

A320 General Familiarization Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. How are other specific inhibits in effect during certain phases of flight?**
 - A. According to each pilot's discretion**
 - B. According to air traffic control instructions**
 - C. According to each aircraft system**
 - D. According to manufacturer recommendations**
- 2. What is the last line of the T.O. Memo?**
 - A. T.O. CONFIG line**
 - B. Final Check line**
 - C. Takeoff Ready line**
 - D. Configuration Status line**
- 3. Which hydraulic system features an electric motor driven pump that is typically used for ground operations?**
 - A. Green System**
 - B. Blue System**
 - C. Yellow System**
 - D. Red System**
- 4. What should a pilot do when they receive a red warning on the ECAM?**
 - A. Continue with routine checks**
 - B. Immediately take corrective action**
 - C. Consult the able flight manual**
 - D. Alert air traffic control**
- 5. How is a Secondary failure visually represented on the ECAM memo page?**
 - A. In green without any markings**
 - B. In red preceded by asterisks**
 - C. In amber preceded by an asterisk**
 - D. In blue with bold letters**

- 6. What color are corrections to apply for landing displayed as on the STATUS page?**
- A. Cyan**
 - B. Red**
 - C. White**
 - D. Amber**
- 7. Until when is the CRUISE page displayed before being replaced by the WHEEL page?**
- A. Landing gear is retracted**
 - B. Landing gear is extended**
 - C. Aircraft is on final approach**
 - D. Aircraft reaches its destination airport**
- 8. What does a Green Light indicate in the context of aircraft operation?**
- A. An abnormal condition**
 - B. A system failure**
 - C. A normal operation**
 - D. A required check**
- 9. Which of the following is NOT a location for the strobe lights?**
- A. Each wingtip**
 - B. Below the tailcone**
 - C. On the top of the fuselage**
 - D. On the left wing**
- 10. What are referred to as "attention getters" in the cockpit?**
- A. System Displays**
 - B. Master Caution/Warning Lights**
 - C. Flight Control Units**
 - D. Navigation Displays**

Answers

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

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Explanations

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1. How are other specific inhibits in effect during certain phases of flight?

- A. According to each pilot's discretion**
- B. According to air traffic control instructions**
- C. According to each aircraft system**
- D. According to manufacturer recommendations**

The correct answer focuses on how specific inhibits are governed by the functionality of each aircraft system. In the context of the A320 and aviation in general, inhibits are conditions under which certain operational limits or controls within the aircraft systems may be overridden or restricted. Each aircraft system is designed to function optimally under specific conditions, which can vary by phase of flight, such as takeoff, climb, cruise, descent, and landing. For example, certain functionalities might be inhibited during takeoff to ensure the aircraft behaves predictably and safely during this critical phase, while others might be enabled. Understanding that the management of these inhibits corresponds to the design and intended operation of the aircraft systems reinforces the importance of adhering to system protocols as outlined in the aircraft's operational guidelines. These guidelines take into account the aircraft's physical capabilities, performance limitations as well as the safety considerations critical during various flight phases. This approach emphasizes the inherent systems-driven nature of the A320, where the interaction of physical controls and computerized systems takes precedence over pilot discretion or air traffic control instructions during certain scenarios.

2. What is the last line of the T.O. Memo?

- A. T.O. CONFIG line**
- B. Final Check line**
- C. Takeoff Ready line**
- D. Configuration Status line**

The last line of the T.O. Memo is indeed the T.O. CONFIG line, which is critical for ensuring that the aircraft is properly configured for takeoff. This line indicates whether all necessary systems and settings are in the correct mode for a safe departure. It provides essential information for the flight crew to confirm that the aircraft is ready for takeoff, thereby enhancing safety during the initial phases of flight. The T.O. CONFIG line is particularly important because it serves as a key reference point in the takeoff procedure, allowing pilots to quickly assess if any actions are needed prior to the aircraft leaving the ground. This oversight helps avoid configuration errors that could lead to operational issues. Understanding this specific line in the T.O. Memo is crucial for effective aircraft operations and ensures that flight crews follow best practices during takeoff preparations.

3. Which hydraulic system features an electric motor driven pump that is typically used for ground operations?

- A. Green System**
- B. Blue System**
- C. Yellow System**
- D. Red System**

The hydraulic system that features an electric motor-driven pump, typically utilized for ground operations, is the Yellow System. This system is specifically designed to ensure that essential hydraulic power is available when the aircraft is on the ground and not running its engines. The electric motor-driven pump can provide hydraulic pressure for systems that require it, aiding in operations such as leading-edge slats and spoilers, among others. The significance of this system comes from its ability to function independently while the aircraft is on the ground, ensuring that critical systems can be operated without relying solely on engine-driven hydraulic pumps. This enhances operational efficiency and safety by allowing ground personnel to perform necessary checks and preparations without having to start the engines. In contrast, other systems may utilize different methods of hydraulic pressure generation, such as engine-driven pumps only during flight operations, which may not be as effective for ground activities. The Yellow System's unique design and functionality make it an essential component for ground operations.

4. What should a pilot do when they receive a red warning on the ECAM?

- A. Continue with routine checks**
- B. Immediately take corrective action**
- C. Consult the able flight manual**
- D. Alert air traffic control**

When a pilot receives a red warning on the ECAM (Electronic Centralized Aircraft Monitor), it indicates a serious fault that requires immediate attention. The priority in such situations is to take corrective action to address the critical condition that the aircraft is experiencing. The red warning signifies that there is a significant risk to the safety of the flight, and timely intervention is crucial to prevent further complications or an emergency situation. Taking corrective action may involve following operational procedures to stabilize the aircraft's systems, manage the situation effectively, and ensure that the safety of the crew and passengers is upheld. This response aligns with standard operating procedures in aviation, where immediate reactions to critical alerts are essential for maintaining safety during flight operations. In contrast, options such as continuing with routine checks, consulting the flight manual, or merely alerting air traffic control do not address the immediate nature of the emergency indicated by the red warning and could result in delayed responses that endanger safety.

