

# Tradewind Initial NG - Limitations, Part 135 Operations, and Aircraft 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

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- 1. In the event of an emergency with the condition lever, what should be your immediate action?**
  - A. Set it to 'Cutoff/Feather'**
  - B. Increase throttle**
  - C. Leave it in its position**
  - D. Adjust the fuel mixture**
  
- 2. If the low pressure engine driven pump fails, what takes over?**
  - A. The main fuel tank**
  - B. The electric boost pumps**
  - C. The fuel transfer system**
  - D. The auxiliary fuel tank**
  
- 3. What must an SIC maintain to be eligible for duty?**
  - A. A flight instructor certificate**
  - B. A current medical certificate**
  - C. A commercial pilot license**
  - D. A specific type rating**
  
- 4. What is the first step if there is inappropriate pusher activation?**
  - A. Press and hold the pusher INTR**
  - B. Pull the A/P disengage switch**
  - C. Check the autopilot settings**
  - D. Climb to a higher altitude**
  
- 5. Which documents are required to be on board the aircraft at all times?**
  - A. Flight Plan and Navigation Charts**
  - B. AFM and Both Checklists**
  - C. Aircraft Registration and Airworthiness Certificate**
  - D. Emergency Procedures Manual and Maintenance Log**

- 6. Which of the following describes ASDA?**
- A. Available take-off speed distance assessment**
  - B. Accelerate-stop distance available for aborted takeoffs**
  - C. Airstop distance available on approach**
  - D. Altitude stop-distance assessment**
- 7. What does LDA stand for in aviation?**
- A. Lateral distance available**
  - B. Landing distance available**
  - C. Longitudinal distance assessment**
  - D. Landing descent angle**
- 8. What control mechanism operates the landing gear selector valve in the hydraulic system?**
- A. Electric switches**
  - B. Pneumatic system**
  - C. Mechanical actuation**
  - D. Pressure sensors**
- 9. What is the maximum fuel imbalance that the pilot must handle manually?**
- A. 150 lbs**
  - B. 267 lbs**
  - C. 100 lbs**
  - D. 300 lbs**
- 10. What's included in Ops Specs?**
- A. Regulatory guidelines for flight operations**
  - B. Documents authorizing specific operational procedures**
  - C. Maintenance schedules for the aircraft**
  - D. Weather forecast protocols**

## Answers

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

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## **Explanations**

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**1. In the event of an emergency with the condition lever, what should be your immediate action?**

- A. Set it to 'Cutoff/Feather'**
- B. Increase throttle**
- C. Leave it in its position**
- D. Adjust the fuel mixture**

Setting the condition lever to 'Cutoff/Feather' is the appropriate immediate action in the event of an emergency involving the condition lever. This action effectively stops fuel flow to the engine, which is critical in situations where there is an engine malfunction, fire, or other serious issues that require rapid response to minimize damage and ensure safety. By feathering the propeller, drag is also reduced, which can help maintain control of the aircraft. Responding in this way is a standard procedure that aligns with emergency engine management protocols, as it prioritizes flight safety by preventing further complications from fuel ignition or mechanical failure. The other options, such as increasing throttle or leaving the condition lever in its position, do not address the urgency of halting engine operation, and adjusting the fuel mixture may not be relevant in a sudden emergency situation where immediate action is needed.

**2. If the low pressure engine driven pump fails, what takes over?**

- A. The main fuel tank**
- B. The electric boost pumps**
- C. The fuel transfer system**
- D. The auxiliary fuel tank**

When the low pressure engine driven pump fails, the system is designed for safety and redundancy. The electric boost pumps automatically take over to ensure that fuel is still delivered to the engines. This design is crucial for maintaining proper engine operation and preventing potential failures that could occur due to fuel starvation. The electric boost pumps help maintain fuel pressure and allow for continued operation of the aircraft under various flight conditions. This feature is particularly important as it enhances the overall reliability of the fuel system and provides a backup in case of a primary system failure. Other options, such as the main fuel tank, fuel transfer system, and auxiliary fuel tank, do not directly provide the required pressure and flow of fuel necessary for the engine's operational needs in the event of a pump failure. Instead, they play different roles in the aircraft's fuel management system.

