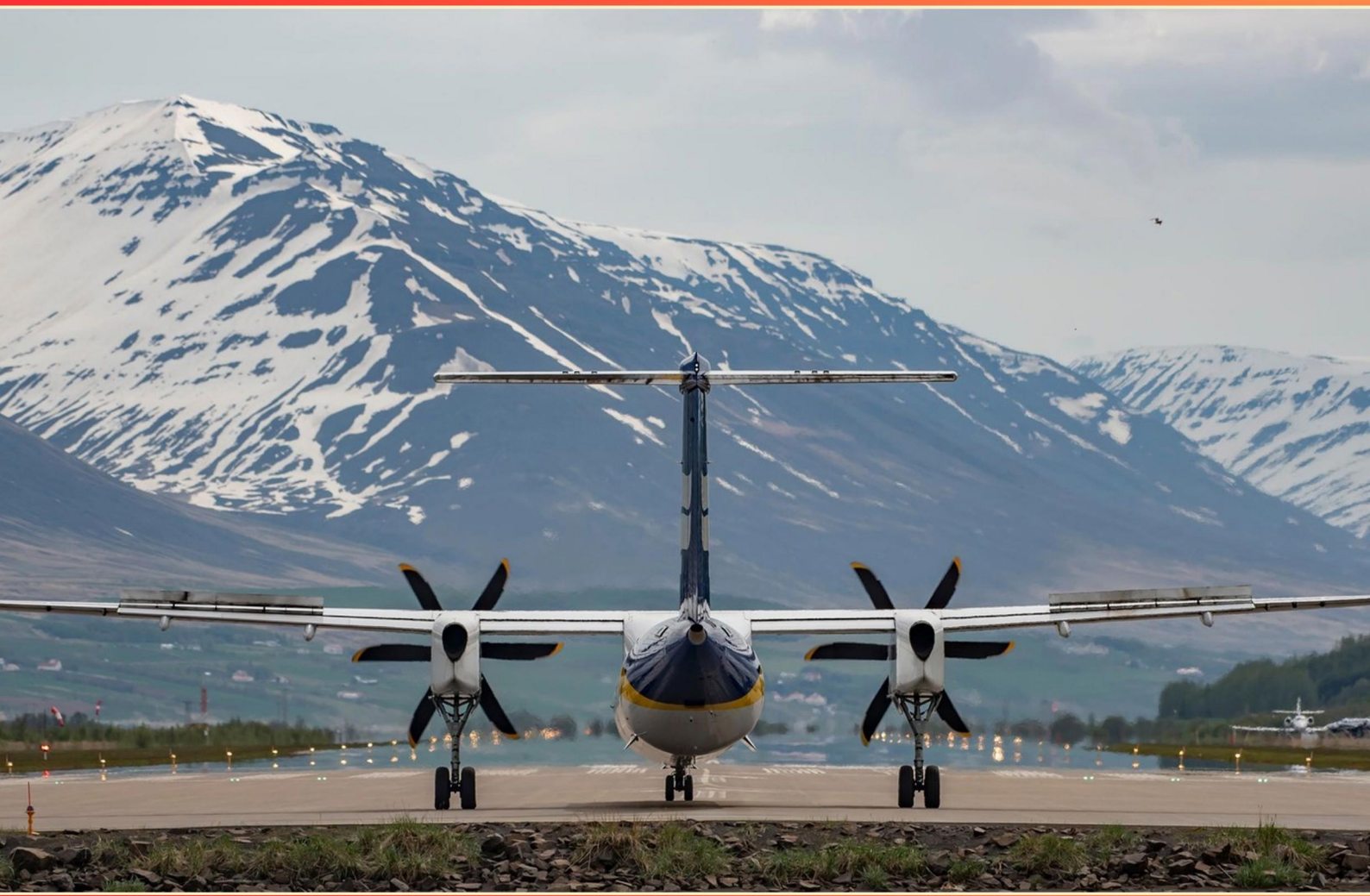
PC-12 NGX PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

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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

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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.

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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!

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Questions

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1. What is the minimum oil temperature before setting power for takeoff?

A. 15C

B. 0C

C. 25C

D. -5C

2. How do you manually transfer fuel from a heavy wing to a light wing?

A. Open both wing fuel valves

B. Turn the fuel pump ON for the heavier wing and monitor gauges for movement

C. Disable the automatic balance

D. Turn the emergency fuel switch to ON

3. What is the purpose of Pusher Safe Mode, and what does it enforce when active?

A. When the aircraft computer cannot determine flap setting, it makes stall protections conservative by treating flaps as 0 degrees, triggering stick shaker and pusher as if flaps were 0

B. When flaps fail, it locks the flaps at the last setting

C. When landing gear fails, it provides autopilot steering

D. When maximum speed is reached, it engages auto-retract

4. Which bus is the highest level of integrity (Powerline)?

A. Essential Bus

B. Main Bus

C. Non-Essential Bus

D. Cabin Bus

5. What is the total usable fuel for the PC-12 NGX?

A. 2,650 lbs

B. 2,703 lbs

C. 2,800 lbs

D. 2,750 lbs

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6. Automatic fuel balancing starts at what imbalance?

