

PRIMARY SYSTEMS 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Once extended, the speed brake remains extended until which conditions occur?**
 - A. The flaps are extended
 - B. The PCL is advanced to MAX
 - C. No action; it remains extended
 - D. Both the flaps are extended and the PCL is advanced to MAX
- 2. Which statement about the parking brake is true?**
 - A. It is activated by first pulling and turning the handle 90 degrees clockwise or counterclockwise
 - B. The parking brake will operate partially using the emergency system
 - C. The parking brake will not operate if the hydraulic system fails
 - D. The parking brake is applied by applying the toe brakes while simultaneously pulling and turning the parking brake handle 90 degrees clockwise
- 3. Moving the control stick aft causes the trailing edge of the elevator to move ___ and the nose of the aircraft to move ___.**
 - A. Up; Up
 - B. Down; down
 - C. Down; Up
 - D. Up; Down
- 4. The brake system is considered inoperative if the primary hydraulic system fails. Which of the following is correct?**
 - A. True
 - B. False
 - C. The brake system remains operative if the hydraulic system fails
 - D. The brakes automatically apply when hydraulic pressure drops
- 5. Which statement is true regarding transmitting on UHF and VHF using the PCL UHF/VHF key?**
 - A. Pushing up transmits on UHF; pushing down transmits on VHF
 - B. Pushing up transmits on VHF; pushing down transmits on UHF
 - C. Pushing up transmits on both UHF and VHF
 - D. The key does not affect transmission

- 6. Which HUD symbol provides the best indication of the aircraft's actual flight path?**
- A. Flight path marker (FPM)
 - B. Climb dive marker (CDM)
 - C. Steer-to-point indicator
 - D. W/L pitch reference
- 7. The aural landing gear position warning safeguards against a gear up landing under which conditions?**
- A. All of the above
 - B. Gear handle not down (regardless of gear conditions), PCL below mid-range position (~87% N1), airspeed below 120 KIAS and flaps up or takeoff
 - C. There is weight on the wheels with the gear handle not DOWN
 - D. All gear not indicating down and locked with flaps LDG (regardless of gear door position, power setting, or airspeed)
- 8. The UHF transceiver includes a dedicated receiver that continuously monitors the UHF Guard frequency.**
- A. False
 - B. True
 - C. Sometimes
 - D. Not at all
- 9. Which display is normally used to show EICAS by default when power is applied on the ground?**
- A. Right-hand MFD
 - B. Center MFD
 - C. PFD
 - D. NAV display
- 10. Which UFCP component provides radio frequency setting functionality?**
- A. The UFCP upper panel
 - B. The UFCP alphanumeric keyboard
 - C. The hard keys
 - D. The UFCP data entry

Answers

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

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Explanations

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1. Once extended, the speed brake remains extended until which conditions occur?

- A. The flaps are extended
- B. The PCL is advanced to MAX
- C. No action; it remains extended

D. Both the flaps are extended and the PCL is advanced to MAX

The speed brake is designed with an interlock that prevents it from retracting simply on a single change. It stays extended to preserve the added drag until the aircraft reaches a specific configuration that signals it can safely reduce drag. The required condition set—flaps extended and the Power Control Lever advanced to MAX—ensures retraction only when the airplane is in a high-thrust, configured-for-flight state rather than during a partial setup like just having flaps down or just applying more power. In other words, both signals must be present for the speed brake to retract, which is why the correct choice is that it retraction occurs only when both flaps are extended and the PCL is at MAX.

2. Which statement about the parking brake is true?

- A. It is activated by first pulling and turning the handle 90 degrees clockwise or counterclockwise
- B. The parking brake will operate partially using the emergency system
- C. The parking brake will not operate if the hydraulic system fails

D. The parking brake is applied by applying the toe brakes while simultaneously pulling and turning the parking brake handle 90 degrees clockwise

The parking brake is engaged through a deliberate sequence that uses both the toe brakes and a specific handle action. You must apply the toe brakes to create hydraulic brake pressure, then pull and rotate the parking brake handle 90 degrees to lock the system. This combination ensures the brakes are actually applying and will stay applied when parked, because the handle's 90-degree turn mechanically locks the valve to retain the hydraulic pressure in the brake lines. The other statements miss part of this sequence or describe scenarios that aren't how this system is designed. One option suggests the handle alone activates the brake, which omits the necessary toe-brake action. The others imply partial operation via an emergency system or a dependence on hydraulic failure, which doesn't match the described locking action that secures the brakes through the coordinated steps.

3. Moving the control stick aft causes the trailing edge of the elevator to move __ and the nose of the aircraft to move __.

- A. Up; Up
- B. Down; down**
- C. Down; Up
- D. Up; Down

The elevator controls pitch by changing the tailplane's angle of attack and the resulting force on the tail. When the control stick is moved aft, this setup causes the trailing edge of the elevator to move downward. That downward deflection increases the tail's downward force, rotating the nose downward. So, both the elevator trailing edge and the nose move downward. If the trailing edge moved upward, it would typically produce a nose-up moment, which is why you often hear that nose-up occurs with up elevator deflection.

