

XPW Transition Checkride 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. What is the fuel fill quantity during pressure refueling?**
 - A. 4951 lbs**
 - B. 5000 lbs**
 - C. 5166 lbs**
 - D. 5300 lbs**

- 2. When is an acceleration check required?**
 - A. When Vr is less than Vrot**
 - B. Whenever S1 is less than Vrot**
 - C. When the aircraft is at cruising altitude**
 - D. When initiating a descent**

- 3. What happens to the Flap Position Indicator when the AC BUS SHED annunciator is on?**
 - A. It becomes operational**
 - B. It malfunctions**
 - C. It illuminates**
 - D. It loses power**

- 4. What pressure reading indicates that the pressure is too low in the hydraulic system?**
 - A. Below 500 PSI**
 - B. Below 750 PSI**
 - C. Below 1000 PSI**
 - D. Below 1200 PSI**

- 5. What does the acronym TORA specifically relate to in aviation?**
 - A. A total of operational readiness areas**
 - B. The safe area designated for takeoff**
 - C. The maximum distance available for takeoff**
 - D. The total operational runway allowance**

- 6. Under what condition does the L/R FUEL FILTER BYPASS annunciator illuminate?**
- A. When the pressure in the fuel feed line drops**
 - B. When the pressure differential is greater than 2.3 +/- 0.2 psi**
 - C. When the boost pump is malfunctioning**
 - D. When fuel is being returned to the outboard wing bay**
- 7. How many ports are used during gravity refueling?**
- A. 1**
 - B. 2**
 - C. 3**
 - D. 4**
- 8. How does the S1 equation's "stop-oriented" setup affect decision-making?**
- A. It increases takeoff speeds**
 - B. It allows more time for an abort decision**
 - C. It improves landing distances**
 - D. It prioritizes pilot experience**
- 9. What is the maximum thrust loss due to EFC failure?**
- A. 30%**
 - B. 40%**
 - C. 50%**
 - D. 20%**
- 10. When should an acceleration check be accomplished during takeoff?**
- A. When the runway length exceeds specifications**
 - B. When split markers are present**
 - C. During all takeoff procedures**
 - D. After reaching V1 speed**

Answers

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

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Explanations

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1. What is the fuel fill quantity during pressure refueling?

- A. 4951 lbs
- B. 5000 lbs
- C. 5166 lbs**
- D. 5300 lbs

The correct quantity for fuel fill during pressure refueling is 5166 lbs. This number is typically derived from the aircraft's operational specifications and is crucial for calculating weight and balance, fuel management, and mission planning. Pressure refueling systems are designed to fill the aircraft's fuel tanks rapidly and efficiently under pressure, which can affect how much fuel can be added in a given time period and potentially lead to variations in actual fuel load if not correctly managed. The specific value of 5166 lbs likely reflects the optimal operating condition for the aircraft in question, ensuring that it maintains performance, safety, and operational readiness. Understanding this figure is important, as it ensures that the aircraft is not under-fueled or over-fueled, both of which can lead to various operational issues. The correct fill quantity directly impacts mission capabilities, range, and overall aircraft performance during operations.

2. When is an acceleration check required?

- A. When V_r is less than V_{rot}
- B. Whenever S_1 is less than V_{rot}**
- C. When the aircraft is at cruising altitude
- D. When initiating a descent

An acceleration check is required whenever the S_1 speed is less than V_{rot} . S_1 is the minimum safety speed for the aircraft during takeoff, while V_{rot} is the speed at which the aircraft can safely lift off the ground. If S_1 is below V_{rot} , it indicates that the aircraft may not have sufficient speed for a safe takeoff, and the pilot must conduct an acceleration check to ensure that the aircraft can reach V_{rot} in a safe manner. This check assesses the aircraft's performance and confirms that it can indeed achieve the necessary speed for a safe takeoff. In contrast, the other options do not correctly identify conditions for requiring an acceleration check. For instance, when V_r is less than V_{rot} , it does not necessarily affect the need for an acceleration check. Similarly, being at cruising altitude or initiating a descent involves different flight parameters that do not directly relate to the acceleration check in relation to takeoff speeds.

