GOJET SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://gojetsystems.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

SAMPLE

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. Which items are powered from the DC Emergency Bus?

A. Engine and APU fire extinguishers; fuel and hydraulic shutoff valves (both a and b)

B. Engine fire extinguishers only

C. Fuel shutoff valves only

D. APU fire extinguishers only

2. If ground spoilers fail to deploy, which switch setting is used to arm them for deployment?

A. Place the GND LIFT DUMPING switch to MAN ARM

B. Push the cargo discharge switchlight

C. Turn on the emergency flaps switch

D. Engage the roll disconnect

3. During DME hold mode, which of the following occurs?

A. Amber H replaces the green NM

B. The ident is removed from view

C. Amber H replaces the green NM; the ident is removed from view

D. No change to NM or ident

4. DC power is supplied by _____.

A. Four Transformer Rectifier Units

B. Two Transformer Rectifier Units

C. Three Transformer Rectifier Units

D. Five Transformer Rectifier Units

5. Which description accurately reflects the actions performed by the red autopilot disc button on the control wheel?

A. Disconnect the autopilot

B. Interrupt the stick pusher

C. Reset the flight data

D. Disconnect the autopilot and interrupt the stick pusher

SAMPLE

6. Which window heat setting heats only the windshields at the higher level?

A. HI

B. LO

C. MED

D. OFF

7. How will you know that APR power is being scheduled by FADEC?

A. A green APR icon will appear inside the N1 gauge

B. A red APR icon will appear inside the N1 gauge

C. A green APR icon will appear inside the N2 gauge

D. APR is indicated on the primary flight display

8. The APU starter cut-out range is used to define what RPM range?

A. 30%-40%

B. 46%-60%

C. 12%-20%

D. 60%-70%

9. Which option correctly states heating behavior with 115VAC and ON/OFF consideration, such that only one option is true?

A. The drain masts heat only when the ON/OFF state is ON.

B. The drain masts heat when 230VAC is applied.

C. The ON/OFF state has no influence on heating when 115VAC is applied.

D. The drain masts heat whenever 115VAC power is applied to the controller, regardless of the ON/OFF state.

10. Extinguishing an APU fire is accomplished through the use of which bottle?

A. The single halon fire bottle dedicated to the APU

B. The main extinguishing bottle in the cockpit

C. A water mist system

D. A portable handheld extinguisher

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which items are powered from the DC Emergency Bus?

A. Engine and APU fire extinguishers; fuel and hydraulic shutoff valves (both a and b)

B. Engine fire extinguishers only

C. Fuel shutoff valves only

D. APU fire extinguishers only

In an electrical emergency, the DC Emergency Bus provides power to systems that must operate even when the main power is down. It powers the engine and APU fire extinguishers, ensuring they can be discharged to suppress fires in both engines and the APU without relying on the normal electrical system. It also powers the fuel and hydraulic shutoff valves, enabling rapid isolation of fuel and hydraulic supply to the affected units. Because both fire suppression and isolation need to function reliably in an emergency, these items are designed to be powered by the DC Emergency Bus. That's why the correct choice includes both engine and APU fire extinguishers and both fuel and hydraulic shutoff valves.

2. If ground spoilers fail to deploy, which switch setting is used to arm them for deployment?

A. Place the GND LIFT DUMPING switch to MAN ARM

B. Push the cargo discharge switchlight

C. Turn on the emergency flaps switch

D. Engage the roll disconnect

When ground spoilers aren't coming down automatically, you can still prepare them to deploy by using the ground lift/dumping control set to manual arm. Setting the GND LIFT DUMPING switch to MAN ARM puts the spoiler system into a mode where you've explicitly armed it for deployment, so the spoilers will deploy when commanded or when the system detects the appropriate condition, even if the normal automatic sequence isn't functioning. The other options don't affect the ground spoiler system: the cargo discharge switchlight is about releasing cargo, the emergency flaps switch handles a flap emergency, and the roll disconnect affects flight-control authority.

3. During DME hold mode, which of the following occurs?

A. Amber H replaces the green NM

B. The ident is removed from view

C. Amber H replaces the green NM; the ident is removed from view

D. No change to NM or ident

When DME hold is active, the display reflects the hold status by clearly signaling that you're maintaining a set DME distance to the station. The normal green NAVAID symbol becomes an amber H, showing the hold condition. At the same time, the station's ident is removed from view to reduce clutter and emphasize the hold status, since you're not actively identifying the station at that moment but rather maintaining the specified distance. This combination—amber H replacing the green NM and the ident being removed—best communicates that DME distance hold is in effect.

