

KING AIR 350 LIMITATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://kingair350limitations.examzify.com>



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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 maximum climb rate after takeoff for the King Air 350?**
 - A. 2,000 fpm
 - B. 2,500 fpm
 - C. 3,000 fpm
 - D. 3,500 fpm
- 2. Which load factor is applicable for the King Air 350 when operating with flaps down?**
 - A. +2.5g's, -0.5g's
 - B. +2.0g's, -1.0g's
 - C. +2.0g's, -0.0g's
 - D. +1.0g's, -1.0g's
- 3. What is the continuous amp limit for external power in the King Air 350?**
 - A. 250 amps
 - B. 300 amps
 - C. 350 amps
 - D. 400 amps
- 4. What are the landing gear cycle limits for the King Air 350?**
 - A. 1 cycle x 10 then 20 min cool down
 - B. 1 cycle x 6 then 15 min cool down
 - C. 1 cycle x 5 then 10 min cool down
 - D. 1 cycle x 8 then 12 min cool down
- 5. What is the maximum idle ITT limit?**
 - A. 650°C
 - B. 700°C
 - C. 750°C
 - D. 800°C
- 6. What is the acceptable range for external power volts for the King Air 350?**
 - A. 26.0-26.5 volts
 - B. 27.0-27.5 volts
 - C. 28.0-28.4 volts
 - D. 29.0-29.5 volts

- 7. What is the maximum wind speed limitation for the operation of the cargo door?**
- A. 20 knots
 - B. 25 knots
 - C. 30 knots
 - D. 35 knots
- 8. What is the maximum landing weight for the King Air 350?**
- A. 12,000 lbs
 - B. 14,000 lbs
 - C. 15,500 lbs
 - D. 17,000 lbs
- 9. What is the minimum battery voltage required for engine start?**
- A. 22 V
 - B. 24 V
 - C. 26 V
 - D. 28 V
- 10. What is the recommended speed during the final approach phase?**
- A. 100 KIAS
 - B. 110 KIAS
 - C. 120 KIAS
 - D. 130 KIAS

Answers

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

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Explanations

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1. What is the maximum climb rate after takeoff for the King Air 350?

- A. 2,000 fpm
- B. 2,500 fpm**
- C. 3,000 fpm
- D. 3,500 fpm

The maximum climb rate after takeoff for the King Air 350 is established based on performance data that reflect the aircraft's capabilities under standard conditions and at maximum takeoff weight. The specified rate of 2,500 feet per minute (fpm) aligns with the aircraft's certification data and operational limits, which take into account factors such as engine performance, aerodynamic efficiency, and safety margins. This climb rate is particularly important for pilots to understand, as it helps ensure that they can achieve a safe altitude quickly in various operational environments, particularly in case of engine failure or during critical phases of flight. Familiarity with this rate reinforces good decision-making and reinforces adherence to recommended operational procedures, ensuring flight safety. The other options exceed known performance data for the King Air 350 and may imply unrealistic expectations about the aircraft's capabilities. Understanding the correct climb rate is fundamental to flight planning and operational safety.

2. Which load factor is applicable for the King Air 350 when operating with flaps down?

- A. +2.5g's, -0.5g's
- B. +2.0g's, -1.0g's
- C. +2.0g's, -0.0g's**
- D. +1.0g's, -1.0g's

The applicable load factor for the King Air 350 when operating with flaps down is indeed +2.0g's and -0.0g's. This specification indicates the aircraft's structural integrity and performance limitations while flying in a configuration that includes additional drag and lift provided by the flaps. When flaps are extended, the aircraft is typically in a slower flight mode, such as during approach or landing. The limitation of +2.0g's means the aircraft can withstand forces up to double gravity without risk of structural failure, which is crucial for safety during maneuvers that may involve turbulence or changes in flight path. Meanwhile, the -0.0g's limitation indicates that the aircraft is not designed to experience any negative load factors in this configuration, which is vital for maintaining control and preventing potential stall or other aerodynamic issues. This load factor ensures that operators are aware of the risks associated with flying the King Air 350 in a flaps-down configuration and that they adhere to limitations for safe operation. The other options suggest different load factors that do not align correctly with the aircraft's operational specifications as defined in manufacturer guidelines, reflecting either excessive negative load capabilities or higher positive limits than permissible in certain configurations.

3. What is the continuous amp limit for external power in the King Air 350?

- A. 250 amps
- B. 300 amps**
- C. 350 amps
- D. 400 amps

In the King Air 350, the continuous amp limit for external power is set at 300 amps. This specification is crucial for maintaining the aircraft's electrical system integrity and ensuring the proper operation of all electrical components when external power is utilized. Using external power sources with the appropriate amp rating is essential for preventing damage to sensitive avionics and electrical systems, as exceeding the limit can lead to overheating or electrical failures. Being aware of this limit is particularly important during pre-flight checks and when connecting external power units to ensure they deliver power within acceptable parameters, thus safeguarding the aircraft's systems.

