A320 MQF LIST – AIRPLANE GENERAL 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. Which mode does the FADEC use for normal engine operation?

A. Alternate mode

B. Normal control mode

C. Failed mode

D. Emergency mode

2. What happens when the recirculation fuel fills a wing tank while the center tank supplies fuel to the engines?

A. The center tank pump shuts off until approximately 1100 pounds of fuel has been burned out of the wing tank

B. The wing tank outer compartments spill into the surge tanks

C. The over pressure protection system is activated

D. The wing inner compartments transfer approximately 1650 pounds of fuel to the outer compartments

3. What does illumination of the F/O's sidestick priority arrow indicate?

A. the Captain has pushed his sidestick takeover button

B. the F/O has pushed his sidestick takeover button

C. the Captain's sidestick has failed

D. the F/O's sidestick has failed

4. What occurs when the flight control law degrades to alternate law in flight?

A. Stick inputs in the pitch axis command an angle of attack.

B. Stick inputs in the roll axis command a direct stick to surface movement.

C. High angle of attack protection is available.

D. High speed protection is available.

5. Which VHF radio is designated for ACARS data communication?

A. 1

B. 2

C. 3

D. 4

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6. What action should a pilot take if the aircraft indicates an active Alpha floor protection?

A. Reduce thrust immediately.

B. Maintain current flight path.

C. Increase climb power.

D. Prepare for controlled descent.

7. Which of the following is a characteristic of mechanical back-up?

A. Lateral and roll control is achieved with the sidestick.

B. Pitch control is achieved by using the manual trim wheel.

C. Hydraulic power is not required.

D. Sidestick autotrim is only available in pitch.

8. What is the role of the LDG ELEV Selector in the pressurization system?

A. Set the pressurization mode

B. Indicate the landing elevation

C. Control the cabin altitude

D. Manage the outflow valve position

9. What elevation is typically set on the LDG ELEV Selector?

A. 50 feet

B. 75 feet

C. 500 feet

D. 800 feet

10. With a green hydraulic system failure only, which brake system is not available?

A. Parking brake

B. Antiskid

C. Autobrakes

D. Accumulator brakes

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Answers

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

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Explanations

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1. Which mode does the FADEC use for normal engine operation?

A. Alternate mode

B. Normal control mode

C. Failed mode

D. Emergency mode

The FADEC (Full Authority Digital Engine Control) employs normal control mode for standard engine operations. This mode ensures that the engine operates efficiently and safely by continuously monitoring multiple parameters, such as engine speed, fuel flow, and temperature. In normal control mode, the FADEC applies sophisticated algorithms to maximize engine performance while adhering to operational limits set by the manufacturer. This mode allows for optimal fuel efficiency, improved engine response, and enhanced thrust management during various phases of flight. It ensures that all safety protocols are in place, allowing the pilot to trust that the engine will operate within the required specifications. The focus of normal control mode is to provide consistent and reliable engine performance under standard flight conditions.

2. What happens when the recirculation fuel fills a wing tank while the center tank supplies fuel to the engines?

A. The center tank pump shuts off until approximately 1100 pounds of fuel has been burned out of the wing tank

B. The wing tank outer compartments spill into the surge tanks

C. The over pressure protection system is activated

D. The wing inner compartments transfer approximately 1650 pounds of fuel to the outer compartments

When the recirculation fuel fills a wing tank while the center tank is supplying fuel to the engines, the correct answer accurately identifies a specific system behavior of the A320. The center tank pump is designed to operate in a manner that maintains optimal fuel distribution and usage to ensure safe operation and balance of the aircraft. In this case, the center tank pump automatically shuts off when it detects that the wing tank is sufficiently filled—indicated by an approximate fuel quantity such as 1100 pounds being burned off from the wing tank. This prevents overfilling and ensures that fuel is drawn from the center tank efficiently without compromising the levels in the wing tanks. This automated response is critical for maintaining the aircraft's balance and ensuring that all systems function correctly. This mechanism is a vital part of the fuel management system, as it promotes an even distribution and minimizes potential hazards associated with overfilling and fuel spills. Understanding this operational behavior is essential for effective fuel management during flight operations.

