A320 SYSTEMS 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 is the purpose of the SVCE INT OVRD switch?

A. Allows the Service Interphone to operate when the aircraft is on jacks.

B. Connects the Flight Deck handset to the Cabin Interphone system.

C. Enables PA from the Audio Control Panel.

D. Activates the interphone when the aircraft is started.

2. How long is the Wing Anti-ice ground test sequence?

A. 15 seconds

B. 30 seconds

C. 60 seconds

D. 45 seconds

3. Does the mask have to be removed from the container to perform a preflight oxygen mask test?

A. Yes

B. No

C. Only if the door is open

D. Only on the ground

4. A ' corrective ' RA requires _____.

A. A lateral maneuver by the crew

B. A vertical maneuver by the crew

C. Immediate braking

D. Autopilot disengagement

5. If normal electrical power is lost, which statement describes the failure of Wing anti-ice and Engine anti-ice valves?

A. Wing opens; Engine closes

B. Wing closes; Engine opens

C. Wing remains in last commanded position

D. Wing opens; Engine opens

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6. Which of the following is normally responsible for powering the DC BUSES when the Battery Switches are AUTO on a cold aircraft?

A. DC BAT BUS and DC ESS BUS

B. AC Bus 1

C. APU Generator

D. Engine Generators

7. Pilot inputs to the MCDU are considered which type of inputs?

A. Selected

B. Manual

C. Managed

D. Autotuned

8. Which of these ECAM pages display information about the air conditioning system?

A. ENGINE, HYD, ELEC, FUEL

B. CABIN, CABIN ALT, TEMP, PRESS

C. WHEEL, BRAKE, HYD, ELEC

D. Cruise, COND, BLEED, PRESS

9. With the X Bleed switch in AUTO, the engine bleed valves will be _____ when the APU bleed valve is open.

A. Open

B. Off

C. Closed

D. Partially open

10. From which tank(s) can the engines gravity feed?

A. Wing tanks only

B. Center tanks only

C. All tanks

D. APU tank

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Answers

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

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Explanations

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1. What is the purpose of the SVCE INT OVRD switch?

A. Allows the Service Interphone to operate when the aircraft is on jacks.

B. Connects the Flight Deck handset to the Cabin Interphone system.

C. Enables PA from the Audio Control Panel.

D. Activates the interphone when the aircraft is started.

The switch is used to allow the service interphone to work during ground maintenance when the aircraft is on jacks. Normally, the service interphone is inhibited in that condition, but selecting this override re-enables it so ground crew can communicate with the cockpit or cabin as needed while the aircraft is supported on jacks. This function is specific to the service interphone and is not about connecting the flight deck handset to the cabin interphone, enabling PA, or automatic interphone activation at start.

2. How long is the Wing Anti-ice ground test sequence?

A. 15 seconds

B. 30 seconds

C. 60 seconds

D. 45 seconds

Wing anti-ice ground testing is timed to ensure the system has enough opportunity to move the valve, allow bleed air to reach the wing leading edge, and stabilize so any faults or abnormal indications can be observed. The standard duration is 30 seconds because this window lets the anti-ice valve reach the commanded position and the system reach a steady state without wasting bleed air or delaying fault detection. Shorter times may not complete the cycle, while longer times aren't necessary and can mask slow faults or waste bleed air.

3. Does the mask have to be removed from the container to perform a preflight oxygen mask test?

A. Yes

B. No

C. Only if the door is open

D. Only on the ground

Testing the passenger oxygen system can be done with the masks still in their containers. The preflight check is designed to verify that the oxygen supply and the deployment mechanism function correctly without actually removing or deploying the masks. Using the built in test function and observing the indicators confirms proper operation while the masks remain stowed. Removing a mask isn't necessary and could lead to unintended deployment or resource waste, which would not reflect the system's readiness for an in flight emergency. Maintenance procedures would only require removing masks if a hands on inspection is explicitly needed, not for this normal preflight test.

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4. A ' corrective ' RA requires _____.

A. A lateral maneuver by the crew

B. A vertical maneuver by the crew

C. Immediate braking

D. Autopilot disengagement

A corrective RA is resolved by changing altitude. When TCAS detects a potential collision, the corrective type of advisory tells you to perform a vertical maneuver—either climb or descend—to quickly restore vertical separation with the other aircraft. This vertical action is the most direct and reliable way to remove the threat within the short time frame before the encounter would be unsafe. Lateral maneuvers don't guarantee separation in time, immediate braking doesn't address the forecasted trajectory, and disengaging the autopilot isn't required by this advisory. Follow the vertical command promptly, using pitch or vertical speed as needed, until the RA is cancelled.

