Recurrent Made Easy – Systems 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. Are the fuel boost pumps AC or DC powered?

A. DC powered

B. AC powered

C. Both AC and DC

D. Not powered

2. Where are the portable halon extinguishers located?

A. All in the cabin

B. Only on the flight deck

C. Three in the cabin and one on the flight deck

D. Three on the flight deck and one in the cabin

3. Which item is not a source of electrical power?

A. Navs

B. APU Battery

C. IDG 2

D. GPU

4. What is the correct priority order for power supply to AC BUS 1 / AC BUS 2?

A. Onside (Same side generator), Inside (APU), Offside (Other side generator), Outside (GPU)

B. Inside (APU), Onside (Same side generator), Outside (GPU), Offside (Other side generator)

C. Onside, Offside, Inside, Outside

D. Outside, Onside, Inside, Offside

5. Which condition can trip the generator off by the GCU due to voltage and frequency?

A. Over/Under Voltage/Frequency

B. Generator and Bus Overcurrent

C. Generator phase sequence

D. Ground fault

6. In NEWDATES, what does D stand for?

A. Door entry procedures

B. Deck procedures

C. Data entry

D. Distribution

7. Which system has the largest reservoir?

A. Primary hydraulic system

B. Secondary hydraulic system

C. Auxiliary hydraulic system

D. Hydraulic system

8. When will both channels of the FADEC become active?

A. engine overspeed

B. engine start

C. idle

D. shutdown

9. Which statement is true about the APU fuel supply?

A. It is drawn from the left collector tank

B. It is drawn from the right collector tank

C. It comes from the main fuel line

D. It is prefilled from an external reservoir

10. How many fuel probes are installed in each wing?

A. Six

B. Four

C. Eight

D. Two

Answers

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

Explanations

1. Are the fuel boost pumps AC or DC powered?

A. DC powered

B. AC powered

C. Both AC and DC

D. Not powered

Fuel boost pumps are electric devices that maintain positive fuel pressure to feed the engines, especially during start or if the engine-driven pump can't supply enough flow. In most aircraft, the electrical system is DC (for example, 28 volts), and these pumps are powered by that DC system. That makes DC power the straightforward, reliable source for these pumps, without needing inverters or additional conversion hardware. Using AC would require an inverter to convert DC to AC, which adds weight, complexity, and a potential failure path in a critical system, so the standard arrangement is DC powered. Not powered isn't correct because these pumps must run to ensure fuel delivery.

2. Where are the portable halon extinguishers located?

A. All in the cabin

B. Only on the flight deck

C. Three in the cabin and one on the flight deck

D. Three on the flight deck and one in the cabin

Fires on an aircraft can occur in both the passenger area and the cockpit, so the extinguishers must be placed where they can be reached quickly by the people who will use them. The standard setup puts three portable halon extinguishers in the cabin to handle passenger-area fires, with one extinguisher on the flight deck to address cockpit or nearby equipment fires and to give the crew immediate access from the cockpit. This arrangement ensures coverage in both key areas and avoids leaving either space without a readily available extinguisher. Having all extinguishers in the cabin would leave the flight deck without quick access, while concentrating them on the flight deck would leave cabin fires harder to reach.

3. Which item is not a source of electrical power?

A. Navs

B. APU Battery

C. IDG 2

D. GPU

In an electrical system, a source is something that provides power to the system, not something that consumes it. Navs refers to navigation equipment, which uses power to operate but does not generate or provide power itself. It's a load. The other items do provide power. The APU battery stores energy and can supply DC power to the aircraft, especially for start and early operations. The IDG 2 is an engine-driven generator that feeds electrical power into the systems when the engines are running. The GPU is a Ground Power Unit that supplies external electrical power while the aircraft is on the ground. So Navs is not a source of electrical power because it consumes power rather than generates it.

4. What is the correct priority order for power supply to AC BUS 1 / AC BUS 2?

A. Onside (Same side generator), Inside (APU), Offside (Other side generator), Outside (GPU)

B. Inside (APU), Onside (Same side generator), Outside (GPU), Offside (Other side generator)

C. Onside, Offside, Inside, Outside

D. Outside, Onside, Inside, Offside

Power to AC BUS 1 and AC BUS 2 is kept by a fixed source priority that favors internal, closest sources before external power. The first source used is the generator on the same side as the bus (onside) because it feeds the bus directly with the lowest impedance, keeping the distribution straightforward and reliable. If that source isn't available, the APU generator is used next; it provides an independent, internal backup that can power the buses even when engine-generated power isn't present or sufficient. If the APU is also unavailable, the generator on the opposite side (offside) serves as a secondary internal source. Finally, ground power from a GPU is used only when the aircraft is on the ground and no internal sources are usable. This hierarchy—onside, then APU, then offside, then GPU—matches the described sequence.