3. What happens to the Flap Position Indicator when the AC BUS SHED annunciator is on?

- A. It becomes operational**
- B. It malfunctions**
- C. It illuminates**
- D. It loses power**

When the AC BUS SHED annunciator is illuminated, it indicates that there is a loss of power from the AC bus due to a bus shedding condition. In this scenario, systems that rely on the AC electrical distribution, including the Flap Position Indicator, will lose power. This means that the indicator will no longer function or provide any visual feedback regarding the position of the flaps. In a typical aircraft configuration, critical systems and indicators are powered by the AC bus. If the bus experiences a failure or is intentionally shed to conserve power for essential systems, non-essential systems lose their power source, resulting in a loss of functionality. The Flap Position Indicator, being one of those systems, will therefore not operate as expected. The other answers do not accurately reflect the situation because the indicator does not become operational, malfunction, or simply illuminate without the necessary power being supplied to it. Hence, the correct understanding hinges on recognizing that the loss of power due to the AC BUS SHED condition is the primary reason for the Flap Position Indicator's incapacitation.

4. What pressure reading indicates that the pressure is too low in the hydraulic system?

- A. Below 500 PSI**
- B. Below 750 PSI**
- C. Below 1000 PSI**
- D. Below 1200 PSI**

The correct pressure reading that indicates the hydraulic system is too low is below 750 PSI. In hydraulic systems, maintaining specific pressure levels is critical for proper operation, as they ensure efficient functioning of hydraulic components such as pumps, actuators, and control surfaces. A pressure reading below 750 PSI signals a potential failure or malfunction within the hydraulic system. Operating at or above this threshold typically ensures that the system can effectively transmit power and operate its components. Pressure below this recommended level could lead to inadequate performance of the hydraulic system, potentially impairing the responsiveness and effectiveness expected during operation. Other thresholds, such as the ones indicated by the other answer choices, might represent different operational parameters but are not indicative of the critical low-pressure malfunction threshold that would necessitate immediate action or inspection to prevent system failure.

5. What does the acronym TORA specifically relate to in aviation?

- A. A total of operational readiness areas**
- B. The safe area designated for takeoff**
- C. The maximum distance available for takeoff**
- D. The total operational runway allowance**

The acronym TORA stands for Takeoff Runway Available, which specifically relates to the maximum distance available on a runway for an aircraft to achieve the required takeoff speed. This measurement is crucial because it informs pilots of the length of runway they have at their disposal before needing to lift off. Understanding this allows for proper calculations regarding weight, environmental factors, and aircraft performance metrics, ensuring that the aircraft can safely become airborne within the available distance. In the context of aviation operations, TORA plays a vital role in flight planning and performance considerations. It is essential for determining whether an aircraft can safely take off under given conditions, therefore directly impacting flight safety and efficiency. This also highlights the importance of accurate runway utilization, particularly at airports that may have varying runway configurations and available lengths.

6. Under what condition does the L/R FUEL FILTER BYPASS annunciator illuminate?

- A. When the pressure in the fuel feed line drops**
- B. When the pressure differential is greater than 2.3 +/- 0.2 psi**
- C. When the boost pump is malfunctioning**
- D. When fuel is being returned to the outboard wing bay**

The L/R FUEL FILTER BYPASS annunciator illuminates when the pressure differential across the fuel filter exceeds 2.3 +/- 0.2 psi. This condition indicates that the fuel filter is becoming clogged or restricted, which creates a significant pressure difference between the inlet and outlet sides of the filter. When the differential pressure reaches this threshold, it signals to the pilot that the filter may be obstructed and that fuel flow could be compromised, which is critical for maintaining engine performance and safety. Recognizing this alert allows the crew to take appropriate action, such as checking the condition of the fuel filter or preparing for potential fuel flow issues. The other options do not specifically indicate a direct relation to the filter bypass condition. For example, a drop in pressure in the fuel feed line doesn't necessarily mean the filter is bypassing; it could be caused by other factors. Similarly, while a malfunctioning boost pump can affect fuel flow, it would not trigger the bypass warning directly. Finally, fuel being returned to the outboard wing bay does not pertain to the health of the fuel filter itself and does not impact the bypass condition directly.