A. 50 lbs

B. 68 lbs

C. 90 lbs

D. 120 lbs

7. What is the Vr range for rotation as given?

A. 60-75

B. 65-80

C. 70-85

D. 75-90

8. When does the amber CABIN ALTITUDE CAS occur?

A. When cabin altitude exceeds 9,000 feet

B. When cabin altitude exceeds 10,500 feet

C. When cabin altitude exceeds 11,500 feet

D. When cabin altitude exceeds 12,000 feet

9. What should you reset before turning to final on a circling approach?

A. The heading bug and altitude preselect.

B. The airspeed indicator.

C. The landing gear position.

D. The vertical speed indicator.

10. What is the tire pressure for all three tires?

A. 60 PSI

B. 50 PSI

C. 70 PSI

D. 55 PSI

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Answers

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

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Explanations

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1. What is the minimum oil temperature before setting power for takeoff?

A. 15C

B. 0C

C. 25C

D. -5C

Oil temperature shows when the lubrication system is ready for high-power operation. At takeoff, the engine loads up quickly and the oil must flow readily to form a stable film on bearings and gears. If you advance to takeoff power while the oil is still cold, it's thick and may not circulate quickly enough, increasing wear and the chance of excessive stress on moving parts during this demanding phase. Waiting for the oil to reach the minimum threshold allows the oil to circulate properly and protect components as power is applied. For the PC-12 NGX, that minimum is 15°C. If the oil is colder than that, hold off on takeoff power; once it reaches 15°C or higher, takeoff can be started safely. Lower temperatures would risk insufficient lubrication, while waiting to reach a higher temperature (like 25°C) isn't required for this minimum.

2. How do you manually transfer fuel from a heavy wing to a light wing?

A. Open both wing fuel valves

B. Turn the fuel pump ON for the heavier wing and monitor gauges for movement

C. Disable the automatic balance

D. Turn the emergency fuel switch to ON

To move fuel from the heavier wing to the lighter wing, use the transfer pump on the heavier wing. Turning that pump ON pushes fuel through the crossfeed to the lighter wing, and you watch the fuel gauges to confirm movement and restore balance. This direct pump-based crossfeed is the deliberate manual method for balancing fuel. Opening both wing valves alone won't initiate the transfer and could just feed fuel normally without achieving the intended crosswing balance. Disabling automatic balance isn't needed for a controlled manual transfer and could disrupt other fuel-management protections. The emergency fuel switch activates an alternate, backup supply and isn't used for routine crosswing transfer.

3. What is the purpose of Pusher Safe Mode, and what does it enforce when active?

A. When the aircraft computer cannot determine flap setting, it makes stall protections conservative by treating flaps as 0 degrees, triggering stick shaker and pusher as if flaps were 0

B. When flaps fail, it locks the flaps at the last setting

C. When landing gear fails, it provides autopilot steering

D. When maximum speed is reached, it engages auto-retract

Pusher Safe Mode focuses on maintaining stall protection when flap information can't be trusted. If the aircraft computer can't determine the flap setting, this mode defaults to assuming flaps are at 0 degrees. That makes the stick shaker and the pusher respond as if there were no flaps, ensuring the airplane still warns and automatically pushes the nose down to prevent a stall. This conservative assumption keeps the stall protection system active and predictable in the face of uncertain data. The other options describe different systems that are not what Pusher Safe Mode does.

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4. Which bus is the highest level of integrity (Powerline)?

A. Essential Bus

B. Main Bus

C. Non-Essential Bus

D. Cabin Bus

Power distribution is arranged so that flight-critical equipment stays powered first. The highest integrity path, the Essential Bus, feeds the instruments, flight controls, and other essential avionics. It's designed to stay alive even if other power sources fail, backed by backup sources to keep critical systems operating for safe flight and landing. Other buses—Main, Cabin, and Non-Essential—support less critical loads and can be de-energized to conserve power when needed. So the Essential Bus is the highest integrity powerline.