5. How is a Secondary failure visually represented on the ECAM memo page?

- A. In green without any markings**
- B. In red preceded by asterisks**
- C. In amber preceded by an asterisk**
- D. In blue with bold letters**

A Secondary failure on the ECAM (Electronic Centralized Aircraft Monitor) memo page is visually represented in amber, preceded by an asterisk. This visual representation serves to indicate to the flight crew that the failure is not critical but still requires attention. The amber color signifies caution, alerting the crew to a condition that may affect normal operations but does not constitute an immediate emergency situation. The asterisk is used to provide a clear distinction that this is a nominal alert rather than a primary failure, which would typically be represented with a more urgent color and styling. The use of amber helps prioritize the attention of the crew towards more significant issues without causing undue alarm. Understanding this representation helps pilots effectively manage aircraft systems and respond accordingly to various operational situations.

6. What color are corrections to apply for landing displayed as on the STATUS page?

- A. Cyan**
- B. Red**
- C. White**
- D. Amber**

Corrections to apply for landing are displayed in cyan on the STATUS page. In the Airbus A320, the color coding system is designed to provide immediate visual cues regarding the status and necessary actions that pilots need to be aware of. Cyan specifically indicates that the information is informative but not urgent; it highlights important alerts or actions that, while they should be noted, do not require immediate remediation. This can include data like the correction needed for landing, which reflects a recommended adjustment but not a critical malfunction that could compromise safety. Understanding this color-coding system is essential for pilots to quickly assess and react to information presented in the cockpit. Other colors like red might indicate critical failures, while amber can signify potential issues that are not immediate emergencies, thereby categorically differentiating the urgency or nature of the actions required in response to alerts.

7. Until when is the CRUISE page displayed before being replaced by the WHEEL page?

- A. Landing gear is retracted**
- B. Landing gear is extended**
- C. Aircraft is on final approach**
- D. Aircraft reaches its destination airport**

The CRUISE page is displayed as long as the landing gear is retracted. This is because the display is designed to provide optimal information about the aircraft's performance and flight status during the cruise phase. When the aircraft begins its descent and the landing gear is extended, it shifts the focus from cruise management to landing preparations, at which point the WHEEL page takes over to show relevant data regarding the landing gear status and other important parameters for approach and landing. In contrast, when the landing gear is extended, or during critical phases of flight such as final approach or upon reaching the destination airport, it signifies a shift in operational focus from cruising to preparing for landing, necessitating the change to the WHEEL page. Thus, the correct response emphasizes the condition that maintains the CRUISE page until the transition to the WHEEL page is required.

8. What does a Green Light indicate in the context of aircraft operation?

- A. An abnormal condition**
- B. A system failure**
- C. A normal operation**
- D. A required check**

In the context of aircraft operation, a green light typically indicates normal operation of a system. This color coding is part of the cockpit instrumentation and alerting system designed for quick visual recognition by pilots during flight. When a green light is illuminated, it reassures the flight crew that the particular system is functioning as intended and within its normal parameters. For example, in many aircraft systems, indicators related to hydraulic pressure, engine performance, and fuel systems will show green when they are operating correctly. This system of visual cues is crucial in the high-stakes environment of aviation, allowing pilots to efficiently monitor various systems at a glance without needing to delve into more complex data. Other options might suggest conditions that require attention or indicate malfunction, but the green light specifically represents a status that is acceptable and functioning properly.

9. Which of the following is NOT a location for the strobe lights?

- A. Each wingtip**
- B. Below the tailcone**
- C. On the top of the fuselage**
- D. On the left wing**

The strobe lights on the A320 are primarily located for maximum visibility and safety during flight operations. Typically, you will find strobe lights installed at each wingtip to enhance the aircraft's visibility from both lateral perspectives. Additionally, there is often a strobe light positioned below the tailcone for visibility from below and behind the aircraft. While strobe lights can sometimes be found at various strategic points on an aircraft, they are generally not located on the top of the fuselage. This is because strobe lights are designed to provide a visual signal to traffic in areas where the aircraft may be most vulnerable, such as during takeoff, landing, and in-flight situations where other aircraft might be approaching from below or the sides. The choice of locations is critical for avoiding collisions and ensuring other pilots can easily identify the aircraft's position and intentions. Thus, placing a strobe light on the top of the fuselage does not provide the same level of situational awareness as the locations that are typically chosen.

10. What are referred to as "attention getters" in the cockpit?

- A. System Displays**
- B. Master Caution/Warning Lights**
- C. Flight Control Units**
- D. Navigation Displays**

In the cockpit of an aircraft, "attention getters" are typically understood to be indicators that alert the flight crew to critical situations that require immediate attention. Master Caution and Warning Lights serve this purpose effectively by providing clear visual cues when there is a malfunction or abnormal condition in the aircraft systems. When activated, these lights signal that there is a situation that needs to be acknowledged and addressed, ensuring that the pilots are quickly informed of any issues that might compromise safety. Their bright illumination and distinct coloring help ensure they stand out amid other information present in the cockpit. This design is intentional, as it is crucial for pilots to quickly recognize and respond to potential hazards during flight operations. In contrast, system displays, flight control units, and navigation displays primarily present information rather than signal the need for immediate action. While they are vital for operational awareness and control, they do not serve the same urgent alerting function as Master Caution and Warning Lights do. This is why the latter are classified as "attention getters" in the cockpit environment.