

PLANE CAPTAIN PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

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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 only MSP code a Plane Captain can call to bring a jet down?**
 - A. A10-Fuel malfunction
 - B. A20-Engine failure
 - C. A30-Fire bottles low
 - D. A40-Equipment failure
- 2. What is the maximum fuel pressure for the aircraft?**
 - A. 50 psi
 - B. 55 psi
 - C. 60 psi
 - D. 65 psi
- 3. What must be closed when moving an aircraft to prevent damage to the horizontal stabilizers?**
 - A. Door 1
 - B. Door 8
 - C. Door 68L/R
 - D. Door 16
- 4. What does NAMP stand for?**
 - A. National Aviation Maintenance Protocol
 - B. Naval Aircraft Maintenance Program
 - C. Naval Aviation Maintenance Program
 - D. National Aeronautics Maintenance Program
- 5. If an APU emergency shutdown switch has no effect after 11 seconds, what should be checked next?**
 - A. Verify APU fuel levels
 - B. Ensure cockpit electrical power control panel assembly battery switch is on
 - C. Inspect for any visible damage
 - D. Restart the APU

- 6. How should Halon/CO2 be sprayed into doors for external fire?**
- A. Directly into the flames
 - B. With the stick horn halfway in and upwind
 - C. From a distance of 10 feet
 - D. While standing at the front of the aircraft
- 7. What can happen if the wing fold switch is not set properly before folding wings?**
- A. Injury to ground crew
 - B. Mechanical failure
 - C. Decreased fuel efficiency
 - D. Unstable flight conditions
- 8. During a hot seat launch, which of the following tasks is often not required unless instructed?**
- A. Check flight data
 - B. Close flaps
 - C. Inspect tires
 - D. Fuel check
- 9. What is the minimum fuel pressure required to perform a pre-check?**
- A. 15 psi
 - B. 20 psi
 - C. 25 psi
 - D. 30 psi
- 10. What other indication suggests the AMAD needs servicing apart from the sight glass?**
- A. Visual inspection of fuel lines
 - B. MSP codes 982 and 983
 - C. Engine idle performance issues
 - D. Low hydraulic pressure alarms

Answers

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

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Explanations

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1. What is the only MSP code a Plane Captain can call to bring a jet down?

- A. A10-Fuel malfunction
- B. A20-Engine failure
- C. A30-Fire bottles low**
- D. A40-Equipment failure

The code needed to bring a jet down due to safety concerns is A30, which corresponds to "Fire bottles low." This is a critical situation that indicates that the fire suppression system, which is vital for ensuring the safety of the aircraft and crew, is not fully operational. If the fire bottles, which contain extinguishing agents, are low, it may jeopardize the aircraft's ability to respond effectively to a fire emergency. Thus, a Plane Captain would utilize this code to initiate necessary actions and ensure the aircraft is brought down safely to address this potentially dangerous issue. The other codes, while indicating issues that need attention, do not have the same immediate implications for safety. A10, A20, and A40 refer to fuel malfunctions, engine failures, and equipment failures, respectively; though serious, these situations may not necessarily require an immediate landing as directly as a low fire bottle indication would.

2. What is the maximum fuel pressure for the aircraft?

- A. 50 psi
- B. 55 psi**
- C. 60 psi
- D. 65 psi

The maximum fuel pressure for the aircraft is determined by the design specifications and operational safety limits set by the manufacturer. In this case, 55 psi is the specified maximum fuel pressure, which ensures that the fuel system operates efficiently and safely within the parameters designed to prevent potential issues such as fuel starvation or delivery failure. Maintaining fuel pressure within this limit helps ensure proper engine performance and durability, as excessive pressure could result in leaks, fuel system damage, or inefficient combustion. Understanding this specification is crucial for the safe operation and maintenance of the aircraft, as exceeding the recommended limits may compromise onboard systems and performance.

3. What must be closed when moving an aircraft to prevent damage to the horizontal stabilizers?

- A. Door 1
- B. Door 8
- C. Door 68L/R**
- D. Door 16

Closing Door 68L/R is essential when moving an aircraft to prevent damage to the horizontal stabilizers. This door is positioned near the rear of the aircraft, and when left open during movement, there is a significant risk that the stabilizers could be struck by objects or the door itself could swing out and cause damage. Ensuring that this door is closed not only protects sensitive components on the aircraft but also helps maintain the overall structural integrity during ground maneuvers. Proper procedures dictate that all necessary doors be checked and secured as part of pre-movement inspections to mitigate the risk of damage during ground handling.

4. What does NAMP stand for?

- A. National Aviation Maintenance Protocol
- B. Naval Aircraft Maintenance Program
- C. Naval Aviation Maintenance Program**
- D. National Aeronautics Maintenance Program

The abbreviation NAMP stands for the Naval Aviation Maintenance Program. This program is critical as it provides the framework and guidelines for maintaining naval aircraft in optimal condition. The NAMP ensures that all maintenance procedures, requirements, and standards are consistent and effective across naval aviation, resulting in enhanced safety and reliability of aircraft operations. Establishing a standardized maintenance program facilitates better training, support, and overall management of naval aviation assets, making it easier for personnel to carry out their responsibilities. The program outlines the roles of maintenance personnel, the processes they must follow, and the documentation necessary to track maintenance history and compliance. This makes NAMP a vital part of the operational success of naval aviation, ensuring that aircraft are mission-ready at all times while also extending their service life and enhancing safety for both pilots and crew.