5. Which condition can trip the generator off by the GCU due to voltage and frequency?

A. Over/Under Voltage/Frequency

B. Generator and Bus Overcurrent

C. Generator phase sequence

D. Ground fault

Voltage and frequency levels are what the GCU uses to judge whether the generator is operating safely. The GCU continuously monitors the output voltage and the system frequency, and if either quantity strays beyond its preset limits, the protective logic trips the generator to prevent damage and maintain stability. This is precisely what "over/under voltage and frequency" refers to—the condition where voltage is too high or too low, or frequency is out of the acceptable range. Other conditions point to different protections: overcurrent relates to excessive current, phase sequence issues involve incorrect ordering of the electrical phases, and a ground fault involves current leaking to ground. While those can trip the generator under their own fault criteria, they are not the voltage/frequency deviation condition described here.

6. In NEWDATES, what does D stand for?

A. Door entry procedures

B. Deck procedures

C. Data entry

D. Distribution

Understanding acronyms in NEWDATES is about mapping each letter to a specific procedural area. The D stands for door entry procedures, the steps you take to safely gain entry to a space or zone—checking credentials, coordinating with the team, using any required safety measures, and ensuring the entry remains controlled. This fits best because it focuses on access and entry, which is the intended category for D. In contrast, deck procedures relate to actions on the ship's deck, data entry covers recording information, and distribution concerns moving or delivering supplies.

7. Which system has the largest reservoir?

A. Primary hydraulic system

B. Secondary hydraulic system

C. Auxiliary hydraulic system

D. Hydraulic system

In hydraulic systems, capacity increases with scope. Each subsystem—primary, secondary, and auxiliary—has its own reservoir to store fluid for its specific part of the system. The hydraulic system as a whole, however, encompasses all of these subsystems and their reservoirs, so it must hold a larger amount of fluid to supply multiple paths, handle bleed and repressurization, and cover broader operation needs. Because it represents the entire network rather than a single portion, the hydraulic system has the largest reservoir. The individual subsystem reservoirs are smaller, since they're dedicated to their particular functions.

8. When will both channels of the FADEC become active?

A. engine overspeed

B. engine start

C. idle

D. shutdown

FADEC redundancy is built so there are two channels that monitor the same engine data. In normal operation one channel acts as the primary controller while the other stays in hot standby, always powered and watching for faults. When an overspeed condition occurs, protective logic activates both channels so they can jointly validate the fault and drive a safe response, such as reducing fuel or shutting the engine if needed. This dual involvement ensures that no single channel fault can prevent a protective action. Start, idle, and shutdown are normal operating states where only the primary channel controls, with the other simply monitoring or taking over if the primary fails.

9. Which statement is true about the APU fuel supply?

A. It is drawn from the left collector tank

B. It is drawn from the right collector tank

C. It comes from the main fuel line

D. It is prefilled from an external reservoir

Fuel to the APU comes from a dedicated left collector tank. Collector tanks gather fuel from the main tanks and feed specific systems through their own pumps. The left collector is assigned to the APU, so the APU's fuel pump draws from that tank. This separation keeps the APU fuel supply independent from the engines and the main line, ensuring a reliable start and steady operation even when engines aren't running. Using the right collector tank or pulling directly from the main line would mix feeds or compromise reliability, and an external reservoir isn't used for normal APU operation.

10. How many fuel probes are installed in each wing?

A. Six

B. Four

C. Eight

D. Two

The main idea here is how fuel quantity is measured across a wing using multiple sensing points. To get an accurate and reliable reading, the system uses several probes positioned throughout the wing tanks. In a typical setup, there are two tanks in a wing, and each tank has three probes. That creates six probes in a wing in total. Having probes distributed across the tank sections lets the gauge average the readings and reduces the impact of fuel slosh or a single probe fault, so the displayed fuel level stays trustworthy even if one probe isn't showing perfectly. If there were fewer probes, you'd have less coverage and redundancy; more probes would go beyond what's standard for this arrangement. So six probes per wing is the configuration that provides robust, accurate sensing in this common wing-tank setup.

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://recurrentmadeeasysystems.examzify.com

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