches to landing or when transitioning between flight levels. The stringent requirements for VNAV are designed to maintain safety margins and operational efficiency, thus making it essential for the FMS to align with these standards. While options like basic navigation requirements and standard flight management criteria are indeed relevant to the overall operation of an FMS, they do not specifically capture the detailed accuracy needed for VNAV operations. Enhanced navigational controls might improve functionality but do not define the essential accuracy specifications necessary for safe vertical navigation. Therefore, the focus on VNAV operation highlights the specific accuracy standards that must be met in scenarios where vertical guidance is involved, making this option the

**5. What volt limit is considered acceptable for external power in the King Air 350?**

- A. 26.0-26.5 volts**
- B. 27.0-27.5 volts**
- C. 28.0-28.4 volts**
- D. 28.5-29.0 volts**

In the King Air 350, the acceptable voltage range for external power falls between 28.0 and 28.4 volts. This specification is crucial for maintaining the integrity of the aircraft's electrical systems during ground operations. Voltage outside this range could potentially damage sensitive electronic components or lead to insufficient performance of onboard systems while the aircraft is on the ground or during pre-flight preparations. When using external power, adherence to this specified range helps ensure that the aircraft's batteries are charged correctly and that electrical equipment operates reliably. Proper voltage also contributes to avoiding situations that could lead to electrical failures, which are critical for the operation and safety of the aircraft. Hence, voltage parameters are established to protect both the aircraft systems and the overall safety of the flight operations.

**6. What must be satisfactory prior to each flight on which the autopilot is to be used?**

- A. the backup control check**
- B. the autopilot preflight check**
- C. the fuel check**
- D. the navigation setup**

The autopilot preflight check is essential prior to each flight where the autopilot will be employed because it ensures that the autopilot system is functioning correctly and safely before the aircraft takes off. This check is designed to verify the integrity and operational status of all autopilot components, including system readiness, response to input commands, and any other parameters that must be confirmed to ensure the safety and reliability of the autopilot during flight. Performing this check allows pilots to detect any potential issues that could lead to malfunction during flight, thus ensuring a high level of safety. It is critical for pilots to adhere to this procedure consistently, as autopilot failure in-flight can lead to loss of aircraft control. While checks related to controls, fuel, and navigation setup are indeed important for flight safety, they are not specifically required to confirm the readiness of the autopilot system, which is why the autopilot preflight check is the focus in this context.

**7. What is the maximum crosswind component for takeoff and landing?**

- A. 20 knots**
- B. 25 knots**
- C. 30 knots**
- D. 35 knots**

The maximum crosswind component for takeoff and landing in the King Air 350 is established based on the aircraft's design and performance capabilities. A maximum crosswind component of 30 knots indicates the conditions under which the aircraft can safely operate while maintaining control during takeoff and landing phases in a crosswind scenario. This limit takes into account factors such as the aircraft's stability, control surfaces effectiveness, and the pilot's ability to manage the aircraft in adverse wind conditions. Operating within this crosswind limit helps ensure safe operations, as exceeding it may lead to difficulties in aircraft control, increased reliance on pilot skill, and heightened risk during critical phases of flight. Understanding and adhering to these crosswind limitations is crucial for flight safety, especially when operating in varied weather conditions. Other options present higher values beyond the established limitation, which can compromise the safe handling of the aircraft and increase the likelihood of adverse outcomes during maneuvering close to the ground.

**8. What operational requirement is necessary over 20,000 feet?**

- A. Landing gear down**
- B. Crossfeed capability**
- C. Flaps deployed**
- D. Manual override engaged**

For the King Air 350, one of the critical operational requirements at altitudes over 20,000 feet is the need for crossfeed capability. This is essential because, at higher altitudes, both engines operate more efficiently on the same fuel system. The crossfeed capability allows for balanced fuel management, ensuring that both engines have adequate fuel supply, which is crucial for maintaining performance and ensuring safety. In higher altitude operations, there's an increased risk of engine failure, and thus, ensuring that both engines can access fuel from either tank provides redundancy and reliability. This setup helps pilots manage fuel distribution effectively, especially when dealing with potential fuel imbalances that could arise during flight. Other options, while they have their own operational significance, do not specifically address the unique challenges and requirements of flying above 20,000 feet in the King Air 350. For instance, the landing gear and flaps are generally configured for landing and takeoff, not cruise. Manual overrides pertain to the control systems rather than operational altitude requirements. Therefore, the crossfeed capability is the most pertinent requirement for safe and effective flight operations at this altitude.

**9. What is the maximum altitude for normal operation during a climb in the King Air 350?**

- A. 25,000 feet
- B. 30,000 feet**
- C. 35,000 feet
- D. 40,000 feet

The maximum altitude for normal operation during a climb in the King Air 350 is indeed 30,000 feet. This limitation is crucial for pilots to understand, as it directly impacts aircraft performance, engine efficiency, and safety during flight operations. The King Air 350 is designed with several operational parameters, including altitude limitations, which are defined based on performance characteristics, regulatory requirements, and pressurization capabilities. Operating above 30,000 feet poses additional challenges such as reduced cabin pressurization, increased fuel burn, and potential complications with oxygen requirements for crew and passengers. Keeping the climb altitude within this limit ensures optimal engine performance and a comfortable cabin environment, fulfilling safety regulations and operational efficiency. Understanding these parameters allows pilots to make informed decisions about flight paths and altitude adjustments.

**10. If one standby pump is inoperative, what is the operational condition for the aircraft?**

- A. Operations allowed
- B. Operations prohibited**
- C. Flight allowed under 20,000 feet
- D. Emergency landing only

The operational condition for the aircraft with one standby pump inoperative is that operations are prohibited. This is due to the critical function that standby pumps serve in the King Air 350's hydraulic system. The aircraft relies on redundancy in its hydraulic systems to ensure safety and control, especially during critical phases of flight such as takeoff, landing, and in the event of an engine failure. If one standby pump is inoperative, the redundancy necessary for safe operation is compromised, leading to potential control issues and increased operational risk. Therefore, the manufacturer and regulatory authorities do not allow operations under such conditions until the inoperative component is repaired or replaced. This principle prioritizes safety, ensuring that pilots have all necessary systems fully operational before conducting flights. Other options such as allowing operations under certain altitude limitations or under emergency conditions do not apply, as the absence of a standby pump fundamentally alters the aircraft's ability to handle hydraulic system failures safely.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://kingair350limitations.examzify.com>**

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

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