

PRIMARY SYSTEMS 2 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. The purpose of the Canopy Fracturing System (CFS) is to _____
 - A. provide a clear path for the pilot(s) for emergency egress
 - B. allow maintenance to remove the canopy for repair
 - C. prevent small fractures and cracks from developing in the canopy transparencies
 - D. prevent canopy pressurization leaks
2. On EICAS, the color of the left and right fuel quantity indicators when below the threshold?
 - A. Red
 - B. Green
 - C. Yellow
 - D. Blue
3. If the collector tank is depleted during ground refueling, what happens to the fuel from wing tanks?
 - A. No movement occurs
 - B. Fuel will gravity feed from wing tanks to the collector tank
 - C. Fuel will be pumped into wing tanks
 - D. Only air will enter collector tank
4. The PMU performs the following functions, except:
 - A. Maintains engine and propeller within operating limits
 - B. Keeps fuel balance within limits
 - C. Determines available power and provides a near linear response between PCL idle and max positions
 - D. Fine tunes the power request and sends an electronic signal to the FMU
5. The primary source of electrical power on the aircraft is the?
 - A. Alternator
 - B. Auxiliary Battery
 - C. Main Battery
 - D. Generator

- 6. Where is the regulator that monitors cockpit pressure and adjusts the control valve located?**
- A. Aft pressure bulkhead
 - B. Forward pressure bulkhead
 - C. Engine nacelle
 - D. Nose section
- 7. The starter/generator performs which action until the engine starts and sustains itself?**
- A. Turns the propeller
 - B. Turns the compressor
 - C. Provides fuel
 - D. Turns the power turbine
- 8. The MOR handle is used to manually initiate seat/pilot separation under which conditions?**
- A. if automatic system fails or seat/pilot separation is desired above 14,000 to 16,000 feet MSL
 - B. ejection sequence fails or seat/pilot separation is desired above 4,000 to 6,000 feet MSL
 - C. ejection sequence fails or seat/pilot separation is desired above 14,000 to 16,000 feet MSL
 - D. if automatic systems fails or seat/pilot separation is desired above 4,000 to 6,000 feet MSL
- 9. The generator output provides which voltage and current rating?**
- A. 24 VDC; 300 Amps
 - B. 28 VDC; 300 Amps
 - C. 28 VDC; 1000 Amps
 - D. 24 VDC; 1000 Amps
- 10. The emergency oxygen cylinder is automatically activated during _____.**
- A. Bleed air inflow failure
 - B. Ejection sequence
 - C. OBOGS system failure
 - D. Cockpit pressurization failure

Answers

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

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Explanations

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1. The purpose of the Canopy Fracturing System (CFS) is to _____

- A. provide a clear path for the pilot(s) for emergency egress
- B. allow maintenance to remove the canopy for repair
- C. prevent small fractures and cracks from developing in the canopy transparencies
- D. prevent canopy pressurization leaks

The Canopy Fracturing System is designed to give the pilot a reliable escape route by creating a controlled break in the canopy so it can be opened or jettisoned quickly in an emergency. This ensures rapid egress when normal canopy removal isn't possible or safe. It's not about maintenance removal, preventing cracks, or sealing leaks—the system's purpose is to facilitate a swift exit.

2. On EICAS, the color of the left and right fuel quantity indicators when below the threshold?

- A. Red
- B. Green
- C. Yellow
- D. Blue

The system uses color to signal levels: green means normal, yellow (amber) signals a cautionary, low level, and red indicates a critical condition. When fuel quantity falls below the pre-set threshold, the left and right indicators turn yellow to warn the crew that fuel is below the desired level and needs attention. This remains yellow until a more severe condition (below minimum/critical) would trigger a red alert. So, below the threshold, yellow is the correct color because it marks a warning status, not an immediate emergency.

3. If the collector tank is depleted during ground refueling, what happens to the fuel from wing tanks?

- A. No movement occurs
- B. Fuel will gravity feed from wing tanks to the collector tank
- C. Fuel will be pumped into wing tanks
- D. Only air will enter collector tank

When the collector tank runs dry, fuel will flow from the wing tanks into it by gravity. The wing tanks are at a higher elevation and are connected to the collector tank through fuel lines, so with the collector empty there's a downward pressure head that causes remaining fuel in the wing tanks to drain into the collector without needing pumps. This keeps the collector supplied so fuel can continue to be drawn from it as needed. The other options don't fit because there is a natural gravity-driven flow path between the tanks, not a halt in movement, not pumping fuel into the wings, and not air alone entering the collector.

4. The PMU performs the following functions, except:

- A. Maintains engine and propeller within operating limits
- B. Keeps fuel balance within limits
- C. Determines available power and provides a near linear response between PCL idle and max positions
- D. Fine tunes the power request and sends an electronic signal to the FMU**

The main idea here is how the Power Management Unit (PMU) controls and protects the engine. The PMU's job is to translate the pilot's power request into a safe, usable power level while keeping the engine and propeller operating within their limits. It shapes the response so that as you move the power control from idle toward maximum, the engine responds in a nearly linear and predictable way. It also monitors important parameters to ensure operation stays within prescribed bounds, including factors like fuel state to maintain safe operation. What the PMU does not do is fine tune the power request or directly send an electronic signal to the Fuel Metering Unit. Fine tuning the power and managing precise fuel metering are responsibilities of the engine control system (the FADEC/ECU) which then drives the Fuel Management Unit (FMU) to meter fuel accordingly. So the PMU provides protection and a smooth, linear mapping from pilot input to available power, while the actual metering and final power adjustment are handled by the engine control system.

