A319 AND A320 KNOWLEDGE SKILLS VERIFICATION (KSV) PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://a219anda320ksv.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. When is landing gear typically lowered on an A320 approach?

A. Before the final approach is established.

B. Only after touchdown.

C. As part of the approach per checklist; not after touchdown.

D. Never lowered on approach.

2. During a decompression PA, what instruction is given about the oxygen mask?

A. Leave your mask on

B. Remove your mask

C. Remove your mask and hand to crew

D. Share masks among passengers

3. What is the role of engine anti-ice inlets and accessories during icing conditions?

A. Engine anti-ice governs anti-ice for engine inlets and accessories; activated per icing conditions per SOP.

B. Engine anti-ice heats wing leading edges.

C. Engine anti-ice is not used on A320.

D. Engine anti-ice only functions during takeoff.

4. How many Main Cabin seats are on the A319?

A. 120

B. 110

C. 130

D. 140

5. In a loss of normal power, what does the RAT provide and how is it deployed?

A. The RAT provides emergency electrical power (and sometimes hydraulic power) and deploys automatically if required.

B. The RAT provides extra engine thrust and deploys on manual command.

C. The RAT provides cabin pressurization support only.

D. The RAT is a standby USB charging port.

SAMPLE

6. Where is onboard wheelchair on A320?

A. In overhead bin near exit row

B. In cockpit side panel

C. Behind last row near lavatories

D. Under the last row of seats MC, AC right

7. What do V1, VR, and V2 represent in takeoff data and how are they used?

A. V1 is the cruise speed, VR is vertical rate, V2 is the maximum takeoff velocity.

B. V1 is the minimum speed to continue takeoff after engine failure, VR is rotation speed, V2 is the landing speed.

C. V1 is the decision speed, VR is rotation speed, V2 is the minimum takeoff safety speed.

D. V1 is the decision speed, VR is rotation speed, and V2 is the minimum takeoff safety speed; they guide the takeoff thrust and rotation.

8. Which of the following is NOT listed as a lavatory smoke sign?

A. ACP Flashes Amber

B. AIP Flash Red Light

C. Light outside flashes amber

D. Sound of alarm

9. What is the difference between managed and selected modes on the autopilot and on the MCDU?

A. Selected modes are commanded directly by the pilot; Managed modes use FMS targets.

B. Managed modes use FMS-provided targets; Selected modes are commanded directly by the pilot.

C. Managed modes ignore FMS targets; Selected modes rely on weather data.

D. Both modes are identical in function.

10. What is the function of the outflow valve and how does it affect cabin pressure during climb and descent?

A. The outflow valve injects air into the cabin to raise pressure.

B. The outflow valve changes bleed air temperature to regulate temperature.

C. The outflow valve regulates the amount of air leaving the cabin to control cabin pressure; adjusting it maintains the desired cabin altitude and differential pressure.

D. The outflow valve closes automatically at takeoff and has no effect during climb or descent.

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. When is landing gear typically lowered on an A320 approach?

A. Before the final approach is established.

B. Only after touchdown.

C. As part of the approach per checklist; not after touchdown.

D. Never lowered on approach.

Lowering the landing gear is part of configuring the aircraft for landing during the approach. On an A320, you extend the gear as you follow the landing configuration checklist, so it is down and locked well before touchdown. This ensures proper drag and handling, and that the green gear indicators are showing, confirming the gear is ready for a safe landing. Extending gear before the final approach is established is earlier than necessary, and waiting until after touchdown is too late to ensure a proper landing configuration. Never lowering gear on approach would ignore standard procedures.

2. During a decompression PA, what instruction is given about the oxygen mask?

A. Leave your mask on

B. Remove your mask

C. Remove your mask and hand to crew

D. Share masks among passengers

During a decompression, the priority is to ensure you have a continuous oxygen supply. You're instructed to leave your oxygen mask on. The mask delivers oxygen automatically and is meant to stay in place until the emergency is over or crew directs otherwise. Removing your mask or handing it to someone else would cut off your own oxygen and can deprive others of theirs, since the oxygen system is designed for individual use. Sharing masks isn't how the system works, and keeping yours on lets you follow further instructions and, if needed, assist others after your own oxygen needs are met.