4. What are the landing gear cycle limits for the King Air 350?

- A. 1 cycle x 10 then 20 min cool down
- B. 1 cycle x 6 then 15 min cool down**
- C. 1 cycle x 5 then 10 min cool down
- D. 1 cycle x 8 then 12 min cool down

The landing gear cycle limit for the King Air 350 specifies that the landing gear can be cycled once followed by a maximum of six subsequent cycles, which should then be followed by a 15-minute cool down period. This limit is important because it helps to prevent overheating and wear on the landing gear system, ensuring safe and reliable operation of the aircraft. The limitation on the number of cycles and the required cooling period are critical for maintaining the structural integrity and functionality of the landing gear, particularly during scenarios that demand repeated gear operation, such as training or specific tactical missions. Adhering to these limits ensures that the hydraulic system and landing gear components do not exceed their thermal limits. Understanding the correct cycle limits and the implications of exceeding them is essential for pilots and maintenance personnel to ensure safe operations and comply with the aircraft's design specifications.

5. What is the maximum idle ITT limit?

- A. 650°C
- B. 700°C
- C. 750°C**
- D. 800°C

The maximum idle ITT (Inter Turbine Temperature) limit for the King Air 350 is set at 750°C. This limit is crucial for the safe operation of the aircraft's engines, as exceeding the ITT at idle could lead to potential engine damage or failure. The idle phase is typically characterized by low power settings, and the specified ITT limit ensures that the engines are running within safe thermal parameters, promoting durability and reliability. Maintaining the ITT within this limit during idle operations helps prevent overheating and ensures proper engine performance. It's essential for pilots and crew to be aware of these temperature limits for effective engine management, particularly during ground operations and while conducting engine run-ups. Understanding and adhering to these limitations is part of responsible aircraft operation and safety.

6. What is the acceptable range for external power volts for the King Air 350?

- A. 26.0-26.5 volts
- B. 27.0-27.5 volts
- C. 28.0-28.4 volts**
- D. 29.0-29.5 volts

The acceptable range for external power volts for the King Air 350 is between 28.0 and 28.4 volts. This range is crucial as it ensures that the electrical systems of the aircraft receive adequate power without risking damage. Specifically, consistent voltage within this range helps to maintain the operation of avionics, engines, and other critical systems while on the ground when external power is being utilized. Voltage outside this specified range could lead to operational issues or equipment failure, highlighting the importance of adhering to these established limits.

7. What is the maximum wind speed limitation for the operation of the cargo door?

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

The maximum wind speed limitation for the operation of the cargo door on the King Air 350 is 30 knots. This limitation is crucial for ensuring the safe and effective operation of the cargo door during ground handling. High wind speeds can exert excessive force on the cargo door mechanism, potentially leading to structural damage or malfunction. Operating the cargo door beyond the specified wind speed could also pose safety risks to ground personnel and equipment. Understanding these limitations is essential for pilots and ground crews to maintain aircraft integrity and ensure safety during cargo handling. Each aircraft model has specific operational limitations that take into account various factors including wind speeds, which are critical for safe operations. Thus, adhering to the 30 knots maximum wind speed is necessary to prevent adverse effects when opening or closing the cargo door under challenging weather conditions.

8. What is the maximum landing weight for the King Air 350?

- A. 12,000 lbs
- B. 14,000 lbs**
- C. 15,500 lbs
- D. 17,000 lbs

The maximum landing weight for the King Air 350 is established as 14,000 lbs, which ensures the structural integrity of the aircraft is maintained during landing operations. This weight limit is crucial for safely managing the landing performance, such as deceleration, stopping distance, and control during touchdown. Exceeding this limit could lead to structural damage or compromised safety during landing. Therefore, adherence to this limitation is necessary to ensure safe and effective flight operations. Understanding these weight limitations is essential for proper pre-flight planning and ensuring compliance with safety standards.

9. What is the minimum battery voltage required for engine start?

- A. 22 V
- B. 24 V**
- C. 26 V
- D. 28 V

The minimum battery voltage required for engine start in the King Air 350 is 24 volts. This specification ensures that the electrical system has sufficient power to provide the necessary cranking amps to start the engines reliably. Battery voltage is critical because if the voltage is too low, the starter may not function properly or may not engage at all, leading to a failure to start the engines. A voltage level of 24 volts ensures that the battery can deliver enough energy for engine start while also being within the operational limits of the aircraft's systems. Maintaining this voltage level is essential for safe operation and to avoid potential damage to the electrical components during the start sequence. Other options suggest voltages that are either lower or higher than the required minimum, which may not guarantee the necessary performance for starting the engines effectively.

10. What is the recommended speed during the final approach phase?

- A. 100 KIAS
- B. 110 KIAS
- C. 120 KIAS**
- D. 130 KIAS

During the final approach phase, the recommended speed for the King Air 350 is 120 KIAS (Knots Indicated Airspeed). This speed is optimal as it allows for a balance between sufficient control authority and stable descent performance while minimizing the risk of stall as the aircraft descends toward the runway. Choosing 120 KIAS provides adequate margin for a safe approach while ensuring that the aircraft can respond effectively to any changes in flight conditions or unexpected circumstances. Additionally, maintaining this speed helps in achieving the desired descent rate without encountering excessive drag or requiring significant power adjustments. The other speeds listed fall outside of the recommended parameters for final approach, as flying significantly faster can lead to a longer landing distance and increased workload, whereas speeds that are too slow could compromise the safety of the approach and lead to a stall.

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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://kingair350limitations.examzify.com>

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

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