

PC-12 NGX PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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 are the starter time limits?

- A. Sequence: 60 seconds on, 60 seconds off; then 30 minutes off
- B. Sequence: 5 seconds on, 5 seconds off
- C. Sequence: 2 minutes on, 2 minutes off
- D. Sequence: 60 seconds on, 30 seconds off

2. What type of O2 masks are installed for passengers in the cabin?

- A. Diluter-demand masks
- B. Continuous-flow masks
- C. Pressure-demand masks
- D. Oxygen-preserving masks

3. How many lights should you see with the Lamp Test?

- A. 9 lights starting from the top
- B. 12 lights
- C. 6 lights
- D. 15 lights

4. In the event of a trim runaway, what is the first action a pilot should take?

- A. Press the TRIM INTERRUPT switch just in front of the power control lever.
- B. Pull the circuit breaker for the trim system.
- C. Extend flaps to 0 degrees.
- D. Increase thrust to prevent a stall.

5. The Secondary Power line powers which group of systems?

- A. Main bus, Avionics 2 bus, Non-Essential bus, Cabin Bus, Landing gear, RH windshield de-ice, Vapor Cycle cooling, Under floor heater
- B. Essential Bus only
- C. Avionics 2 bus only
- D. Cabin heat and Flaps

6. The ESIS is powered by which bus?

- A. EPS (Emergency Power System) bus
- B. ESS (Emergency Standby System) bus
- C. APU bus
- D. Main bus

- 7. If you do not see the Channel ID on the PFD during loading for LPV, what should you check?**
- A. NAV Preview has not been pressed; press it again until it shows up
 - B. The aircraft is not in the correct mode
 - C. The GPS is malfunctioning
 - D. The autopilot is engaged
- 8. What is the Power OFF sequence for the electrical system?**
- A. External power off, standby power switch off, EPS switch off, Bat 1 and 2 off
 - B. Bat 1 off, Bat 2 off, EPS off, External power off
 - C. STBY Bus off, EPS off, Bat 1 and Bat 2 off, External power off
 - D. External power off, Bat 1 and Bat 2 off, EPS off
- 9. How is the nose gear held in the down position?**
- A. Over center folding struts and a mechanical brake on the electric actuator
 - B. Hydraulic locks and a pin
 - C. Mechanical latch only
 - D. Magnetic locks
- 10. What is propeller 'low speed' mode and its limitations?**
- A. Increases RPM to 1900 and is suitable for icing
 - B. Reduces RPM from 1700 to 1550 for reduced cabin noise; NOT approved for icing
 - C. Maintains 1700 RPM but reduces route distance
 - D. Disables the propeller while maintaining engine power

Answers

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

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Explanations

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1. What are the starter time limits?

A. Sequence: 60 seconds on, 60 seconds off; then 30 minutes off

B. Sequence: 5 seconds on, 5 seconds off

C. Sequence: 2 minutes on, 2 minutes off

D. Sequence: 60 seconds on, 30 seconds off

Starter duty cycle limits for the PC-12 NGX's starting system specify how long the starter can run and how long it must rest between attempts. The correct sequence allows 60 seconds of cranking, then 60 seconds of rest. If another start is needed, you wait 30 minutes off before trying again. This arrangement protects the starter and electrical system from overheating and wear, especially after multiple cranking attempts. Short bursts like 5 seconds or 2 minutes without the proper rest can overheat the starter, while 60 seconds on with only a brief off period doesn't give enough cooling for repeated starts. The 30-minute off interval provides a safe, substantial cooldown if extra attempts are required.

2. What type of O2 masks are installed for passengers in the cabin?

A. Diluter-demand masks

B. Continuous-flow masks

C. Pressure-demand masks

D. Oxygen-preserving masks

Oxygen delivery to passengers in the cabin is designed for immediate, dependable supply when masks deploy. Continuous-flow masks provide a steady flow of oxygen to the mask regardless of how the passenger breathes, ensuring a predictable and sufficient concentration of oxygen right away as cabin altitude rises. This simplicity and reliability are crucial in an in-flight emergency, where you want to avoid delays or variability in oxygen delivery that could occur if the mask only supplied oxygen on inhalation. In contrast, a diluter-demand arrangement would only deliver oxygen during inhalation and blends it with cabin air, which can reduce and delay the effective oxygen delivered if breathing is shallow or erratic. A pressure-demand system is more complex and typically used in specialized environments and not the standard cabin setup. Oxygen-preserving masks are intended to conserve oxygen in small aircraft or specific configurations, not the general passenger cabin. So the cabin masks are designed as continuous-flow devices to ensure every passenger gets reliable oxygen immediately when needed.

3. How many lights should you see with the Lamp Test?

A. 9 lights starting from the top

B. 12 lights

C. 6 lights

D. 15 lights

Lamp Test checks the annunciator lighting by turning on every indicator to verify the system works. On the PC-12 NGX, the annunciator panel has nine lights. When you run the Lamp Test, all nine lights should illuminate, starting from the top of the panel and lighting downward. This confirms each lamp, its wiring, and brightness are functioning. If fewer than nine lights come on, it signals a fault in a lamp or circuit. The numbers in the other options don't match the nine-light panel and test pattern used here, so nine lights starting from the top is what you should expect.

4. In the event of a trim runaway, what is the first action a pilot should take?

- A. Press the TRIM INTERRUPT switch just in front of the power control lever.
- B. Pull the circuit breaker for the trim system.
- C. Extend flaps to 0 degrees.
- D. Increase thrust to prevent a stall.