SAMPLE

4. DC power is supplied by _____.

A. Four Transformer Rectifier Units

B. Two Transformer Rectifier Units

C. Three Transformer Rectifier Units

D. Five Transformer Rectifier Units

DC power on many aircraft comes from Transformer Rectifier Units, which take AC power from the generators and convert it into DC to feed the DC buses used by avionics, lighting, and other systems. Four TRUs are installed to provide enough current and to share load, giving redundancy. With four units, the system can continue to supply DC power even if one TRU is offline or undergoing maintenance, ensuring essential systems stay powered. Fewer TRUs would reduce capacity and redundancy, which is why four is the correct setup in this context.

5. Which description accurately reflects the actions performed by the red autopilot disc button on the control wheel?

A. Disconnect the autopilot

B. Interrupt the stick pusher

C. Reset the flight data

D. Disconnect the autopilot and interrupt the stick pusher

The red autopilot disc button on the control wheel is a dual-action control: it immediately disconnects the autopilot and temporarily interrupts the stick pusher. Pressing it hands control back to the pilot and pauses the stall-protection response, giving the pilot direct manual control when needed. This combination is why the description that includes both autopilot disconnection and interruption of the stick pusher is the best fit. The other possibilities only cover one function or a different system, so they don't fully describe what this button does.

6. Which window heat setting heats only the windshields at the higher level?

A. HI

B. LO

C. MED

D. OFF

Windshield heating is used to keep the cockpit glass clear of ice and fog by delivering electrical heat to the windshield panes. The high setting provides the maximum power to those heating elements, focusing heat on the windshields. This makes it the option that heats only the windshields at the higher level, which is why it's the best choice. Lower settings either provide less heat or route heat to other windows, so they don't meet the requirement as effectively.

SAMPLE

7. How will you know that APR power is being scheduled by FADEC?

A. A green APR icon will appear inside the N1 gauge

B. A red APR icon will appear inside the N1 gauge

C. A green APR icon will appear inside the N2 gauge

D. APR is indicated on the primary flight display

APR power scheduling is a FADEC-controlled thrust boost that, when active, is shown right in the N1 gauge. A green APR icon in the N1 gauge is the clear signal that APR is being scheduled and commanded by FADEC. The color green indicates normal, active operation. Other indicators—like a red APR icon, or seeing APR only in the N2 gauge or on the primary flight display—aren't the standard cue for this system, so they wouldn't correctly show that APR is currently engaged.

8. The APU starter cut-out range is used to define what RPM range?

A. 30%-40%

B. 46%-60%

C. 12%-20%

D. 60%-70%

The concept here is when the APU's starter disengages during a start, which is defined by a specific RPM window. During an APU start, the starter spins the turbine up to a point where the APU can sustain operation on its own. That point is a percentage range of the nominal RPM, and it's specified as about 46% to 60%. This window gives enough speed for reliable ignition and stable operation, while avoiding overspeed or prolonged starter wear. Why this range fits best: 46% to 60% represents the mid-to-upper portion of the start spectrum where the turbine is spinning fast enough to light off and run independently, but not so close to the upper limit that the system risks overspeed or unnecessary starter stress. The other ranges are either too low for reliable ignition or too high, making them unsuitable as the cut-out point.

9. Which option correctly states heating behavior with 115VAC and ON/OFF consideration, such that only one option is true?

A. The drain masts heat only when the ON/OFF state is ON.

B. The drain masts heat when 230VAC is applied.

C. The ON/OFF state has no influence on heating when 115VAC is applied.

D. The drain masts heat whenever 115VAC power is applied to the controller, regardless of the ON/OFF state.

The heating behavior is driven by the presence of the 115 VAC power supply, not by the ON/OFF control. In this design, the heater is wired to the controller's 115 VAC rail, so as soon as 115 VAC is applied to the controller, the drain masts heat up. The ON/OFF switch does not gate that heater path, so heating can occur regardless of whether the controller is switched ON or OFF. The option referring to 230 VAC isn't applicable here since this system uses 115 VAC. The wording that ON/OFF has no influence is true, but the clearest, most precise statement is that heating happens whenever 115 VAC power is applied to the controller, regardless of the ON/OFF state.

SAMPLE

10. Extinguishing an APU fire is accomplished through the use of which bottle?

A. The single halon fire bottle dedicated to the APU

B. The main extinguishing bottle in the cockpit

C. A water mist system

D. A portable handheld extinguisher

Extinguishing an APU fire relies on a dedicated extinguishing bottle containing Halon that feeds directly into the APU compartment. This bottle is sized and plumbed specifically for the APU bay, so when it's discharged you get the right agent concentration exactly where the fire is burning, without wasting extinguishant in other areas. That targeted delivery is essential because the APU bay is a confined space with its own heat sources and materials. Using the main cockpit bottle, a water mist system, or a handheld extinguisher won't provide the correct reach, concentration, or quantity for the APU enclosure, and could fail to suppress the fire effectively or cause damage to sensitive systems. Therefore, the extinguishing method is the APU-dedicated Halon bottle.

SAMPLE

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://gojetsystems.examzify.com

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

SAMPLE