5. The primary source of electrical power on the aircraft is the?

- A. Alternator
- B. Auxiliary Battery
- C. Main Battery
- D. Generator**

The engine-driven generator is the primary source of electrical power because it provides continuous, normal-power to all aircraft systems while the engines are running and also keeps the batteries charged. Batteries serve as energy storage for starting and as backups during electrical faults, but they cannot supply sustained power for the whole system. The auxiliary battery offers an additional backup to critical loads in certain configurations, ensuring essential equipment can operate if the main power source drops. So, in routine flight, the generator supplies the bulk of electrical power, with the batteries stepping in only for starting or emergency use.

6. Where is the regulator that monitors cockpit pressure and adjusts the control valve located?

- A. Aft pressure bulkhead**
- B. Forward pressure bulkhead
- C. Engine nacelle
- D. Nose section

The regulator is part of the pressurization control loop that keeps cockpit pressure within safe limits by adjusting how much air is vented or admitted. It's placed at the aft pressure bulkhead because that bulkhead sits at the boundary of the pressurized area and brings the sensing and control hardware together with the outflow/vent path in a centralized, stable location. This keeps cockpit pressure accurately monitored and allows the regulator to quickly and reliably drive the control valve that manages air flow to maintain the desired pressure. The other locations don't provide the right combination of access to the ducting, proximity to the stabilizing vent path, and protection from cockpit disturbances, so they aren't used for this regulator.

7. The starter/generator performs which action until the engine starts and sustains itself?

- A. Turns the propeller
- B. Turns the compressor**
- C. Provides fuel
- D. Turns the power turbine

The starter/generator's job during start is to spin the engine's core by turning the high pressure compressor through the accessory gear train. This initial rotation creates the compressed air necessary for ignition, allowing fuel to burn and the engine to reach self-sustaining speed. Once ignition takes hold, the engine's turbines drive the compressor on their own, and the starter can switch to generator mode to supply electrical power as needed. So the action it performs until the engine starts and sustains itself is turning the compressor. It wouldn't turn the propeller, the power turbine, or directly provide fuel.

8. The MOR handle is used to manually initiate seat/pilot separation under which conditions?

- A. if automatic system fails or seat/pilot separation is desired above 14,000 to 16,000 feet MSL**
- B. ejection sequence fails or seat/pilot separation is desired above 4,000 to 6,000 feet MSL
- C. ejection sequence fails or seat/pilot separation is desired above 14,000 to 16,000 feet MSL
- D. if automatic systems fails or seat/pilot separation is desired above 4,000 to 6,000 feet MSL

Manual control of seat/pilot separation is provided for when the automatic sequence can't be trusted or when you need to time the separation at higher altitude. The MOR handle lets you initiate the separation yourself if the automatic system fails, or if you want to separate at sufficiently high altitude so there's enough time for the canopy and parachute to deploy safely. The 14,000–16,000 ft MSL range reflects this high-altitude requirement, giving the system ample margin for proper deployment. At lower altitudes, relying on the automatic sequence is generally preferred, so manual initiation is not the standard approach there.

9. The generator output provides which voltage and current rating?

- A. 24 VDC; 300 Amps
- B. 28 VDC; 300 Amps**
- C. 28 VDC; 1000 Amps
- D. 24 VDC; 1000 Amps

The generator's output rating is defined by voltage and current capability. The voltage tells you the electrical pressure provided, while the current rating shows how much current it can deliver safely at that voltage. So, 28 VDC with 300 A means the generator is designed to deliver a nominal 28 volts of direct current and can supply up to 300 amperes without overheating or the voltage drooping beyond regulation. That translates to about 8.4 kilowatts of power ($28\text{ V} \times 300\text{ A}$), a plausible level for many high-current DC systems. The other options either propose the wrong voltage or a current level that would imply far more or far less power than the generator is intended to provide, so they don't align with the rated capability.

10. The emergency oxygen cylinder is automatically activated during

- _____.
- A. Bleed air inflow failure
- B. Ejection sequence**
- C. OBOGS system failure
- D. Cockpit pressurization failure

The emergency oxygen system is wired to activate automatically as the ejection sequence begins to guarantee an immediate supply of breathable air when the pilot is suddenly separated from the aircraft. During ejection, cockpit depressurization and rapid altitude changes can occur, and there isn't time to manual-activate oxygen or rely on the aircraft's normal systems. The ejection sequence triggers the emergency oxygen cylinders to flow to the mask, providing a reliable source of oxygen right away, which is critical for preventing hypoxia during the intense, fast-changing conditions of an ejection.

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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://primarysys2.examzify.com>

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

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