When a trim runaway occurs, the immediate goal is to stop the unintended trim movement so you can regain control of the aircraft. The best first action on the PC-12 NGX is to press the TRIM INTERRUPT switch, which sits just in front of the power control lever. This switch quickly disconnects the trim system from the actuators, halting further trim input and allowing you to manually control the airplane. If the motion does not stop after interrupting the trim, you would follow subsequent procedures, such as addressing the trim circuit or other checklist steps. Options like extending flaps to zero degrees or increasing thrust do not address the root problem of the runaway trim and can complicate handling.

5. The Secondary Power line powers which group of systems?

- A. Main bus, Avionics 2 bus, Non-Essential bus, Cabin Bus, Landing gear, RH windshield de-ice, Vapor Cycle cooling, Under floor heater
- B. Essential Bus only
- C. Avionics 2 bus only
- D. Cabin heat and Flaps

The thing being tested is how the aircraft's electrical system uses a Secondary Power line to keep a useful set of systems alive when main power isn't fully available. The Secondary Power line is designed to support a group of buses and subsystems that you'd want to remain powered for continued operation and safety in degraded electrical conditions. It powers the Main bus and Avionics 2 bus, as well as the Non-Essential and Cabin buses, plus several important equipment items: the Landing gear, the right windshield de-ice, Vapor Cycle cooling, and the Under floor heater. Keeping these alive allows you to extend gear operation, maintain visibility, and provide environmental control even when primary power is limited. This grouping isn't limited to just the essential bus, or only Avionics 2, or only cabin heat. Those narrower options would miss items like the landing gear and windshield de-ice, which are included in the secondary-power-supported set.

6. The ESIS is powered by which bus?

- A. EPS (Emergency Power System) bus
- B. ESS (Emergency Standby System) bus
- C. APU bus
- D. Main bus

The ESIS is designed to stay powered during electrical faults, so it is supplied by the Emergency Power System (EPS) bus. The EPS provides a separate power source to essential systems when the normal main power is lost, ensuring the ESIS display remains available for critical information even with a failure of the main bus. Relying on the APU bus would only work if the APU is running, and the Main bus would not be reliable during a loss of power. The ESS bus powers standby instruments, but the ESIS is specifically tied to the EPS for continuous emergency operation.

7. If you do not see the Channel ID on the PFD during loading for LPV, what should you check?

- A. NAV Preview has not been pressed; press it again until it shows up**
- B. The aircraft is not in the correct mode
- C. The GPS is malfunctioning
- D. The autopilot is engaged

The key idea is that the Channel ID shown on the PFD during LPV loading is only displayed when NAV Preview is active. If you don't see the Channel ID, NAV Preview hasn't been pressed to reveal navigation data. Press NAV Preview and cycle it until the Channel ID appears, so you can verify the GPS channel that will support the LPV approach. Other factors like being in a different mode or autopilot status don't control this display, and a GPS fault would show broader GPS issues beyond just the Channel ID visibility.

8. What is the Power OFF sequence for the electrical system?

- A. External power off, standby power switch off, EPS switch off, Bat 1 and 2 off**
- B. Bat 1 off, Bat 2 off, EPS off, External power off
- C. STBY Bus off, EPS off, Bat 1 and Bat 2 off, External power off
- D. External power off, Bat 1 and Bat 2 off, EPS off

Shut down in a safe, controlled order to avoid backfeeding and to ensure essential systems aren't cut off too early. Start by removing the external power source so ground power isn't feeding the system while you're de-energizing the internal sources. Next, switch off the standby power so the standby/essential bus isn't kept alive unintentionally once the external source is gone. Then disable the emergency power system to stop its dedicated supply in a deliberate sequence rather than leaving it connected while the other sources are being turned off. Finally, power down the two batteries to complete the shutdown, ensuring no residual energy remains in the electrical system.

9. How is the nose gear held in the down position?

- A. Over center folding struts and a mechanical brake on the electric actuator**
- B. Hydraulic locks and a pin
- C. Mechanical latch only
- D. Magnetic locks

The nose gear is held down by an over-center folding strut arrangement paired with a mechanical brake on the electric actuator. As the gear extends, the linkages move past a center point so the geometry self-locks, making it very difficult for the gear to retract just from loads and vibrations. The brake on the electric actuator adds a positive hold, resisting any backward motion of the actuator that could attempt to fold the gear back up. This combination gives reliable, positive down-lock without needing extra pins or hydraulic locks. Other methods, like a separate pin, hydraulic lock, or magnetic lock, aren't used here in the nose gear design, and a latch alone wouldn't provide the same robust resistance to retraction.

10. What is propeller 'low speed' mode and its limitations?

- A. Increases RPM to 1900 and is suitable for icing
- B. Reduces RPM from 1700 to 1550 for reduced cabin noise; NOT approved for icing**
- C. Maintains 1700 RPM but reduces route distance
- D. Disables the propeller while maintaining engine power

Low speed mode lowers the propeller RPM to reduce noise and cabin vibration, trading a bit of thrust for a quieter flight. On the NGX, this mode reduces RPM from about 1700 down to roughly 1550. That lower RPM means the prop produces less noise, which can be desirable during cruise when you don't need full power. However, this setting has a clear limitation: it is not approved for icing conditions. In icing, you rely on the propeller and its anti-ice system to maintain performance and prevent ice buildup. Running at a reduced RPM can compromise ice protection effectiveness and overall controllability, so you must not use low speed mode when icing is present. The other options describe actions that a low speed mode does not perform—raising RPM, keeping RPM constant while shortening range, or disabling the propeller—so they don't fit the actual function and restriction of this mode.

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!

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