# PC-12 NGX 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. When are the Vent Fans included as part of the ECS?**

**A. If the VCCS AC system isn’t installed**

**B. Only during takeoff**

**C. Only when cabin pressure is high**

**D. When the aircraft is on the ground**

**2. What does decoding the NAVAID Morse code allow you to verify?**

**A. The correct frequency for the navaid.**

**B. The aircraft's altitude.**

**C. The ILS glide slope.**

**D. The flight director mode.**

**3. What is the trigger for supplying oxygen to the passenger outlets when the Pax O2 switch is auto?**

**A. Cabin altitude exceeds 13,500 feet**

**B. Cabin altitude exceeds 15,000 feet**

**C. Cabin altitude exceeds 12,000 feet**

**D. Cabin altitude exceeds 10,000 feet**

**4. During RNAV approach guidance, which control is ignored by the system?**

**A. Altitude preselector**

**B. Airspeed indicator**

**C. Vertical speed**

**D. Attitude indicator**

**5. What is the minimum altitude to engage autopilot on takeoff?**

**A. 400 feet**

**B. 200 feet**

**C. 0 feet**

**D. 1000 feet**

**6. With the standard small O2 bottle installed in the nose, how many minutes of oxygen can be supplied to all crew and passengers?**

**A. 5 minutes**

**B. 10 minutes**

**C. 15 minutes**

**D. 20 minutes**

**7. Near the ground, what is the quick engine restart procedure?**

**A. Cycle engine switch to off and back on; press Start**

**B. Turn off the fuel shutoff and wait**

**C. Enter restart from cockpit after 5 minutes**

**D. Engage external power supply**

**8. How many modes does the Propeller De-Ice system have?**

**A. 2**

**B. 3**

**C. 4**

**D. 5**

**9. What is the target propeller RPM in normal operation?**

**A. 1700 RPM**

**B. 1500 RPM**

**C. 1600 RPM**

**D. 1800 RPM**

**10. Where is the FLAP RESET switch located?**

**A. On the panel behind the copilot seat**

**B. On the floor near rudder pedals**

**C. In the overhead panel**

**D. On the center console near the throttle**

# Answers

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

# Explanations

## 1. When are the Vent Fans included as part of the ECS?

**A. If the VCCS AC system isn’t installed**

**B. Only during takeoff**

**C. Only when cabin pressure is high**

**D. When the aircraft is on the ground**

**Ventilation in the NGX is handled by the Environmental Control System, and the Vent Fans serve as a fallback option when the main VCCS AC system isn’t installed. In that scenario, the fans provide essential cabin air movement and circulation to maintain ventilation without the primary air-conditioning unit. The other conditions—being tied to takeoff, high cabin pressure, or being on the ground—don’t determine whether the fans are included; it’s specifically about the presence or absence of the VCCS AC system.**

## 2. What does decoding the NAVAID Morse code allow you to verify?

**A. The correct frequency for the navaid.**

**B. The aircraft's altitude.**

**C. The ILS glide slope.**

**D. The flight director mode.**

**Decoding the NAVAID Morse code helps you confirm you’re tuned to the correct navigation aid. Each VOR/LOC/NDB broadcasts a Morse identifier that uniquely identifies the station. When you decode that ID and it matches the published ident for the station you intended to use, you know you’re receiving the right navaid on its designated frequency. This verification ties the frequency you’ve selected in the nav radio to the actual station you expect to rely on for navigation. If the Morse ident doesn’t match, you’re not on the intended beacon. The other options—altitude, ILS glide slope, or flight director mode—aren’t determined by the Morse ident of a navaid.**

## 3. What is the trigger for supplying oxygen to the passenger outlets when the Pax O2 switch is auto?

**A. Cabin altitude exceeds 13,500 feet**

**B. Cabin altitude exceeds 15,000 feet**

**C. Cabin altitude exceeds 12,000 feet**

**D. Cabin altitude exceeds 10,000 feet**

**In auto mode, the passenger oxygen system is controlled by a cabin altitude sensor. When cabin altitude rises above 13,500 feet, the system automatically opens the passenger outlets to deliver oxygen to occupants. This threshold is chosen to ensure oxygen is available during depressurization before hypoxia becomes a risk, while still conserving oxygen when cruising at lower altitudes. The other numbers don’t correspond to the auto trigger for this aircraft's Pax O2 system.**

## 4. During RNAV approach guidance, which control is ignored by the system?

**A. Altitude preselector**

**B. Airspeed indicator**

**C. Vertical speed**

**D. Attitude indicator**

**RNAV approach guidance provides a defined lateral path and vertical profile from the navigation database, and the system follows that published path to meet each altitude constraint along the approach. The vertical guidance (VNAV) overrides any manual altitude target, so the altitude preselector isn't used to steer the descent during the RNAV approach. In other words, the approach's step-down altitudes dictate where you should be, and the system will descend accordingly, ignoring the altitude you might have set on the altitude preselector. The other indicators and controls—airspeed, vertical speed, and attitude—remain active for monitoring and controlling performance and attitude, but they do not override the RNAV path's altitude constraints.**

