WIDEBODY AIRCRAFT WEEK 5 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 exits are available on the 767z-300 ER (6 doors)?

A. 2 FD

B. 6 doors

C. 2 windows

D. All of the above

2. What is the arrival all call response for the 1L door on the A350?

A. 1L DISARMED

B. 1L DISARMED and cross checked

C. 1L ARMED and cross checked

D. 1L DISARMED and not cross checked

3. What is the minimum crew number for the A330-300 (base)?

A. 5

B. 6

C. 7

D. 8

4. Which door component serves as a status indicator for the girt bars?

A. Arming Lever

B. Emergency Placard

C. Girt bar Indicators

D. Slight Light

5. Which crew rest facility is available on the A330-900 and where is it located?

A. LDMCR forward of 3L/R

B. X-LDMCR located in the lower lobe at doors 3L/R

C. BCCR between 4L/R

D. Entry door location

6. Where is the assist space for A330 doors 1L/R, 2L/R and 4L/R located?

A. Forward or aft of door

B. Above the door

C. Beside the door opening

D. Below the door sill

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7. Annunciator lights for doors are located on which FA panel?

A. 1R FA panel

B. 1L FA panel

C. 2L FA panel

D. 2R FA panel

8. How do you make an all-call PA announcement on the 767?

A. Press PPT

B. Press PA

C. Press ALERT

D. Press PILOT

9. During passenger safety briefing, what placard must be advised to passengers inside Delta One Suite doors?

A. The life vest placard inside Delta One Suite doors

B. The exit placard located on Delta One Suite doors

C. The no smoking placard inside Delta One Suite doors

D. The safety placard inside Delta One Suite doors

10. Who is the door safety FA on the 767K-300 ER?

A. 2L

B. 4L

C. 3L

D. 1L

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Answers

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

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Explanations

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1. What exits are available on the 767z-300 ER (6 doors)?

A. 2 FD

B. 6 doors

C. 2 windows

D. All of the above

In evacuation planning, every certified exit type on an aircraft counts toward the total egress options. For the 767-300ER in this configuration, there are two front flight-deck exits, a total of six passenger doors, and two window-type exits that are certified for use in an emergency. Since all of these exit types are part of the aircraft's approved evacuation system, the correct choice is that all of the listed exit types are available.

2. What is the arrival all call response for the 1L door on the A350?

A. 1L DISARMED

B. 1L DISARMED and cross checked

C. 1L ARMED and cross checked

D. 1L DISARMED and not cross checked

The key idea is ensuring the door is in a safe state and verified by a second crew member at arrival. On the A350, the 1L door should be shown as disarmed so that opening it won't trigger an automatic slide deployment during taxi and arrival operations, and it must be cross checked to confirm the status is correct. This two-part confirmation—disarmed plus cross-check—keeps the evacuation system from activating accidentally and ensures two set of eyes have validated the state before passengers begin disembarking. That's why the correct response is the exact phrase "1L DISARMED and cross checked." The other options either miss the cross-check, or indicate the door is armed, which is not the standard arrival-state for a passenger disembarkation phase.

3. What is the minimum crew number for the A330-300 (base)?

A. 5

B. 6

C. 7

D. 8

The number asked is about how many people are required to operate the airplane safely in its standard setup, including both the flight deck and the cabin. There must be two pilots in the cockpit at all times to handle takeoff, cruise, and landing and to meet regulatory requirements for flight crew on a widebody. In the cabin, a minimum of four crew members is needed to supervise passengers, conduct safety demonstrations, handle service and galley/latrine duties, and respond to any in-flight needs or emergencies. Adding those together gives six crew members total for the base configuration: two pilots plus four cabin crew. Having fewer would leave gaps in supervision and safety tasks, while more would exceed the base setup and typically appear only on longer or higher-capacity layouts.

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4. Which door component serves as a status indicator for the girt bars?

