A320 GENERAL FAMILIARIZATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 device allows the pilot to select various display modes on the navigation display (ND)?

A. Engine Warning Display

B. EFIS Control Panels

C. Flight Control Unit

D. Glareshield

2. What happens if the airspeed is at or below 210 kts while flaps transition from position 2 to 1?

A. They extend fully

B. They retract to CONF 0

C. They reach CONF 1

D. They reach CONF 1+F

3. What message is displayed on the Engine/Warning Display when the strobe lights are OFF in flight?

A. STROBE LT INOPERATIVE

B. STROBE LT OFF

C. LIGHTS OFF

D. NO STROBE LIGHTS ACTIVE

4. Which component primarily provides hydraulic pressure for the cargo doors?

A. Reservoir

B. Electric pump

C. Hand pump

D. Accumulator

5. Which secondary flight control is controlled by the SECs?

A. Spoilers

B. Elevators

C. Ailerons

D. Flaps

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6. What mechanism is used to lock or unlock the door on the A320?

A. Emergency lock

B. Control handle

C. Keypad lock

D. Magnetic lock

7. How is water pressure provided to the potable water system's tank?

A. Gravity feed

B. Electrical pump

C. Bleed Air

D. Manual pump

8. When airspeed is at or below 100 kts and moving from flap 0 to flap 1, what configuration results?

A. CONF 0

B. CONF 1

C. CONF 1+F

D. CONF 2

9. What system provides lighting for an emergency evacuation?

A. Cabin Lighting System

B. Flight Deck Lighting System

C. Emergency Lighting System

D. Navigation Lighting System

10. What color are Limitations displayed as on the STATUS page?

A. Red

B. Cyan

C. Amber

D. Green

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Answers

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

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Explanations

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1. What device allows the pilot to select various display modes on the navigation display (ND)?

A. Engine Warning Display

B. EFIS Control Panels

C. Flight Control Unit

D. Glareshield

The EFIS Control Panels are specifically designed to enable pilots to manage different display modes on the navigation display (ND). These panels provide pilots with controls to select various modes, such as map, range, and other relevant display settings, which are crucial for situational awareness during flight. The EFIS (Electronic Flight Instrument System) Control Panels allow for adjustments that tailor the information being presented, ensuring that pilots can quickly access the most pertinent data for navigation. This flexibility is critical, especially in dynamic flight environments where the pilot may need to alter their focus based on changing conditions or requirements. In contrast, while the Engine Warning Display, Flight Control Unit, and Glareshield are all integral components of the aircraft's systems, they have different functions. The Engine Warning Display focuses on engine parameters and alerts; the Flight Control Unit manages flight guidance and autopilot settings; and the Glareshield houses various display instruments but does not specifically control the navigation display settings. Therefore, the EFIS Control Panels are the correct choice for managing display modes on the navigation display.

2. What happens if the airspeed is at or below 210 kts while flaps transition from position 2 to 1?

A. They extend fully

B. They retract to CONF 0

C. They reach CONF 1

D. They reach CONF 1+F

When the airspeed is at or below 210 knots while the flaps are transitioning from position 2 to position 1, the correct outcome is that they reach CONF 1+F. This is due to the design and operational logic of the A320's flap system. CONF 1+F is a specific configuration that combines both flap extension and slats being deployed, optimizing lift during approach conditions while also ensuring that the aircraft maintains effective performance characteristics. The 210-knot threshold is a critical speed limit within the aircraft's operating parameters that influences how the flaps function when transitioning states. In this case, reaching CONF 1+F ensures that the aircraft remains within operational safety margins while providing additional lift and stall protection for the airplane at lower speeds. The system is programmed with safeguards to enhance flight safety and maintain control, which is vital during various phases of flight like approach and landing. Other configurations like CONF 1 or extending to CONF 0 do not appropriately reflect the intended behavior of the flap system in this specific speed range, potentially compromising the lift required for safe flight operations.

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3. What message is displayed on the Engine/Warning Display when the strobe lights are OFF in flight?

A. STROBE LT INOPERATIVE

B. STROBE LT OFF

C. LIGHTS OFF

D. NO STROBE LIGHTS ACTIVE

When the strobe lights are OFF during flight, the message "STROBE LT OFF" is displayed on the Engine/Warning Display. This message serves as a straightforward confirmation to the flight crew that the strobe lights, which are typically employed for enhanced visibility and collision avoidance, are not activated at that moment. It's an important status indicator that helps ensure the crew is aware of the current state of the aircraft's lighting systems, especially in situations where visibility is critical. In contrast, other potential messages could lead to confusion or raise unnecessary alarms regarding system status or operational readiness. The specificity of "STROBE LT OFF" removes any ambiguity, clearly stating that the lights are intentionally not in use, rather than indicating a malfunction or failure in the system. This distinction is important for proper situational awareness in flight operations.

4. Which component primarily provides hydraulic pressure for the cargo doors?

A. Reservoir

B. Electric pump

C. Hand pump

D. Accumulator

The electric pump is essential for providing hydraulic pressure to operate the cargo doors on the A320. It is designed to generate the necessary hydraulic fluid pressure to actuate the various components used for opening and closing the cargo doors. This electric pump is part of the aircraft's hydraulic system, which ensures efficient and reliable operation, especially during critical phases of ground handling. The reservoir stores hydraulic fluid but does not actively generate pressure. The hand pump, while capable of creating hydraulic pressure, is typically used in emergency situations rather than normal operation. An accumulator serves as a storage component for hydraulic fluid under pressure but does not create pressure itself; rather, it helps maintain pressure in the system when needed. In summary, the electric pump is the primary source of hydraulic pressure for the cargo doors, enabling smooth and controlled operation while ensuring safety and efficiency during ground operations.