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3. What does illumination of the F/O's sidestick priority arrow indicate?

A. the Captain has pushed his sidestick takeover button

B. the F/O has pushed his sidestick takeover button

C. the Captain's sidestick has failed

D. the F/O's sidestick has failed

The illumination of the First Officer's sidestick priority arrow indicates that the Captain has taken control of the aircraft by pressing the sidestick takeover button. This action is designed to ensure that when the Captain needs to override the First Officer's inputs for any reason—such as an emergency or a critical situation—their commands take priority. The priority system is crucial for maintaining safe operations and clear command hierarchy in the cockpit. When the Captain's takeover button is activated, the First Officer's sidestick inputs are then disregarded, signifying that the Captain's commands will govern the flight controls. This functionality is essential for ensuring that there is no ambiguity about which pilot has control, especially in high-pressure situations where clarity is vital for safety. The other options refer to different scenarios that do not involve the priority arrows directly. For example, while the implications of a failure in either of the sidesticks are significant, they do not result in the illumination of the First Officer's priority arrow. The priority system is designed specifically to facilitate clear and effective communication between pilots while ensuring that, in moments of need, one pilot can take precedence swiftly and decisively.

4. What occurs when the flight control law degrades to alternate law in flight?

A. Stick inputs in the pitch axis command an angle of attack.

B. Stick inputs in the roll axis command a direct stick to surface movement.

C. High angle of attack protection is available.

D. High speed protection is available.

When the flight control law degrades to alternate law, stick inputs in the roll axis indeed command a direct movement of the control surfaces. This is a fundamental change from the normal flight control laws, where inputs are processed through a more complex system that includes protections and limits. In alternate law, the aircraft's control surfaces respond directly to the pilot's inputs without the intermediate calculations that typically provide additional safety margins and protections. At this stage, the high angle of attack protection and high-speed protection are no longer active. This means that the aircraft could be more susceptible to both stalls and overspeed conditions since these protections are significant features of the normal law operation. With alternate law, the control laws are simplified, allowing pilots more direct control at the expense of these built-in protections, making accurate handling the pilot's responsibility in such conditions.

5. Which VHF radio is designated for ACARS data communication?

A. 1

B. 2

C. 3

D. 4

The VHF radio designated for ACARS data communication on the A320 is the third VHF radio. This radio is specifically used for the Aircraft Communications Addressing and Reporting System (ACARS), which allows automated short messages to be sent and received between the aircraft and ground stations. ACARS is critical for operational efficiency since it handles various tasks, including maintenance data transmission, flight plan updates, and communication with air traffic control. VHF radios 1 and 2 primarily handle voice communications, which are essential for pilot-to-pilot and pilot-to-controller interactions. Meanwhile, VHF radio 3 is dedicated to ACARS, ensuring that this crucial data communication service operates independently and effectively. The presence of a dedicated VHF radio for ACARS helps maintain the integrity and reliability of message transmissions, which are vital for flight operations and safety management.

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6. What action should a pilot take if the aircraft indicates an active Alpha floor protection?

A. Reduce thrust immediately.

B. Maintain current flight path.

C. Increase climb power.

D. Prepare for controlled descent.

In the context of Active Alpha Floor protection, it is essential to understand that this system is designed to prevent the aircraft from entering a stall condition. When Alpha Floor is activated, the aircraft's flight control systems automatically command maximum thrust to maintain a safe airspeed. Choosing to increase climb power aligns with the system's purpose. By doing so, the pilot allows the aircraft to remain within safe operating parameters. During such a condition, the aircraft is likely at a high angle of attack, and the system is attempting to provide adequate power to prevent a stall while maintaining altitude or climbing. The other options do not reflect the correct response to an Active Alpha Floor condition. Reducing thrust would counteract the system's objective and potentially increase the risk of stall. Maintaining the current flight path may not effectively address the issue if the thrust is insufficient to sustain safe airspeed. Preparing for a controlled descent is also unnecessary because the Alpha Floor protection is designed to keep the aircraft safely in the air, not prompt a descent. Thus, increasing climb power is the appropriate and safe action in response to an activated Alpha Floor protection system.

