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

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!

Questions

1. What is the combined total passenger capacity of the A319 and A320 configurations described?

A. 260

B. 270

C. 288

D. 278

2. If both air conditioning packs are OFF during flight, what is the likely effect?

A. Cabin temperature remains unchanged.

B. Engine power automatically increases.

C. Cabin temperature rises and environmental comfort is reduced.

D. Aircraft automatically descends to a lower altitude.

3. What is the passenger configuration on the A319?

A. 120 total passengers; 8 in First Class and 112 in Main Cabin

B. 128 total passengers; 8 in First Class and 120 in Main Cabin

C. 128 total passengers; 8 in First Class and 118 in Main Cabin

D. 130 total passengers; 8 in First Class and 122 in Main Cabin

4. Which statement about takeoff speeds is correct?

A. V1, VR, and V2 are used to determine decision speed, rotation, and safe climb speed.

B. Takeoff speeds are determined by the aircraft flight plan only.

C. Takeoff speeds are not used in flight operations.

D. Takeoff speeds are set by the captain randomly.

5. Where is the FA4 on A319/A320?

A. 2R

B. 2L

C. 1L

D. 1R

6. Which systems use air data provided by the ADR for operation?

A. Avionics, autopilot, and FMS

B. Cabin lighting and passenger announcements

C. Hydraulic pumps and fuel pumps

D. Engine fire suppression only

7. How is Cat II/III autoland configured and what are the limitations and training requirements?

A. Autoland uses autopilot/FD/autothrust with ILS signals for automated landing; Cat II/III operation requires specialized training and favorable conditions.

B. Autoland uses only autopilot; Cat II/III requires no special training.

C. Autoland can be used only on VOR approaches; Cat II/III not allowed; training not required.

D. Cat II/III autoland eliminates all weather restrictions; no training necessary.

8. What steps should be taken to manage high workload and restore cockpit performance?

A. Redouble CRM, use checklists, prioritize critical tasks, assign clear roles, and coordinate with ATC as needed.

B. Increase speed to reduce workload on crew.

C. Disable nonessential systems and ignore procedures.

D. Seek diversion immediately.

9. 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.

10. How should ND weather radar and terrain overlays be used for situational awareness?

A. Enable overlays, adjust range, interpret color-coded weather returns and terrain depiction to anticipate hazards.

B. Disable overlays for a cleaner display.

C. Only rely on speed readings.

D. Ignore weather radar.

Answers

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

Explanations

1. What is the combined total passenger capacity of the A319 and A320 configurations described?

A. 260

B. 270

C. 288

D. 278

To find the combined total, add the passenger counts for each configuration. The A319 is described with 128 seats and the A320 with 150 seats. 128 plus 150 equals 278, so the overall capacity is 278 passengers. The other options would require different described seat counts than those given.

2. If both air conditioning packs are OFF during flight, what is the likely effect?

A. Cabin temperature remains unchanged.

B. Engine power automatically increases.

C. Cabin temperature rises and environmental comfort is reduced.

D. Aircraft automatically descends to a lower altitude.

When the air conditioning packs are OFF, the cabin loses its source of conditioned air. The environmental control system relies on those packs to cool or heat the air to a comfortable temperature. Without them, the cabin air isn't actively temperature-controlled, so heat produced by passengers, crew, and equipment (and even solar gains) accumulates. That leads to the cabin warming up and environmental comfort decreasing. The other effects listed aren't linked to turning off the packs—engine power isn't automatically increased, and the aircraft won't descend automatically due to this change.

3. What is the passenger configuration on the A319?

A. 120 total passengers; 8 in First Class and 112 in Main Cabin

B. 128 total passengers; 8 in First Class and 120 in Main Cabin

C. 128 total passengers; 8 in First Class and 118 in Main Cabin

D. 130 total passengers; 8 in First Class and 122 in Main Cabin

Understanding seating on the A319 in a common two-class layout helps here. A typical arrangement places eight seats in First Class at the front, with the rest of the cabin in the Main Cabin. Eight plus 120 equals 128, so the standard two-class A319 configuration is 128 total passengers: 8 in First Class and 120 in Main Cabin. This setup is widely used because it provides a small premium cabin while keeping a full Main Cabin for economy passengers. Alternatives with different totals (like 120 or 130) would require a nonstandard cabin mix for the A319.

4. Which statement about takeoff speeds is correct?

A. V1, VR, and V2 are used to determine decision speed, rotation, and safe climb speed.

B. Takeoff speeds are determined by the aircraft flight plan only.

C. Takeoff speeds are not used in flight operations.

D. Takeoff speeds are set by the captain randomly.

Takeoff speeds come from the aircraft's performance calculations for the specific takeoff scenario. The three speeds—decision speed, rotation speed, and the safe-climb speed—are determined by the airplane's weight, flap setting, runway length and surface, wind, temperature, altitude, and any runway conditions or anti-ice requirements. In other words, V1, VR, and V2 are not picked from the flight plan; they are computed from performance data stored in the AFM and used by the FMS or crew to ensure a safe takeoff. The flight plan guides routing, weather predictions, and fuel, but it does not set the exact takeoff speeds. Those speeds are operational values derived from the current takeoff conditions and are used to determine whether to continue or abort at V1, when to rotate at VR, and how fast to climb safely after achieving V2. They are not chosen randomly by the captain.