4. The brake system is considered inoperative if the primary hydraulic system fails. Which of the following is correct?

A. True

B. False

C. The brake system remains operative if the hydraulic system fails

D. The brakes automatically apply when hydraulic pressure drops

Redundancy in braking systems means there's more than one source of hydraulic power. If the primary hydraulic system fails, a secondary (alternate) hydraulic system can still pressurize the brakes, so braking action can continue. Because of this backup capability, the brakes are not necessarily inoperative when the primary system fails. The idea that braking would automatically apply simply due to pressure dropping isn't how braking works, and there would only be a loss of braking if both hydraulic systems failed.

5. Which statement is true regarding transmitting on UHF and VHF using the PCL UHF/VHF key?

A. Pushing up transmits on UHF; pushing down transmits on VHF

B. Pushing up transmits on VHF; pushing down transmits on UHF

C. Pushing up transmits on both UHF and VHF

D. The key does not affect transmission

The main idea is how the PCL UHF/VHF key directs where your transmit signal goes. This two-position control routes the push-to-talk path to the selected radio band. When you push the control upward, the transmit path is connected to the UHF radio, so you transmit on UHF. When you push it downward, the path switches to the VHF radio, so you transmit on VHF. This design gives you quick, unambiguous control over which band you're using and prevents both radios from transmitting simultaneously. The other possibilities would imply the wrong direction mapping, dual transmission, or no effect, which doesn't match how the switch operates.

6. Which HUD symbol provides the best indication of the aircraft's actual flight path?

A. Flight path marker (FPM)

B. Climb dive marker (CDM)

C. Steer-to-point indicator

D. W/L pitch reference

The main idea here is understanding how to read the aircraft's actual movement through the sky from the HUD. The flight path marker shows your instantaneous flight path—the trajectory you're currently following if you keep your present attitude and power settings. It represents where you're actually going, taking into account pitch, roll, airspeed, and wind, so it aligns with the true motion of the airplane, not just where the nose is pointing. This makes it the best indicator of your real path because other symbols serve guidance or orientation rather than a direct read of motion. The climb/dive marker illustrates vertical tendency, which helps with pitch control but doesn't show your horizontal trajectory. The steer-to-point indicator guides you toward a waypoint, not your immediate flight path. The wings-level or pitch-reference cues indicate a target attitude or pitch to achieve a certain condition, but they don't reflect where you will travel next under current conditions.

7. The aural landing gear position warning safeguards against a gear up landing under which conditions?

A. All of the above

- B. Gear handle not down (regardless of gear conditions), PCL below mid-range position (~87% N1), airspeed below 120 KIAS and flaps up or takeoff
- C. There is weight on the wheels with the gear handle not DOWN
- D. All gear not indicating down and locked with flaps LDG (regardless of gear door position, power setting, or airspeed)

The warning is designed to prevent a gear-up landing by sounding whenever the aircraft could be in an unsafe landing configuration, using several interlocking inputs. If the gear handle isn't down, the system immediately alerts you because your intention and the actual gear position don't align. In approach-like conditions where speed is low (below about 120 KIAS) and the throttle is not in the mid-range, with flaps not in the landing configuration, the aircraft could be on a path to land with missing gear, so the warning sounds to prompt gear extension. If you're on the ground (weight on wheels) and the gear handle is not down, that mismatch also triggers the alert to catch a potential mis-set or hydraulic failure. And if not all gear is down and locked while the flaps are in the landing position, the warning will activate regardless of door position, power setting, or airspeed to ensure you complete a safe gear extension before landing. Therefore, all these situations are covered by the warning system, making the comprehensive safeguard—the correct interpretation.

8. The UHF transceiver includes a dedicated receiver that continuously monitors the UHF Guard frequency.

A. False

B. True

C. Sometimes

D. Not at all

A dedicated guard monitor keeps a constant watch on the UHF Guard frequency. This channel is reserved for emergency or priority calls, so the radio is designed to listen to it continuously even while you're using other frequencies or performing other tasks. The separate receiver ensures urgency can reach you without being blocked by the main receive path, providing immediate awareness of any emergency transmission. That's why the statement is correct: the transceiver includes a receiver that continuously monitors the guard channel.

9. Which display is normally used to show EICAS by default when power is applied on the ground?

A. Right-hand MFD

B. Center MFD

C. PFD

D. NAV display

When power is applied, the cockpit prioritizes engine health and alert information so the crew can see it immediately. The EICAS data is routed to the right-hand multi-function display by default, making engine indications and any warnings highly visible right away. The PFD shows the primary flight information (airspeed, attitude, altitude) and the NAV/center MFDs handle navigation and other system pages, but they're not the default venue for EICAS. So the right-hand MFD being the default spot for EICAS lets you monitor engine status and alerts immediately upon startup.

10. Which UFCP component provides radio frequency setting functionality?

- A. The UFCP upper panel**
- B. The UFCP alphanumeric keyboard
- C. The hard keys
- D. The UFCP data entry

Radio frequency setting is handled on the UFCP upper panel because it houses the display and the dedicated tuning controls for radios. This surface shows the current frequency and lets you input or adjust it directly, using knobs or quick-entry fields designed for RF tuning. The alphanumeric keyboard is for entering text data, not for quick radio tuning. The hard keys are general function buttons, not specifically the RF tuning interface. Data entry is another input path used for numeric or identifier input but isn't the primary RF setting method. So, the upper panel is the area designed to manage radio frequencies.

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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://primarysys1.examzify.com>

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

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