

RECURRENT MADE EASY – SYSTEMS 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. How does the fuel SOV normally close?

- A. Throttles to Shutoff or FIRE Push switch light
- B. Hydraulic pressure
- C. Manual lever
- D. Electric solenoid

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

- A. engine overspeed
- B. engine start
- C. idle
- D. shutdown

3. What item is on the DC emergency bus?

- A. APU Battery Bus Direct Feed
- B. FIDEX A/B extinguisher, NOT detection
- C. Fuel SOV L/R engine & APU
- D. Hydraulic SOV L/R engine

4. Under Stabilized Approach Criteria, the airspeed should be within how many knots of Vref?

- A. 10 knots
- B. 5 knots
- C. 15 knots
- D. 20 knots

5. Automatic screen switching occurs in response to which failure?

- A. ED1
- B. ED2
- C. DCU
- D. LDU

- 6. Which action is listed as a consequence of pressing the Engine Fire Push light?**
- A. Bleed air SOV closes
 - B. Ignitors inhibited
 - C. Generator, IDG disconnects
 - D. Fuel feed SOV closes
- 7. Which two conditions must be true for ADG deployment?**
- A. Weight off wheels and loss of all AC power
 - B. Weight on wheels and loss of hydraulic power
 - C. Loss of all DC power and pressurization loss
 - D. Engine fire
- 8. In NEWDATES, what does E stand for?**
- A. Emergency procedures
 - B. En route weather
 - C. Event log
 - D. Estimated time
- 9. Automatic screen switching happens only with what failure?**
- A. ED1
 - B. ED2
 - C. DCU
 - D. LDU
- 10. Which of the following is a function of the Fuel System Controller (FSC)?**
- A. Controls pumps and valves to keep the system balanced
 - B. Measures cabin altitude
 - C. Monitors landing gear position
 - D. Tracks pilot shift changes

Answers

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

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Explanations

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1. How does the fuel SOV normally close?

A. Throttles to Shutoff or FIRE Push switch light

B. Hydraulic pressure

C. Manual lever

D. Electric solenoid

The fuel shutoff valve is normally closed by commanding it through the engine control inputs: move the thrust levers to the shutoff position, or press the engine fire push switch. In either case, the control signal (through the fuel control or fire system) closes the valve to stop fuel flow to the engine. Hydraulic pressure or a manual lever aren't the standard methods used for normal closure, and while some systems may use electrical or hydraulic actuation in certain designs, the typical and reliable way taught is throttle to shutoff or the fire push switch.

2. 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.

3. What item is on the DC emergency bus?

A. APU Battery Bus Direct Feed

B. FIDEX A/B extinguisher, NOT detection

C. Fuel SOV L/R engine & APU

D. Hydraulic SOV L/R engine

Emergency electrical power and the DC emergency bus are set up to keep essential systems alive when normal power is lost. The DC emergency bus is fed by a dedicated power source, specifically a direct feed from the APU battery bus, so it stays energized even if the main generators aren't available. This ensures critical flight and cockpit systems have power long enough to manage the situation and land safely. The other items are related to fire extinguishing or fuel/hydraulic control valves, not to powering the DC emergency bus, so they don't apply to this question.

4. Under Stabilized Approach Criteria, the airspeed should be within how many knots of Vref?

- A. 10 knots**
- B. 5 knots
- C. 15 knots
- D. 20 knots

Stabilized approach criteria emphasize keeping airspeed close to Vref so the aircraft maintains a predictable energy state and adequate control as you descend. Vref is the target landing speed for the current weight and configuration, and staying within a modest margin around it allows you to absorb normal gusts and pilot inputs without drifting into instability or overspeed/ stall risk. If the margin is too tight, gusts can push you outside the limit; if it's too wide, you accumulate energy errors that complicate the final flare. So the best choice is the one that specifies a reasonable, close-to-Vref tolerance, supporting a stable and controllable approach.