5. If an APU emergency shutdown switch has no effect after 11 seconds, what should be checked next?

- A. Verify APU fuel levels
- B. Ensure cockpit electrical power control panel assembly battery switch is on**
- C. Inspect for any visible damage
- D. Restart the APU

When the APU emergency shutdown switch has no effect after 11 seconds, the next critical step is to ensure that the cockpit electrical power control panel assembly battery switch is on. This is essential because if the power control system is not activated, the command to shut down the APU cannot be executed. The operations of various systems, including the APU's emergency shutdown functionalities, rely heavily on the availability of electrical power. Without power, signals from the emergency shutdown switch may not reach the APU, rendering the switch ineffective. Ensuring the battery switch is in the "on" position is fundamental for diagnosing and troubleshooting the issue effectively. This step helps confirm that the systems are operational and can respond to commands, which is vital before proceeding to other checks or actions like verifying fuel levels or inspecting for damage. Addressing the other choices may be necessary, but ensuring the electrical power supply is fundamental, as it impacts the entire shutdown process.

6. How should Halon/CO2 be sprayed into doors for external fire?

- A. Directly into the flames
- B. With the stick horn halfway in and upwind**
- C. From a distance of 10 feet
- D. While standing at the front of the aircraft

Spraying Halon or CO2 for external fires is a technique that prioritizes safety and effectiveness. The recommended method involves using the stick horn halfway in and upwind, which helps ensure that the agent is directed into the fire while minimizing the risk of smoke or flames being blown back toward the operator. This method allows the extinguishing agent to approach the fire effectively while the operator remains at a safe distance, reducing exposure to heat and toxic gases. Being upwind is crucial for avoiding the hazardous fumes produced by the fire, as well as for enhancing the chances of the agent reaching the flames directly instead of being dissipated or deflected away. In contrast, directing the foam or agent directly into the flames can pose significant safety risks, such as a flashback or inadequate extinguishing coverage. Additionally, approaching from a distance of 10 feet is not typically safe or effective, as this may allow the fire to grow or spread before the agent can effectively make contact. Standing at the front of the aircraft does not account for wind direction or positioning for optimal extinguishment; therefore, it is less effective and potentially more dangerous.

7. What can happen if the wing fold switch is not set properly before folding wings?

- A. Injury to ground crew**
- B. Mechanical failure
- C. Decreased fuel efficiency
- D. Unstable flight conditions

If the wing fold switch is not set properly before folding wings, it can lead to injury to ground crew. Proper operation of the wing fold system is crucial for ensuring the safety of personnel on the flight deck. If the switch is misconfigured, the wings may not fold away safely, creating a risk of collision with crew members, equipment, or other aircraft. This potential for accidents significantly emphasizes the importance of following established protocols and safety checks prior to folding the wings of an aircraft. The other options each relate to different aspects of aircraft operation. Mechanical failure is more likely tied to systems issues rather than the specific status of the wing fold switch. Decreased fuel efficiency and unstable flight conditions pertain to in-flight performance and configuration, which are not directly relevant to the ground handling of wing folding procedures.

8. During a hot seat launch, which of the following tasks is often not required unless instructed?

- A. Check flight data
- B. Close flaps**
- C. Inspect tires
- D. Fuel check

In the context of a hot seat launch, the operation typically involves a high-intensity environment where certain tasks are executed rapidly in preparation for the aircraft's takeoff. Among the tasks listed, closing flaps is often not a routine requirement unless specifically instructed by the flight crew or captain. This is because the configuration of the flaps can be adjusted as needed based on the flight plan and aircraft requirements, and in many cases, the flaps may already be set appropriately from prior operations. Typically, other tasks such as checking flight data, inspecting tires, and conducting a fuel check are standard procedures that ensure the aircraft is safe and ready for flight. These checks are vital to prevent any potential issues during the launch process. However, adjusting the flaps does not necessarily need to be part of the immediate checklist unless a specific situation arises that mandates such an action. This reflects a focused approach to ensure efficiency during the launch sequence, with tasks prioritized based on their immediate relevance to readiness and safety.

9. What is the minimum fuel pressure required to perform a pre-check?

- A. 15 psi
- B. 20 psi**
- C. 25 psi
- D. 30 psi

The minimum fuel pressure required to perform a pre-check is set to ensure optimal fuel system operation and to prevent potential issues during engine start-up and operation. In this context, a fuel pressure of 20 psi is typically sufficient to guarantee that the fuel system can deliver the necessary amount of fuel to the engine while maintaining proper operation of the fuel components. This pressure threshold is vital because inadequate fuel pressure could lead to misfiring, poor engine performance, or even engine failure. The standard setting at 20 psi strikes a balance between adequate flow and safety, allowing for reliable functioning of the aircraft's fuel system during all operational phases. Higher pressures, such as 25 psi or 30 psi, while technically sufficient, exceed the minimum requirement and can introduce unnecessary stress on the fuel system, while 15 psi is insufficient to meet operational needs. Therefore, 20 psi is the correct answer, as it reflects both safety and functionality standards essential for pre-check operations in aviation.

10. What other indication suggests the AMAD needs servicing apart from the sight glass?

- A. Visual inspection of fuel lines
- B. MSP codes 982 and 983**
- C. Engine idle performance issues
- D. Low hydraulic pressure alarms

The correct answer highlights that MSP codes 982 and 983 specifically indicate issues related to the AMAD (AUXILIARY MULTIPURPOSE ADAPTER DRIVE) that require servicing. These codes are diagnostic messages generated by the aircraft's maintenance system that directly point to problems within the AMAD system. The presence of these codes serves as a clear and reliable indication that action is needed beyond just a visual inspection, as they are based on quantitative data collected from the system's performance and health. In this context, the other options do not provide direct evidence of AMAD servicing needs. While visual inspections, engine performance issues, and low hydraulic pressure alarms may suggest related problems, they do not specifically indicate that the AMAD itself requires servicing. Therefore, the MSP codes are the most definitive sign of the need for maintenance in this case.

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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://planecaptain.examzify.com>

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

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