## 5. What is the minimum altitude to engage autopilot on takeoff?

**A. 400 feet**

**B. 200 feet**

**C. 0 feet**

**D. 1000 feet**

**Engaging autopilot on takeoff is limited to give the pilot hands-on control during the critical initial climb and to ensure a stable, configured takeoff before the autopilot takes over. The minimum altitude to engage autopilot after liftoff is four hundred feet above ground level. At that height there is enough room to confirm a stable takeoff, verify the airplane is in the proper climb configuration, and manage any unexpected behavior with the pilot still having control if needed. Engaging at lower altitudes could interfere with the rotation or initial climb if the aircraft isn't yet in a stable state, while waiting much higher than this adds unnecessary manual-handling time. So, four hundred feet AGL is the appropriate threshold.**

## 6. With the standard small O2 bottle installed in the nose, how many minutes of oxygen can be supplied to all crew and passengers?

**A. 5 minutes**

**B. 10 minutes**

**C. 15 minutes**

**D. 20 minutes**

**The question tests how long the aircraft's standard oxygen system can feed everyone on board. The standard small bottle installed in the nose is sized to provide oxygen to all crew and passengers for about ten minutes, using a regulated flow that delivers breathable oxygen to every occupant for that period. This duration is set so there's enough time to initiate an emergency descent and don oxygen as needed after a loss of cabin pressure. If you used a larger bottle, or a different regulator, the available time would be longer; with a smaller bottle or higher flow, it would be shorter.**

## 7. Near the ground, what is the quick engine restart procedure?

**A. Cycle engine switch to off and back on; press Start**

**B. Turn off the fuel shutoff and wait**

**C. Enter restart from cockpit after 5 minutes**

**D. Engage external power supply**

**When a start attempt fails, the quickest way to regain a running engine is to reset the start sequence. Turn the engine switch to OFF, then back to ON and press Start again. This re-energizes the starter and reinitializes the ignition/fuel control, clearing transient faults and giving the engine a fresh attempt to light off from a clean state. Doing this near the ground minimizes delay and keeps you ready to maintain safe control as you complete the approach or landing. The other options either add unnecessary waiting, involve shutting off fuel for an extended period, or require external power, which isn't part of the rapid restart routine.**

## 8. How many modes does the Propeller De-Ice system have?

**A. 2**

**B. 3**

**C. 4**

**D. 5**

**Three modes are provided for the Propeller De-Ice system: OFF, AUTO, and MANUAL. The purpose of this system is to prevent ice from building up on the propeller leading edges and spinner, which can affect balance, thrust, and handling. In AUTO, the system manages heating automatically based on icing conditions, reducing pilot workload during known or predicted icing. In MANUAL, you can turn the heating on or off yourself, giving direct control when you anticipate icing or want to pre-heat the blades. OFF disables heating, conserving electrical power when icing isn't a concern. So, there are three distinct modes, aligning with the correct choice.**

## 9. What is the target propeller RPM in normal operation?

**A. 1700 RPM**

**B. 1500 RPM**

**C. 1600 RPM**

**D. 1800 RPM**

**The main idea here is how a constant-speed propeller is controlled. In normal operation, the propeller is governed to hold a specific RPM to optimize efficiency and performance as you change power and airspeed. For the PC-12 NGX, that target propeller speed is 1700 RPM. The propeller governor automatically adjusts the blade pitch to keep the rpm at that setting as you climb, cruise, or descend and as engine torque changes. This balance—enough blade angle to generate thrust without letting the prop overspeed or run too slow—gives good fuel efficiency, smooth operation, and reliable performance across the normal flight envelope. Other RPM values would move you out of the normal operating range; 1700 RPM is chosen because it provides the best compromise between thrust, efficiency, and protective limits for this aircraft and its PT6A-powered, five-blade propeller.**

## 10. Where is the FLAP RESET switch located?

**A. On the panel behind the copilot seat**

**B. On the floor near rudder pedals**

**C. In the overhead panel**

**D. On the center console near the throttle**

**The flap reset switch is placed on the panel behind the copilot seat to provide a clearly labeled, accessible location for re-initializing the flap system without interfering with the primary flight controls. When you encounter a flap fault or a mismatch between the flap position indicator and the actual flap position, you can use this switch to re-home the system and clear the fault, allowing normal operation to resume. Having it behind the copilot seat keeps it separate from the main control panels and away from the feet, reducing the chance of accidental activation during flight. It also ensures both seats have access to the switch without cluttering the central console. It wouldn't be on the floor near the rudder pedals, overhead, or on the center console near the throttle, because those locations are either too exposed to foot movement, harder to reach quickly from both seats, or would mix reset functionality with primary controls, increasing the risk of inadvertent use.**

# 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://pc12ngx.examzify.com**

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