3. What is the role of engine anti-ice inlets and accessories during icing conditions?

A. Engine anti-ice governs anti-ice for engine inlets and accessories; activated per icing conditions per SOP.

B. Engine anti-ice heats wing leading edges.

C. Engine anti-ice is not used on A320.

D. Engine anti-ice only functions during takeoff.

Engine anti-ice is the system that protects the engine inlet and accessories from ice buildup. In icing conditions, bleed air is routed to heat the engine inlet and the accessories anti-ice circuit, keeping the surfaces above freezing and preventing ice from narrowing the airflow or fouling the engine. This is controlled by procedures and the airplane's ice-detection logic, so it is activated as needed based on icing conditions and SOP, not just during takeoff. The wing anti-ice is a separate system, so this option correctly describes the engine-side function, while the other statements describe unrelated systems or incorrect usage.

SAMPLE

4. How many Main Cabin seats are on the A319?

A. 120

B. 110

C. 130

D. 140

The number of Main Cabin seats is found by multiplying the number of rows by the number of seats per row in that cabin. On the A319's typical single aisle layout, there are 20 rows with a 3 3 arrangement, which is six seats per row. So, 20 rows × 6 seats per row equals 120 Main Cabin seats. Variations in other totals would come from different configurations, but the standard A319 setup is 120.

5. In a loss of normal power, what does the RAT provide and how is it deployed?

A. The RAT provides emergency electrical power (and sometimes hydraulic power) and deploys automatically if required.

B. The RAT provides extra engine thrust and deploys on manual command.

C. The RAT provides cabin pressurization support only.

D. The RAT is a standby USB charging port.

When normal power is lost, the Ram Air Turbine kicks in to keep the aircraft powered by providing emergency electrical power to essential systems, and in some configurations it can also drive a hydraulic pump to support flight-control hydraulics. It is designed to deploy automatically as soon as the system detects a loss of power, extending into the airstream so it can start generating power within seconds. Manual deployment exists only as a backup if automatic deployment isn't available, but in normal operation you rely on automatic deployment. This device does not provide thrust, cabin pressurization support, or USB charging.

6. Where is onboard wheelchair on A320?

A. In overhead bin near exit row

B. In cockpit side panel

C. Behind last row near lavatories

D. Under the last row of seats MC, AC right

Stowing the onboard wheelchair under the last row of seats in the main cabin, on the right-hand side, keeps it securely stored yet quickly accessible for crew when assistance is needed. This location avoids blocking aisles or emergency exits and stays out of the cockpit area, which is essential for safety and security. It's protected from turbulence or movement and can be reached by cabin crew walking the aisle without having to crawl under seats or reach into tricky spaces. Choosing a location like the cockpit side panel, an overhead bin, or near lavatories would either place the wheelchair out of reach, create obstruction during exits, or compromise access for other passengers and crew. Placing it under the last row on the right side provides a practical balance of accessibility, stability, and safety during all phases of flight.

SAMPLE

7. What do V1, VR, and V2 represent in takeoff data and how are they used?

A. V1 is the cruise speed, VR is vertical rate, V2 is the maximum takeoff velocity.

B. V1 is the minimum speed to continue takeoff after engine failure, VR is rotation speed, V2 is the landing speed.

C. V1 is the decision speed, VR is rotation speed, V2 is the minimum takeoff safety speed.

D. V1 is the decision speed, VR is rotation speed, and V2 is the minimum takeoff safety speed; they guide the takeoff thrust and rotation.