### 3. What must an SIC maintain to be eligible for duty?

- A. A flight instructor certificate
- B. A current medical certificate**
- C. A commercial pilot license
- D. A specific type rating

For a Second-in-Command (SIC) to be eligible for duty, it is essential that they maintain a current medical certificate. This certification is a regulatory requirement that ensures the SIC meets the necessary health standards to operate an aircraft safely. The medical certificate ensures that the pilot does not have any medical conditions that could impair their ability to fly, thus prioritizing safety for both the crew and passengers. While other certifications like a flight instructor certificate or a commercial pilot license may be valuable for a pilot, they are not mandatory for an SIC's eligibility for duty. Additionally, a specific type rating could be required for certain aircraft operations, but it is not a blanket requirement for all SIC positions. Therefore, maintaining a current medical certificate is the crucial factor for an SIC's duty eligibility.

### 4. What is the first step if there is inappropriate pusher activation?

- A. Press and hold the pusher INTR**
- B. Pull the A/P disengage switch
- C. Check the autopilot settings
- D. Climb to a higher altitude

In the scenario of inappropriate pusher activation, the first step is to press and hold the pusher INTR (interrupt) button. This action is crucial because the pusher system is designed to assist in maintaining safe flight parameters, but if it activates inappropriately, holding the interrupt button immediately disables the pusher function and allows the pilot to regain manual control of the aircraft. This step is essential to prevent potential loss of control and ensure that the pilot can properly assess the situation and make necessary adjustments without the interference of the pusher system. In contrast, pulling the autopilot (A/P) disengage switch may also help regain control but does not specifically address the immediate issue of pusher activation. Checking the autopilot settings can provide insights into whether the pusher activation is related to autopilot parameters, but it is not a direct response to the inappropriate activation itself. Climbing to a higher altitude does not directly resolve an issue with pusher activation and could exacerbate the situation by introducing more variables into the flight dynamics without addressing the underlying problem.

**5. Which documents are required to be on board the aircraft at all times?**

**A. Flight Plan and Navigation Charts**

**B. AFM and Both Checklists**

**C. Aircraft Registration and Airworthiness Certificate**

**D. Emergency Procedures Manual and Maintenance Log**

The correct answer is that the Aircraft Flight Manual (AFM) and both checklists must be on board the aircraft at all times. The AFM is a crucial document that provides important information regarding the operational limits and performance data of the aircraft. It serves as a reference for pilots to ensure the aircraft is operated within its prescribed limitations and guidelines. Both checklists are also essential as they provide step-by-step procedures for various phases of flight, including pre-flight checks, normal operations, and emergency situations. Having these documents on board at all times supports operational safety and ensures that pilots can access critical information whenever needed. While flight plans and navigation charts are important for flight operations, they can be updated and do not have to remain on board once the flight is over. Aircraft registration and airworthiness certificates must be accessible but may not necessarily need to be physically aboard the aircraft during each flight, depending on the regulations specific to the operation. The emergency procedures manual and maintenance log are important for safety and compliance, but they typically do not have the same mandatory presence in the cockpit as the AFM and checklists.

**6. Which of the following describes ASDA?**

**A. Available take-off speed distance assessment**

**B. Accelerate-stop distance available for aborted takeoffs**

**C. Airstop distance available on approach**

**D. Altitude stop-distance assessment**

The term ASDA stands for Accelerate-Stop Distance Available, which is a critical parameter in aviation, particularly for takeoff and landing operations. It refers to the distance available on the runway for a pilot to accelerate to a certain speed and then come to a complete stop in the event of an aborted takeoff. This measurement is essential for ensuring that the aircraft can safely stop before reaching the end of the runway if necessary. Understanding ASDA is vital for pilots and operators to ensure safe operational practices, especially regarding runway lengths and aircraft performance. This knowledge helps in planning for various scenarios, including engine failures or other issues that may necessitate an early decision to abort a takeoff. The other options do not accurately define ASDA. "Available take-off speed distance assessment" and "Altitude stop-distance assessment" do not align with the recognized definition and concept of ASDA. Similarly, "Airstop distance available on approach" does not accurately represent the term in a manner that is relevant to takeoff operations. Recognizing ASDA is therefore crucial for safe flight operations and compliance with regulations in Part 135 operations.