5. If normal electrical power is lost, which statement describes the failure of Wing anti-ice and Engine anti-ice valves?

A. Wing opens; Engine closes

B. Wing closes; Engine opens

C. Wing remains in last commanded position

D. Wing opens; Engine opens

When electrical power is lost, the anti-ice valves in the A320 bleed/anti-ice system go to their fail-safe positions due to the way their actuators are designed. The wing anti-ice valve is spring-loaded to close, so without power it automatically returns to the closed position, preventing bleed air from going to the wing leading edge. The engine anti-ice valve is spring-loaded to open, so loss of power allows it to spring to the open position, keeping engine nacelle/air intake anti-ice provision active if needed. This combination results in the wing anti-ice being off while the engine anti-ice is on when power is lost.

6. Which of the following is normally responsible for powering the DC BUSES when the Battery Switches are AUTO on a cold aircraft?

A. DC BAT BUS and DC ESS BUS

B. AC Bus 1

C. APU Generator

D. Engine Generators

When a cold aircraft is powered on with the Battery Switches in AUTO, the DC distribution is supplied from the aircraft battery. The battery feeds the DC BAT BUS, which in turn energizes the DC BUSES, and it also powers the DC ESS BUS to keep critical systems alive. This arrangement ensures essential equipment can operate and the start sequence can proceed even before any generators (APU or engine) are online. The other options would require an AC source or generator output to reach the DC Buses, which isn't the normal source during a cold soak with the battery in AUTO.

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7. Pilot inputs to the MCDU are considered which type of inputs?

A. Selected

B. Manual

C. Managed

D. Autotuned

Pilot inputs into the MCDU feed the Flight Management and Guidance System with data to determine the route, speed, and altitude constraints. When you program the FMS through the MCDU, the system uses that information to compute and manage the flight path, coordinating lateral navigation (LNAV) and vertical navigation (VNAV) automatically. That makes the inputs part of the managed navigation process, where the aircraft follows the FMS-predicted profile rather than you manually steering the airplane. Only if you explicitly override to direct-forcing modes (like HDG or direct-to without relying on the FMS-managed profile) would you be in a selected mode. Autotuned isn't applicable here.

8. Which of these ECAM pages display information about the air conditioning system?

A. ENGINE, HYD, ELEC, FUEL

B. CABIN, CABIN ALT, TEMP, PRESS

C. WHEEL, BRAKE, HYD, ELEC

D. Cruise, COND, BLEED, PRESS

The air conditioning system is shown on ECAM pages that cover the environmental control system, including where the bleed air comes from, how the packs operate, and how cabin pressure is controlled. The set that includes CRUISE, COND, BLEED, and PRESS brings together the key pieces: CRUISE relates to how the ECS is managed in flight, including cabin environment targets; COND covers the air conditioning packs and their operating parameters; BLEED shows the bleed air sources and valve positions from engines or APU; and PRESS provides cabin altitude, pressure, and outflow valve status. Together, these pages give a complete picture of the air conditioning system's operation. Other options either focus on unrelated systems (such as engine, hydraulic, electrical, or fuel) or provide only partial cabin environment data without the essential bleed/pack/press information, so they don't fully represent the air conditioning system.

9. With the X Bleed switch in AUTO, the engine bleed valves will be _____ when the APU bleed valve is open.

A. Open

B. Off

C. Closed

D. Partially open

Bleed-air sources are kept separate and controlled automatically so only one source feeds the system at a time. When the APU bleed valve is open, the engine bleed valves are closed to prevent bleed air from the APU circulating into the engine bleed ducts or back into the engine. This isolation ensures the APU bleed air goes to the packs or the intended cross-bleed path as needed, without mixing sources. So, with the X Bleed switch in AUTO and the APU bleed valve open, the engine bleed valves are closed.

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10. From which tank(s) can the engines gravity feed?

A. Wing tanks only

B. Center tanks only

C. All tanks

D. APU tank

Gravity feed works when fuel can flow to the engine feeds by the force of gravity, so the tank must be located so its outlet sits above the engine's fuel line and is connected directly to the engine's feed path. On the A320, the wing tanks are the only ones that have a direct gravity-fed path to the engine reservoirs, allowing fuel to flow to the engines without the pumps if needed. The center tank and the APU tank are integrated into the system through pumps (boost pumps and crossfeed valves) to deliver fuel to the engines, not by gravity alone. So, fuel drawn by gravity to the engines originates from the wing tanks, while other tanks rely on pumps to feed the engines.

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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://a320systems.examzify.com

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

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