5. Where is the FA4 on A319/A320?

A. 2R

B. 2L

C. 1L

D. 1R

Crew members have fixed stations tied to door locations so they can manage exits and safety duties efficiently. On the A319/A320, the standard mapping places FA1 at the front left door (L1), FA2 at the front right door (R1), FA3 at the rear left door (L2), and FA4 at the rear right door (R2), which is the 2R door. So FA4 is stationed at the aft right exit, the 2R door. The other options point to doors assigned to the other flight attendants.

6. Which systems use air data provided by the ADR for operation?

A. Avionics, autopilot, and FMS

B. Cabin lighting and passenger announcements

C. Hydraulic pumps and fuel pumps

D. Engine fire suppression only

Air data from the ADR is the feed that flight control and navigation systems rely on to know speed, altitude, and Mach. Avionics, autopilot, and the Flight Management System use this data to display accurate airspeed and altitude, maintain target speeds and flight levels, and perform route planning and flight-path calculations. The other systems listed don't depend on air data for their core operations—cabin lighting and passenger announcements run on cabin systems; hydraulic pumps, fuel pumps, and engine fire suppression are governed by hydraulic, electrical, and engine control systems rather than air data.

7. How is Cat II/III autoland configured and what are the limitations and training requirements?

A. Autoland uses autopilot/FD/autothrust with ILS signals for automated landing; Cat II/III operation requires specialized training and favorable conditions.

B. Autoland uses only autopilot; Cat II/III requires no special training.

C. Autoland can be used only on VOR approaches; Cat II/III not allowed; training not required.

D. Cat II/III autoland eliminates all weather restrictions; no training necessary.

Cat II/III autoland is a fully coupled automatic landing that uses the airplane's flight guidance and thrust systems under ILS guidance. The aircraft flies the approach and lands automatically with the autopilot (and its multiple channels), the flight director providing guidance cues, and autothrust managing engine power. The ILS signals provide the lateral and vertical guidance needed for very low visibility approaches, and the crew configures the airplane for autoland and selects the CAT II/III mode when the runway and ILS minima permit. This approach capability is not a do-anything feature; it has limits. It requires specialized training and qualification for the crew, plus recurrent checks, to ensure proper setup, monitoring, and the ability to manually take over if something abnormal occurs. It also depends on favorable conditions such as a functioning ILS with CAT II/III minimums, appropriate runway lighting and markings, and weather within published limits. The other statements are incomplete or incorrect because autoland involves more than just the autopilot, relies on stricter training and certification, and does not remove weather restrictions or allow use on non-ILS or degraded conditions.

8. What steps should be taken to manage high workload and restore cockpit performance?

A. Redouble CRM, use checklists, prioritize critical tasks, assign clear roles, and coordinate with ATC as needed.

B. Increase speed to reduce workload on crew.

C. Disable nonessential systems and ignore procedures.

D. Seek diversion immediately.

When workload in the cockpit is high, the most effective way to restore performance is to rely on disciplined crew coordination and standardized procedures. Strengthening crew resource management helps everyone share the situation, call for help when needed, and distribute tasks so no one is overloaded. Using checklists under stress provides reliable reminders for critical steps, reducing the chance of missing something important. Prioritizing the most safety-critical tasks keeps attention on what must be done first, rather than letting lower-priority actions dominate. Assigning clear roles means each crew member knows who is responsible for what, which minimizes confusion and duplicated effort. Coordinating with ATC as needed helps manage external constraints and flow, allowing the crew to focus on the essential tasks and maintain situational awareness. The other options don't address the root issue. Increasing speed to reduce workload doesn't actually lower cognitive load or improve task management and can create new risks with handling, performance, and ATC coordination. Disabling nonessential systems and ignoring procedures sacrifices safety and can lead to omissions or malfunctions. Seeking diversion immediately is only appropriate if continuing on the current path is unsafe; in most high-workload situations, restoring performance through CRM and procedures is the correct first step.

9. 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.

10. How should ND weather radar and terrain overlays be used for situational awareness?

A. Enable overlays, adjust range, interpret color-coded weather returns and terrain depiction to anticipate hazards.

B. Disable overlays for a cleaner display.

C. Only rely on speed readings.

D. Ignore weather radar.

Using the ND overlays to fuse weather and terrain information with your aircraft's position gives you proactive, real-time hazard awareness. Enabling the weather radar overlay and the terrain overlay on the ND keeps critical threats visible in your primary display rather than requiring you to flip between sources. Adjusting the range is essential. A wider range shows approaching weather systems and terrain further ahead, giving you more time to anticipate changes in flight path, request deviation, or change altitude before reaching the hazard. A tighter range sharpens detail on weather cells or terrain you'll encounter soon, which helps with precise maneuver planning. Interpreting the color codes is the key to quick, accurate assessment. Weather radar uses a color spectrum to indicate echo intensity—lighter colors for light precipitation, progressing to stronger colors for heavier rain, storms, or cells that might produce turbulence or wind shear. Terrain overlays use colors to show relative elevation and clearance, so you can see at a glance whether terrain lies above or below your current flight level and how close you are to obstacles. Using both overlays together lets you correlate storm tracks with terrain and terrain clearance with weather, supporting safer routing decisions and timely deviations if needed. Relying on a single source or ignoring overlays would reduce situational awareness and leave you without early warning of hazards.

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!