A. Arming Lever

B. Emergency Placard

C. Girt bar Indicators

D. Slight Light

Girt bar indicators provide the visual confirmation that the evacuation system is properly armed. When the door is armed, the girt bars extend into floor brackets and secure the door, and the indicator shows at a glance that this engagement is complete. This status display is critical so the crew can be sure the door will function correctly during an emergency and that the slide/raft will deploy as intended. The indicator is typically a small window or flag that changes color or position to reflect the girt bars' state. The arming lever is simply the control used to arm or disarm the system, not the visual status itself. The emergency placard is just safety information, not an indicator of girt bar engagement. The other light option isn't the standard mechanism for showing girt bar status. So the component that serves as the status indicator is the girt bar indicators.

5. Which crew rest facility is available on the A330-900 and where is it located?

A. LDMCR forward of 3L/R

B. X-LDMCR located in the lower lobe at doors 3L/R

C. BCCR between 4L/R

D. Entry door location

On the A330-900, the crew rest facility is the X-LDMCR, and it is located in the lower lobe at doors 3L and 3R. This placement provides a dedicated, quiet resting area separated from the passenger cabin, while still keeping it accessible to crew as required during long-range operations. The other described locations either imply rest spaces in passenger areas or at entry doors, which aren't how this aircraft is configured for crew rest.

6. Where is the assist space for A330 doors 1L/R, 2L/R and 4L/R located?

A. Forward or aft of door

B. Above the door

C. Beside the door opening

D. Below the door sill

The assist space is the clear area on the cabin side of the door where crew can operate the door and help passengers during an evacuation. For A330 doors 1L/R, 2L/R and 4L/R, that space is located forward or aft of the door. This placement matches how the door swings and how the slide or evacuation path unfolds, keeping the aisle open and avoiding interference with ceiling equipment, galleys, or floor hardware. Putting the space above, beside, or below the door would risk obstructing the door mechanism or the escape route, whereas having it forward or aft provides safe, unobstructed access for operation and evacuation.

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7. Annunciator lights for doors are located on which FA panel?

A. 1R FA panel

B. 1L FA panel

C. 2L FA panel

D. 2R FA panel

Annunciator lights for doors are located on the forward-left Flight Attendant panel. This panel serves the forward left section of the cabin where the main entry doors are, so the crew stationed there can quickly see door status at a glance. The other panels cover their respective zones, but the door indicators you're looking for are on the forward-left panel.

8. How do you make an all-call PA announcement on the 767?

A. Press PPT

B. Press PA

C. Press ALERT

D. Press PILOT

To broadcast to the entire cabin, you need to engage the Public Address system by pressing the PA button. This activates the cabin microphone so your voice comes through all speakers, making an all-call announcement to passengers and crew. Other controls are for different paths: PPT is for push-to-talk on the interphone to a specific station or the flight deck, ALERT is used for urgent, attention-getting messages, and PILOT would route a message to the pilots only. So, pressing PA is the correct way to reach everyone in the cabin.

9. During passenger safety briefing, what placard must be advised to passengers inside Delta One Suite doors?

A. The life vest placard inside Delta One Suite doors

B. The exit placard located on Delta One Suite doors

C. The no smoking placard inside Delta One Suite doors

D. The safety placard inside Delta One Suite doors

During safety briefing, the crew focuses on the information most crucial for immediate safety in that specific area. The safety placard inside the Delta One Suite doors contains the operating instructions and cautions for using the door in both normal and emergency situations. Passengers are most likely to need guidance on how to open, handle, and respond to the door's features, so pointing out this placard ensures they have the exact, location-specific instructions at hand. Other placards—like life vest placement, general no-smoking notices, or exit signs—don't provide the door-specific procedures passengers need during an emergency or routine egress, so they're not the primary item to highlight in this briefing.

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10. Who is the door safety FA on the 767K-300 ER?

A. 2L

B. 4L

C. 3L

D. 1L

Door safety is the crew member responsible for supervising door operations and ensuring the exit paths are clear during all phases of flight. On the 767K-300 ER, this role is assigned to the flight attendant seated at the forward left jumpseat area to have immediate access to the main left-side door and to communicate quickly with the cockpit and other crew members. That position corresponds to 2L, so the door safety FA is the person in 2L. The other left-side positions are typically assigned different duties (leading service, access to different jumpseats, etc.), not the door safety role.

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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://widebodyaircraftweek5.examzify.com

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

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