5. Automatic screen switching occurs in response to which failure?

- A. ED1**
- B. ED2
- C. DCU
- D. LDU

Automatic screen switching relies on a redundant display setup where ED1 is the primary screen and ED2 acts as the backup. The system continuously monitors ED1, and when ED1 stops functioning, the control logic automatically routes the display to ED2 so you don't lose visibility of critical information. That's why ED1 failure is the trigger for the switch—the fault in the primary display prompts the failover. The other components (ED2, DCU, LDU) aren't the events that cause the switch in this arrangement, so they don't drive the automatic screen swap in the same way.

6. Which action is listed as a consequence of pressing the Engine Fire Push light?

- A. Bleed air SOV closes**
- B. Ignitors inhibited
- C. Generator, IDG disconnects
- D. Fuel feed SOV closes

When the Engine Fire Push light is pressed, the fire protection sequence is activated to isolate and protect the engine. The immediate action listed for this scenario is closing the bleed air shutoff valve. This step cuts off bleed air from the affected engine, helping to limit air flow that could feed the fire and preventing hot bleed air from circulating through the aircraft's systems. Other protective actions (like fuel shutoffs, ignitor control, or generator disconnects) can be part of broader fire procedures in some configurations, but for this item the key listed consequence is the bleed air SOV closing.

7. Which two conditions must be true for ADG deployment?

- A. Weight off wheels and loss of all AC power
- B. Weight on wheels and loss of hydraulic power
- C. Loss of all DC power and pressurization loss
- D. Engine fire

ADG deployment is an emergency power action that is designed to activate only when the aircraft is not on the ground and there is a complete loss of AC electrical power. Being weight off wheels means the airplane is airborne, while loss of all AC power signals that the main electrical sources are unavailable, so a dedicated emergency source must come online to keep essential systems powered. This combination prevents the ADG from deploying on the ground or in partial power-loss situations, and ensures it provides power only when truly needed in flight. If the aircraft is on the ground, the ADG should not deploy even if AC power is lost, and other sources or procedures handle ground power. The other options don't fit because they either involve the aircraft's status on the ground, focus on hydraulic or DC power rather than AC, or relate to conditions (like an engine fire) that don't trigger the emergency generator.

8. In NEWDATES, what does E stand for?

- A. Emergency procedures
- B. En route weather
- C. Event log
- D. Estimated time

In NEWDATES, the E stands for Emergency procedures. This mnemonic organizes important actions to take during abnormal or emergency situations, guiding you to quickly recall the correct procedures and checklists needed to manage the situation safely. So the focus is on what to do when things go wrong, rather than planning aspects like en route weather, recording an event, or estimating time.

9. Automatic screen switching happens only with what failure?

- A. ED1
- B. ED2
- C. DCU
- D. LDU

Automatic screen switching is a failover mechanism used to keep critical information visible when a display failure occurs. In this setup, the primary screen (ED1) is the one the operator relies on. If ED1 fails, the system automatically switches to the backup screen (ED2) so you continue to see the data without manual intervention. That's why automatic switching is described as happening only with the failure of the primary display. Failures of the other components, like the backup display, the display control path, or related units, don't trigger this automatic switch because the trigger is specifically the loss of ED1's operation.

10. Which of the following is a function of the Fuel System Controller (FSC)?

A. Controls pumps and valves to keep the system balanced

B. Measures cabin altitude

C. Monitors landing gear position

D. Tracks pilot shift changes

The Fuel System Controller acts as the network hub for the aircraft's fuel system, coordinating pumps and valves to keep fuel distribution balanced among the tanks. It uses data from tank sensors, fuel flow, and engine demands to decide which pumps to run and which valves to open or close. By transferring fuel between tanks and through crossfeed as needed, it maintains a balanced load and a favorable center of gravity, ensuring continuous engine feed and preventing fuel starvation during flight. The other descriptions refer to systems that aren't part of fuel management—cabin altitude relates to pressurization, landing gear position to the landing gear system, and pilot shift changes aren't a function of the fuel system. So, controlling pumps and valves to keep the system balanced best captures what the FSC does.

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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://recurrentmadeeasysystems.examzify.com>

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

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