A320 General Familiarization Practice Test (Sample)

Study Guide

BY EXAMZIFY

Everything you need from our exam experts!

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SAMPLE

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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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. **How many types of cargo doors are mentioned for the A320?**

   A. One

   B. Two

   C. Three

   D. Four

2. **How does the FWS minimize distractions during critical flight phases?**

   A. By flashing alerts

   B. By delaying alerts

   C. By filtering non-critical items

   D. By activating visual alarms

3. **What happens to the flaps if the airspeed increases above VFE (210 kts)?**

   A. They remain extended

   B. They retract to result in CONF 0

   C. They retract to result in CONF 1

   D. They extend fully

4. **Which display unit shows the engine parameters and provides abnormal and emergency checklists?**

   A. Lower Display Unit

   B. Upper Display Unit

   C. Flight Control Unit

   D. Standby Flight Instruments

5. **How does the A320 communicate ground crew with Pilots during pushback?**

   A. Using a public address system

   B. Through the flight interphone jack

   C. By hand signals

   D. Using a walkie-talkie system

6. What can be used for emergency exit located on each side of the flight deck?

   A. Emergency exit door

   B. Sliding window

   C. Overwing exit

   D. Service door

7. What action is indicated by a green T.O. CONFIG?

   A. That configuration is optimal for landing

   B. That no changes are needed prior to takeoff

   C. That checks have failed but can be overridden

   D. That the aircraft is in an emergency state

8. When does the STATUS page appear automatically during flight?

   A. When the autopilot is engaged

   B. When flaps are positioned at 1

   C. When cruising altitude is reached

   D. When landing gear is deployed

9. Where can one find the status of the aircraft doors when parked?

   A. FCU page

   B. ECAM DOOR/OXY page

   C. System status page

   D. Door management page

10. When a component causes other systems to degrade, what is this referred to?

   A. Independent failure

   B. Primary failure

   C. Secondary failure

   D. Aggregate failure

Answers

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

Explanations

1. **How many types of cargo doors are mentioned for the A320?**

    A. One

    B. Two

    C. Three

    D. Four

The A320 is equipped with three types of cargo doors, which play a critical role in the aircraft's operations. These doors are designed to facilitate the loading and unloading of cargo in the aircraft's belly compartments, ensuring that operations are efficient and secure. The three cargo doors typically consist of a forward cargo door and a rear cargo door, which are hydraulic and provide access to the main cargo holds. Additionally, there is a bulk cargo door that leads to a smaller compartment often used for smaller items or emergency equipment. Each door is engineered to maintain the structural integrity of the aircraft while also allowing for efficient cargo operations. Understanding the function and design of these cargo doors is essential for ensuring proper loading procedures and maintenance practices, thereby impacting the overall safety and performance of the A320.

2. **How does the FWS minimize distractions during critical flight phases?**

    A. By flashing alerts

    B. By delaying alerts

    C. By filtering non-critical items

    D. By activating visual alarms

The correct choice highlights the functionality of the Flight Warning System (FWS) in filtering non-critical items to minimize distractions during critical phases of flight. During crucial moments such as takeoff, approach, or landing, it is essential for pilots to focus their attention on critical tasks and the aircraft's performance. The FWS helps to streamline the information presented to the flight crew by prioritizing alerts that require immediate attention, while suppressing or filtering out information that is not urgent or relevant at that moment.   This capability ensures that pilots are not overwhelmed by unnecessary notifications, allowing them to maintain situational awareness and respond effectively to significant alerts. By managing the flow of information in this way, the FWS promotes a safer flight environment where the crew can concentrate on executing their primary responsibilities without the burden of non-critical distractions.

3. What happens to the flaps if the airspeed increases above VFE (210 kts)?

A. They remain extended

B. They retract to result in CONF 0

C. They retract to result in CONF 1

D. They extend fully

If the airspeed increases above the VFE (V_max for Flap Extension), which is 210 knots for the A320, the behavior of the flaps is designed to ensure safety and maintain the aircraft's structural integrity. In this situation, the flaps will automatically retract to a safer setting, specifically to CONF 1.   This action is a protective measure that helps prevent potential damage to the flap system, which could occur if the aircraft were to exceed the specified maximum speed for flap extension. By retracting the flaps to CONF 1, the aircraft maintains aerodynamic efficiency while reducing the risk of stalling the flaps due to high-speed airflow, ensuring a controlled operation of the aircraft. Additionally, retracting the flaps helps maintain a safe flight profile and allows for smoother handling characteristics at higher speeds, enhancing overall flight safety.

4. Which display unit shows the engine parameters and provides abnormal and emergency checklists?

A. Lower Display Unit

B. Upper Display Unit

C. Flight Control Unit

D. Standby Flight Instruments

The Upper Display Unit (UDU) is responsible for displaying crucial engine parameters, which include readings like engine thrust, temperatures, and pressures. This display allows the flight crew to monitor engine performance effectively throughout the flight. In addition to showing real-time parameters, the Upper Display Unit also provides access to abnormal and emergency checklists. These checklists are critical for flight safety, allowing pilots to respond appropriately to various in-flight situations. The design of the A320 flight deck incorporates multiple display units, each serving specific functions. While the Lower Display Unit primarily focuses on systems page displays, the Flight Control Unit is dedicated to manual flight control inputs, and the Standby Flight Instruments provide backup data in the event of a primary systems failure. Their functionalities are distinct and do not encompass the comprehensive engine parameter and emergency checklist roles that the Upper Display Unit fulfills.