7. Which of the following is a characteristic of mechanical back-up?

A. Lateral and roll control is achieved with the sidestick.

B. Pitch control is achieved by using the manual trim wheel.

C. Hydraulic power is not required.

D. Sidestick autotrim is only available in pitch.

In the context of mechanical back-up systems in an aircraft, the correct response focuses on how pitch control can be manually adjusted without relying on hydraulic systems. The manual trim wheel allows pilots to fine-tune the aircraft's pitch attitude in a simplified manner, especially during situations where hydraulic power may be compromised or unavailable. This characteristic becomes particularly important for maintaining control under adverse conditions where primary systems may be failing or have limited functionality. The manual trim wheel provides a direct mechanical means for pilots to adjust the elevator position, offering a practical solution to maintain desired flight parameters. This design feature highlights the redundancy built into aircraft systems, ensuring that, even without hydraulic assistance, pilots can still effectively manage pitch control. While the other responses may contain aspects of aircraft control, they do not specifically align with the fundamental characteristics of mechanical back-up systems. For instance, lateral and roll control through the sidestick primarily relies on electronic signals and hydraulic systems, rather than mechanical inputs. Similarly, hydraulic power being unnecessary or sidestick autotrim functionality focusing exclusively on pitch does not pertain to the specific operation and advantages offered by the manual trim wheel in mechanical back-up.

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8. What is the role of the LDG ELEV Selector in the pressurization system?

A. Set the pressurization mode

B. Indicate the landing elevation

C. Control the cabin altitude

D. Manage the outflow valve position

The LDG ELEV Selector is primarily responsible for indicating the landing elevation. When a pilot inputs the expected landing elevation into this selector, it aids the pressurization system in accurately maintaining the desired cabin altitude relative to the airport's elevation. This is crucial during landings, as the pressurization system must adjust to ensure a smooth transition from high altitude to ground level, allowing for optimal passenger comfort and safety. While the other choices relate to different aspects of the pressurization system, they do not directly define the role of the LDG ELEV Selector. The pressurization mode, cabin altitude, and outflow valve position are all important elements; however, they are controlled or set by other systems or selectors within the aircraft. The LDG ELEV Selector specifically focuses on maintaining the correct reference point for landing, which is essential for the successful operation of the aircraft's pressurization system.

9. What elevation is typically set on the LDG ELEV Selector?

A. 50 feet

B. 75 feet

C. 500 feet

D. 800 feet

The LDG ELEV Selector is typically set to 500 feet because this value is established based on the average pattern altitude during landing approaches for most airports. Setting the selector to this elevation accommodates safe terrain alerting and enhances situational awareness during the landing phase. In flight operations, especially during the final stages of approach, being at or aware of the 500-foot mark helps pilots manage their descents effectively, ensuring they maintain a safe altitude above the surrounding terrain and obstacles. This value is widely accepted in the aviation industry to provide a standard reference that aligns with normal operational procedures and enhances safety throughout the landing process.

10. With a green hydraulic system failure only, which brake system is not available?

A. Parking brake

B. Antiskid

C. Autobrakes

D. Accumulator brakes

In the case of a green hydraulic system failure, the autobrakes are not available. The autobrake system relies on the green hydraulic system for operation, as it uses hydraulic pressure to automatically apply the brakes during various phases of flight, particularly during landing. With the green hydraulic system lost, the electronic control signal is still present, but without the necessary hydraulic pressure, the autobrake functionality becomes inoperative. On the other hand, the parking brake, antiskid system, and accumulator brakes can still function despite the failure of the green hydraulic system. The parking brake can be applied manually and is generally operated using different hydraulic sources, while the antiskid system can still function using alternate hydraulic systems (if available). Additionally, the accumulator can provide enough hydraulic pressure for braking momentarily, allowing for some braking action despite the failure. Thus, understanding the reliance on specific hydraulic systems is crucial for recognizing which components remain operable during such failures.

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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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