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5. Which secondary flight control is controlled by the SECs?

A. Spoilers

B. Elevators

C. Ailerons

D. Flaps

The correct answer is spoilers. In the A320, spoilers are a type of secondary flight control that help manage the aircraft's lift and drag during different phases of flight, particularly during descent and landing. The Spoiler Control Computers (SECs) are responsible for controlling the deployment and retraction of the spoilers, which function primarily to reduce lift and increase drag. The functionality of spoilers is an essential aspect of the aircraft's performance, especially during landing where they assist in slowing down the aircraft and improving the descent rate. This ability to enhance control during critical flight phases is vital for maintaining safety and efficiency. In contrast, the other flight controls mentioned serve different functions and are primarily controlled by different systems. Elevators are managed by the primary flight control computers to control pitch, ailerons control roll and are also part of the primary controls, while flaps, which enhance lift during takeoff and landing, are operated through a separate mechanism not managed by the SECs. Understanding the specific roles and control systems of these secondary flight controls is crucial for effective aircraft operation and management.

6. What mechanism is used to lock or unlock the door on the A320?

A. Emergency lock

B. Control handle

C. Keypad lock

D. Magnetic lock

The control handle is the mechanism used to lock or unlock the door on the A320. This handle operates a series of mechanical linkages that engage and disengage the door's locking system when the handle is turned. When the handle is positioned correctly, it secures the door tightly against the airframe, ensuring that it cannot inadvertently open during flight. Conversely, rotating the handle to the unlock position releases the locks, allowing the door to be opened. Understanding the operation of the control handle is crucial for cabin crew and maintenance personnel as it directly affects safety and access to the aircraft. Other mechanisms listed, such as emergency locks, keypad locks, and magnetic locks, are not used for the primary function of locking or unlocking the A320's main doors. These options might be relevant in different contexts or types of aircraft but do not pertain to the A320's specific door operation.

7. How is water pressure provided to the potable water system's tank?

A. Gravity feed

B. Electrical pump

C. Bleed Air

D. Manual pump

The potable water system on an A320 is typically pressurized using bleed air from the engines. This method is efficient because it utilizes the existing high-pressure air from the engine bleed system to create the necessary pressure for the water system. The use of bleed air ensures a consistent and reliable pressure source that can adequately supply water for both passenger and crew needs during flight. In contrast, gravity feed would only work effectively in a system positioned at a sufficient elevation, which is not practical for the aircraft design. An electrical pump could be another method for providing water pressure, but it is not the primary system utilized in the A320's design. A manual pump would require physical effort, which is ill-suited for an aircraft's operational efficiency and design protocols. Hence, utilizing bleed air is both effective and advantageous for maintaining water pressure in the potable water system on an A320.

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8. When airspeed is at or below 100 kts and moving from flap 0 to flap 1, what configuration results?

A. CONF 0

B. CONF 1

C. CONF 1+F

D. CONF 2

When the airspeed is at or below 100 knots and the aircraft is moving from flap configuration 0 to flap configuration 1, the result is CONF 1+F. This configuration is designed for added lift and improved safety margins during takeoff and climb. The A320 has specific operational parameters that dictate how the flaps can be adjusted based on the airspeed. In this scenario, transitioning from flap 0 (which is the clean configuration) to flap 1 would normally allow for an extension to flap 1. However, if the aircraft remains at or below 100 knots, the system recognizes the need for enhanced lift, typically provided by the flap configuration known as CONF 1+F, which allows for setting the flaps to position 1 while also utilizing the leading-edge slats. This configuration is crucial for maintaining optimal aerodynamic performance during critical phases of flight, such as takeoff, where management of lift and drag is essential. The presence of the 'F' indicates that the leading-edge slats are also deployed, which works in tandem with the flaps to ensure the aircraft is capable of handling lower speeds while maintaining sufficient lift. Knowing this helps in understanding the airplane's flap system and its dynamics, especially during

9. What system provides lighting for an emergency evacuation?

A. Cabin Lighting System

B. Flight Deck Lighting System

C. Emergency Lighting System

D. Navigation Lighting System

The Emergency Lighting System is specifically designed to provide illumination in the event of an emergency evacuation. This system activates automatically when there is a loss of electrical power or when manually triggered. Its primary purpose is to guide passengers and crew to exits, ensuring they can safely evacuate the aircraft under low visibility conditions, such as smoke or a power failure. The system typically includes exit signs, pathway lighting, and emergency floor lighting, all of which are strategically placed to aid in a swift and safe evacuation. The effectiveness of this system is critical, as it enhances situational awareness and helps prevent panic among passengers during an emergent situation. The other systems listed mainly serve different functions: the Cabin Lighting System focuses on regular passenger and crew comfort, the Flight Deck Lighting System supports cockpit operations and pilot visibility during flight, and the Navigation Lighting System is used for the aircraft's visibility and position relative to other aircraft. None of these are intended specifically for emergency evacuation scenarios, which is why they do not fulfill the question's requirement.

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10. What color are Limitations displayed as on the STATUS page?

A. Red

B. Cyan

C. Amber

D. Green

Limitations displayed on the STATUS page of the A320 flight management system are shown in cyan. This color coding is used to clearly differentiate limitations from other types of information presented on the display. Cyan indicates that the information is important and requires the crew's attention, but it does not indicate an emergency or immediate criticality; rather, it signifies that the limitations should be acknowledged in the context of the aircraft's operational capabilities and performance. Understanding this color coding helps crew members quickly assess the status of the aircraft and make informed decisions based on the limitations that are currently applicable. This awareness is crucial during flight operations, as it contributes to maintaining safe and effective management of the aircraft's systems.

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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:

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

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