5. What is the total usable fuel for the PC-12 NGX?

A. 2,650 lbs

B. 2,703 lbs

C. 2,800 lbs

D. 2,750 lbs

Understanding usable fuel is key for accurate flight planning. Usable fuel is the amount of fuel that can actually be drawn from the tanks and burned in flight; it excludes a small amount that remains unusable due to tank geometry and fuel line design. For the PC-12 NGX, the published total usable fuel is 2,703 pounds. This is the figure you'd use for endurance and range calculations, including reserves, because it represents what you can reliably burn in flight. The other numbers don't match the official specification for usable fuel. They might reflect total fuel capacity or other fuel quantities, but they aren't the usable-fuel figure you'd use for planning. Roughly, this usable amount corresponds to about 400 gallons of Jet-A, depending on fuel density.

6. Automatic fuel balancing starts at what imbalance?

A. 50 lbs

B. 68 lbs

C. 90 lbs

D. 120 lbs

Automatic fuel balancing works by monitoring the weight difference between the left and right wing tanks. When that difference becomes large enough, the system automatically transfers fuel from the heavier side to the lighter side to bring the imbalance back toward zero, helping to keep the aircraft's weight near the centerline and maintain stable directional control. In the PC-12 NGX, that balancing action starts when the imbalance reaches 68 pounds. Once the difference hits 68 pounds, the crossfeed/transfer pumps engage to move fuel until the imbalance is reduced below the threshold, at which point the pumps stop. This ensures balancing occurs as fuel is burned, without constant cycling, and it helps maintain good handling characteristics.

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7. What is the Vr range for rotation as given?

A. 60-75

B. 65-80

C. 70-85

D. 75-90

Vr is the speed at which you start the takeoff rotation. For the PC-12 NGX, the range you should target is about 70 to 85 knots. This window balances having enough wing lift to lift off smoothly with a controlled, gradual pitch into the climb, while avoiding an overly aggressive rotation that could lead to excessive nose-up attitude, longer takeoff run, or potential tail or elevator issues. That range is provided to cover variations in weight, density altitude, and configuration. At heavier weights or higher density altitudes, Vr trends toward the upper end, whereas lighter conditions may be closer to the lower end. Rotating below 70 knots can give insufficient lift margin and a longer takeoff distance, while rotating above 85 knots increases the risk of abrupt rotation and control difficulties.

8. When does the amber CABIN ALTITUDE CAS occur?

A. When cabin altitude exceeds 9,000 feet

B. When cabin altitude exceeds 10,500 feet

C. When cabin altitude exceeds 11,500 feet

D. When cabin altitude exceeds 12,000 feet

Cabin altitude is the effective altitude inside the airplane, and keeping it within safe limits is essential to prevent hypoxia. The amber CABIN ALTITUDE CAS is a caution that lights when the cabin altitude climbs past a defined threshold, which in this aircraft is 10,500 feet. This early warning gives you time to check the pressurization system and take corrective action, such as adjusting the pressurization controller or descending to a lower altitude to restore cabin pressure. It's amber because it's a warning to monitor and respond, not an immediate emergency. If the cabin altitude continues to rise or the pressurization system fails, a more urgent indication would appear. When this alert occurs, verify the pressurization settings, check the outflow valve operation, and plan a descent to bring cabin altitude back to a safe level.

9. What should you reset before turning to final on a circling approach?

A. The heading bug and altitude preselect.

B. The airspeed indicator.

C. The landing gear position.

D. The vertical speed indicator.

When you're turning to final on a circling approach, re-establish the nav cues to match the upcoming final path. Setting the heading bug to the intended final approach course reorients the flight director/autopilot to fly toward the runway, while resetting the altitude preselect to the circling altitude ensures you maintain the correct vertical profile and descend only when appropriate for the circling maneuver. This combination keeps navigation guidance aligned with the actual final approach, reducing confusion during the transition from instrument approach to visual. The airspeed indicator isn't something you reset for this maneuver; it continues to reflect current airspeed and is controlled by your pitch or the autopilot/flight director as needed. The landing gear position is controlled by your landing phase, and you wouldn't conceptually "reset" it just to turn to final. The vertical speed indicator shows rate of climb or descent and isn't reset as part of preparing for a circling final.

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10. What is the tire pressure for all three tires?

A. 60 PSI

B. 50 PSI

C. 70 PSI

D. 55 PSI

Tire pressures are set by the airplane manufacturer and should be the same for all wheels under normal loading. The value given on the placard/POH is the cold inflation pressure you should use, and for this aircraft it is 60 PSI for all three tires. This ensures even load distribution across the tires, proper tire deflection for stable ground handling and braking, and minimizes heat buildup during taxi and takeoff. Remember to check tire pressure when the tires are cold, because pressures rise as the tires warm with use. Use a calibrated gauge and set to the specified cold value before flight; adjust only if the manual indicates a different value for unusual weight or conditions.

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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://pc12ngx.examzify.com

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

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