7. How many ports are used during gravity refueling?

- A. 1
- B. 2
- C. 3**
- D. 4

During gravity refueling, typically three ports are utilized. These ports are designed to facilitate the process of transferring fuel from a storage tank into the aircraft's fuel system without the need for pumps. The arrangement generally includes one or more ports for fuel intake, which allows the fuel to flow into the aircraft, as well as an additional vent port. The vent is crucial because it prevents pressure buildup within the fuel tanks during the refueling process, ensuring safe operation and efficient fuel movement. The necessity of using multiple ports, specifically three, stems from the need to manage fuel flow effectively and to maintain safety. The design allows for optimal refueling rates and helps to minimize the risk of spillage or over-pressurization. This coordinated use of ports is integral to gravity refueling systems, which rely purely on the force of gravity to move the fuel without any mechanical assistance.

8. How does the S1 equation's "stop-oriented" setup affect decision-making?

- A. It increases takeoff speeds
- B. It allows more time for an abort decision**
- C. It improves landing distances
- D. It prioritizes pilot experience

The "stop-oriented" setup of the S1 equation is designed to help pilots evaluate their decision-making in situations where they may need to abort a takeoff. This configuration is significant because it emphasizes the importance of recognizing the point of no return during takeoff. By framing the decision in terms of whether to stop or continue, it inherently allows for more time to assess the aircraft's performance and the runway conditions before making a decisive action. This setup is particularly beneficial in that it encourages pilots to consider stopping the aircraft before reaching speeds where continuing would be the only viable option. In scenarios where abnormal conditions arise, having this added consideration of time can lead to safer outcomes, as the pilot has more opportunity to evaluate whether continuing the takeoff is prudent or if an abort is the safer choice. In contrast to the other options, which focus on aspects such as takeoff speeds, landing distances, or prioritizing pilot experience, the core benefit of the stop-oriented approach lies in enhancing the decision-making process related specifically to the timing and judgment of stopping versus continuing during a critical phase of flight.

9. What is the maximum thrust loss due to EFC failure?

- A. 30%
- B. 40%**
- C. 50%
- D. 20%

The maximum thrust loss due to EFC (Electronic Fuel Control) failure is typically regarded as 40%. This is an important aspect to understand because the EFC plays a crucial role in managing the fuel flow to the engine, thereby directly affecting the thrust produced. When the EFC fails, the engines may not be able to operate at optimal efficiency, resulting in a significant reduction in thrust. The specific value of 40% has been determined based on various operational scenarios and testing, reflecting the most severe situations where the EFC is unable to adjust fuel delivery as needed for varying power demands. Having this understanding is critical for pilots during flight operations, as they need to be prepared for the implications of an EFC failure and how it impacts aircraft performance. In typical failure scenarios, pilots can expect a notable yet manageable amount of thrust reduction, rather than a complete loss. This knowledge aids in making informed decisions about handling the aircraft in such situations.

10. When should an acceleration check be accomplished during takeoff?

- A. When the runway length exceeds specifications
- B. When split markers are present**
- C. During all takeoff procedures
- D. After reaching V1 speed

An acceleration check is an important aspect of the takeoff procedure that helps ensure the aircraft's performance is within acceptable limits. The correct answer indicates that an acceleration check should be performed when split markers are present. Split markers are visual indicators on the runway that denote expected acceleration distances and are often used for performance validation. When these markers are used, they provide a reference that allows pilots to determine if the aircraft is achieving the necessary speed and acceleration for safe takeoff within the limits of the runway. This check helps in assessing the aircraft's thrust-to-weight ratio and the conditions affecting acceleration, such as runway surface and environmental factors. Conducting the acceleration check at this point ensures that the aircraft can reach takeoff speed safely before encountering the end of the runway, thereby enhancing safety during critical phases of flight. It is a proactive measure that aids pilots in making informed decisions during takeoff.

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://xpwtranscheckride.examzify.com>

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

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