V1, VR, and V2 are the takeoff performance speeds that define how a takeoff is planned and carried out. V1 is the decision speed: it marks the point during the takeoff roll at which you must decide whether to continue or abort. If an engine fail occurs before reaching V1, you can stop on the runway within the available distance; if the failure happens at or after V1, you must continue the takeoff. VR is the rotation speed: when you reach this speed, you begin to raise the nose to liftoff attitude and lift the aircraft off the ground. V2 is the takeoff safety speed: the minimum speed you must be able to reach and maintain in the initial climb with one engine inoperative, ensuring you can meet clue climb gradient and obstacle clearance. These speeds are determined from the airplane's weight, runway length and conditions, altitude, temperature, wind, and flap setting, and you'll see them in the takeoff performance data for the flight. They guide the takeoff profile: the thrust setting (often TOGA) is chosen to achieve the required acceleration to V1, reach VR for liftoff at the proper attitude, and then accelerate to or through V2 to maintain a safe climb, including scenarios with an engine failure.

8. Which of the following is NOT listed as a lavatory smoke sign?

A. ACP Flashes Amber

B. AIP Flash Red Light

C. Light outside flashes amber

D. Sound of alarm

Lavatory smoke detection signals use visual indicators to alert crew and pinpoint the location. When smoke is detected, the system prompts an amber flash on the ACP, a red light on the AIP, and an amber flash from the exterior lavatory light. These signs are designed to be quickly and easily seen by the crew, even in low visibility. An audible alarm is not listed as a lavatory smoke sign in this context, so the sound of an alarm is not considered one of the indicators for lavatory smoke.

SAMPLE

9. What is the difference between managed and selected modes on the autopilot and on the MCDU?

A. Selected modes are commanded directly by the pilot; Managed modes use FMS targets.

B. Managed modes use FMS-provided targets; Selected modes are commanded directly by the pilot.

C. Managed modes ignore FMS targets; Selected modes rely on weather data.

D. Both modes are identical in function.

The key idea is that managed modes let the autopilot follow what the FMS has planned, while selected modes let you command specific values directly. In managed mode, the autopilot relies on targets produced by the FMS for both lateral and vertical control. This means it follows the programmed route (LNAV) and a vertical profile with speed and altitude constraints (VNAV), adjusting automatically to stay on the flight plan and optimize performance. In selected mode, you override those targets by inputting a direct command, such as a particular heading, altitude, or speed, and the autopilot flies that value until you change it or switch back to managed mode. The MCDU is the interface that builds and displays the FMS plan; when you're in managed mode, the autopilot uses those FMS-derived targets, and when you're in selected mode, your direct inputs take precedence. Weather data does not determine whether you're in managed or selected mode; the distinction is about following FMS targets versus executing pilot-entered commands.

10. What is the function of the outflow valve and how does it affect cabin pressure during climb and descent?

A. The outflow valve injects air into the cabin to raise pressure.

B. The outflow valve changes bleed air temperature to regulate temperature.

C. The outflow valve regulates the amount of air leaving the cabin to control cabin pressure; adjusting it maintains the desired cabin altitude and differential pressure.

D. The outflow valve closes automatically at takeoff and has no effect during climb or descent.

The key idea is that the outflow valve is the last control of the pressurization system, and it sets cabin pressure by letting air escape from the cabin to the outside. The cabin pressure controller uses this valve to maintain the desired cabin altitude and the differential pressure between the cabin and the outside air. During climb, as outside pressure falls, the system tends to retain air to keep the cabin at a comfortable, lower altitude. The outflow valve is modulated toward restricting venting, so less air leaves the cabin and the cabin pressure rises toward the target (keeping cabin altitude from increasing too quickly). As you reach cruising height, the valve continuously adjusts to hold the target cabin pressure while the packs and other components supply conditioned air. During descent, outside pressure rises. The outflow valve opens more to vent air from the cabin, allowing cabin pressure to fall toward the increasing outside pressure and keeping the differential pressure within limits. In short, more venting lowers cabin pressure; less venting raises it, and the system balances to maintain the intended cabin altitude and differential pressure. The valve does not inject air or regulate temperature; its job is to control how much air leaves the cabin to maintain the proper pressure.

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://a219anda320ksv.examzify.com

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

SAMPLE