5. How does the A320 communicate ground crew with Pilots during pushback?

A. Using a public address system

B. Through the flight interphone jack

C. By hand signals

D. Using a walkie-talkie system

The A320 utilizes the flight interphone system for communication between the pilots and the ground crew during pushback operations. This system allows for a direct and private line of communication, ensuring that commands and situational updates are conveyed clearly and effectively, which is crucial in a busy ramp environment.   The flight interphone enhances safety by enabling immediate feedback and clarification if necessary, reducing the chance of miscommunication that might occur with less secure or reliable methods. Hand signals might be referenced for visual communication when visibility is limited or in noisy environments, but they do not replace the need for a reliable communication system like the interphone. Public address systems may transmit broader announcements but are not specifically designed for private communications between pilots and ground crew. Walkie-talkies could be used for some operations, but the established protocol for pushback typically involves using the interphone to maintain clear, dedicated communication.

6. What can be used for emergency exit located on each side of the flight deck?

A. Emergency exit door

B. Sliding window

C. Overwing exit

D. Service door

The sliding window is specifically designed for use as an emergency exit on each side of the flight deck of the A320. In emergency situations, flight crew members can use the sliding windows to quickly evacuate or assist passengers in evacuating the aircraft if necessary. These windows are structurally reinforced and can be safely opened from the inside, enabling rapid egress.   Emergency exit doors typically serve main passenger exits rather than those located specifically in the flight deck area. Overwing exits are situated over the wings for passenger evacuation and are not relevant to the flight deck's emergency exits. Service doors are generally used for ground handling operations and do not pertain to emergency procedures for the flight crew.

7. What action is indicated by a green T.O. CONFIG?

A. That configuration is optimal for landing

B. That no changes are needed prior to takeoff

C. That checks have failed but can be overridden

D. That the aircraft is in an emergency state

A green T.O. CONFIG indication signifies that the aircraft's systems have determined that the current configuration is appropriate for takeoff. This means that all necessary checks have been completed successfully, and the aircraft is ready for departure without any further configuration adjustments needed.   This indication is vital for ensuring that the pilots can proceed with confidence that the aircraft's systems are in the correct state for takeoff, which includes considerations like flap settings, trim positions, and other critical parameters required for a safe departure. In contrast, the other options do not accurately represent the meaning of the green T.O. CONFIG indication. For example, suggesting that the configuration is optimal for landing misinterprets the context of the indication since it pertains specifically to takeoff readiness, not landing. Also, implying that checks have failed but can be overridden does not align with the green indication, as it denotes a successful completion of checks. Lastly, stating that the aircraft is in an emergency state contradicts the purpose of this indication, which conveys readiness instead of signaling any danger or emergency.

8. When does the STATUS page appear automatically during flight?

A. When the autopilot is engaged

B. When flaps are positioned at 1

C. When cruising altitude is reached

D. When landing gear is deployed

The STATUS page appears automatically during flight when flaps are positioned at 1 because this specific configuration indicates that the aircraft is in a critical phase of flight where status information is essential for the flight crew. The appearance of the STATUS page helps ensure that pilots are aware of any important system alerts or statuses that could affect the operation of the aircraft, especially during the approach and landing phases. In this scenario, the deployment of flaps to the first position signifies the intention to reduce speed and increase lift as the aircraft prepares to land. This is a moment when pilots need to closely monitor the aircraft's systems and configurations, making the automatic display of the STATUS page quite beneficial. The other situations listed—autopilot engagement, reaching cruising altitude, and landing gear deployment—do not specifically trigger the STATUS page in the same routine manner as flap positioning does. Each of these conditions has its operational significance but does not necessitate the same level of system status awareness that occurs with the first flap setting.

9. Where can one find the status of the aircraft doors when parked?

A. FCU page

B. ECAM DOOR/OXY page

C. System status page

D. Door management page

The status of the aircraft doors when parked can be found on the ECAM DOOR/OXY page. This page is specifically designed to provide critical information regarding the status of the aircraft doors, including whether they are open, closed, and the position of the cargo doors, as well as any associated warnings or status messages related to the doors and associated systems.   The ECAM (Electronic Centralized Aircraft Monitoring) system is integral to the A320's operation, giving pilots a clear and immediate overview of essential information regarding the aircraft's systems. The DOOR/OXY page consolidates valuable data in one location, enabling quick access to the status of the doors without searching through multiple systems or pages.   Other options might provide different types of information, such as the FCU (Flight Control Unit) page that focuses more on flight management parameters, the System status page which gives an overview of various aircraft systems, or the Door management page which may not be a designated ECAM page. However, for specific door status while parked, the ECAM DOOR/OXY page is the definitive source.

10. When a component causes other systems to degrade, what is this referred to?

A. Independent failure

B. Primary failure

C. Secondary failure

D. Aggregate failure

The concept of a primary failure is associated with the initial failure of a component that subsequently impacts other systems or components in a negative way. When this primary failure occurs, it can lead to a chain reaction where other systems start to degrade in performance or functionality because they are reliant on the normal operation of the failed component.   Understanding primary failure is crucial in aviation maintenance and safety because it emphasizes the importance of addressing the initial failures swiftly to prevent further complications and ensure that systems continue to operate efficiently. The differentiation from other types of failure is essential; for instance, secondary failures typically refer to issues that arise as a direct consequence of a primary failure, but they are not the initial trigger. Aggregate failure involves a collective breakdown but doesn't specifically describe the originating issue that caused the failure sequence.

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://a320genfamiliarization.examzify.com

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