## 7. What does LDA stand for in aviation?

- A. Lateral distance available
- B. Landing distance available**
- C. Longitudinal distance assessment
- D. Landing descent angle

LDA stands for Landing Distance Available in aviation, which refers to the length of runway that is available for an aircraft to land safely. This distance is a crucial consideration for pilots because it directly impacts their landing approach and technique. Knowing the LDA helps ensure that the aircraft can slow down and stop within the designated runway length, taking into account factors such as aircraft weight, weather conditions, and runway gradient. Understanding Landing Distance Available is vital for compliance with safety regulations and effective operational planning, especially in Part 135 operations where precise performance calculations are essential for passenger safety and efficiency. The concept of LDA helps pilots make informed decisions about approach angles, speed, and landing techniques, ensuring they have adequate distance to stop safely after touchdown.

## 8. What control mechanism operates the landing gear selector valve in the hydraulic system?

- A. Electric switches
- B. Pneumatic system
- C. Mechanical actuation**
- D. Pressure sensors

The operation of the landing gear selector valve in a hydraulic system relies on mechanical actuation as the control mechanism. In this context, mechanical actuation involves physical components such as levers or rods that translate the pilot's input to the landing gear system. When the pilot selects the landing gear position, this mechanical movement directly changes the state of the selector valve, directing hydraulic fluid to either extend or retract the landing gear. This method is crucial because it provides a robust and reliable means of controlling the landing gear, which is vital for aircraft safety. Mechanical actuation is favored in aviation applications for its simplicity and reliability compared to more complex systems. Electric switches, pneumatic systems, and pressure sensors serve different functions in aircraft systems. Electric switches might control electrical components or signals but don't directly manipulate hydraulic valves in this case. Pneumatic systems utilize compressed air, which is less common for landing gear operation compared to hydraulic systems. Pressure sensors are instrumental in monitoring system pressures but do not operate the landing gear selector valve directly. Thus, the correct understanding of mechanical actuation is essential for comprehending how landing gear is effectively managed in hydraulic systems.

**9. What is the maximum fuel imbalance that the pilot must handle manually?**

- A. 150 lbs
- B. 267 lbs**
- C. 100 lbs
- D. 300 lbs

In the context of fuel management for the aircraft, the maximum fuel imbalance that a pilot must address manually is indeed 267 lbs. This value indicates the threshold at which the aircraft's automated systems may not adequately compensate for fuel discrepancies between the left and right tanks. Exceeding this limit often requires the pilot to take corrective actions to ensure safe flight operations. Understanding fuel imbalance is critical, particularly in multi-engine aircraft where an uneven distribution of fuel can lead to adverse aerodynamic effects, increased drag, and potential issues with aircraft stability and control. Pilots are trained to monitor fuel levels closely, and being aware of the specified manual handling limit helps ensure operational safety and adherence to regulations. The options that suggest different values are below or above this threshold and therefore do not represent the standard operational guidelines for managing fuel imbalance effectively.

**10. What's included in Ops Specs?**

- A. Regulatory guidelines for flight operations
- B. Documents authorizing specific operational procedures**
- C. Maintenance schedules for the aircraft
- D. Weather forecast protocols

The correct answer emphasizes that Ops Specs, or Operations Specifications, are essential documents that authorize specific operational procedures for an air carrier. These specifications outline the various types of operations, limitations, and authorizations granted to the operator by the regulatory authority, such as the FAA. Ops Specs are crucial for ensuring that an air carrier adheres to federal regulations and maintains safety standards. They detail the specifics of operations allowed under Part 135, including information on aircraft types, additional services provided, and geographical limitations. By defining these parameters, Ops Specs provide clarity and structure to the air carrier's operations, ensuring that all actions are compliant with legal and regulatory requirements. Other options address components that might be important in aviation, such as regulatory guidelines, maintenance schedules, and weather protocols, but they do not specifically capture the essence of what Ops Specs represent. Ops Specs focus precisely on the authorization of operational procedures rather than all aspects of flight operations or maintenance.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://tradewindinitialnglim135opssys.examzify.com>**

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

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