

A320 General Familiarization Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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

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- 1. What is the primary function of ground spoilers during landing?**
 - A. To increase lift**
 - B. To reduce drag**
 - C. To increase friction**
 - D. To aid in deceleration**

- 2. For how long can you test the wing anti-ice system on the ground?**
 - A. 10 seconds**
 - B. 20 seconds**
 - C. 30 seconds**
 - D. 60 seconds**

- 3. Which type of ECAM FAILURE indicates that a component affects the operation of others, leading to potential failures?**
 - A. Independent failure**
 - B. Primary failure**
 - C. Secondary failure**
 - D. Critical failure**

- 4. What is the main component used for providing reverse thrust?**
 - A. Thrust reversers**
 - B. Drag chutes**
 - C. Speed brakes**
 - D. Flaps**

- 5. Which color indicates that an item is operating normally according to ECAM color conventions?**
 - A. Red**
 - B. Green**
 - C. Yellow**
 - D. Magenta**

- 6. Which items are displayed on the CRUISE page for monitoring during the flight?**
- A. Altitude, Airspeed, Heading, and Cabin Pressure**
 - B. ENGINE, AIR, VIB and CAB pressurization items**
 - C. Fuel Quantity, Oil Temperature, and System Status**
 - D. Flight Plan, Weather, and Radar Data**
- 7. What is one of the roles of the separate static ports in an aircraft?**
- A. To provide redundancy for cabin pressure control**
 - B. To assist in ground handling**
 - C. To ensure accurate airspeed readings**
 - D. To cool the engines**
- 8. What happens if an item on the T.O. memo becomes abnormal?**
- A. All indications remain green**
 - B. Only the T.O. CONFIG indication reverts to amber**
 - C. Both T.O. CONFIG and item indications revert to cyan**
 - D. The T.O. CONFIG turns off**
- 9. What is the significance of the 800 ft on descent in the flight phases?**
- A. Final approach**
 - B. Descent phase**
 - C. Landing phase**
 - D. Takeoff phase**
- 10. When does the LDG Memo appear?**
- A. During approach at 1000' AGL**
 - B. During descent at 3000' AGL**
 - C. During takeoff at sea level**
 - D. During approach at 2000' AGL or at 750' AGL if the aircraft never climbed over 2000' AGL**

Answers

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

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Explanations

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1. What is the primary function of ground spoilers during landing?

- A. To increase lift**
- B. To reduce drag**
- C. To increase friction**
- D. To aid in deceleration**

The primary function of ground spoilers during landing is to aid in deceleration. When the aircraft touches down, ground spoilers deploy automatically or can be activated by the pilots to disrupt the lift generated by the wings. By doing so, they effectively transfer the aircraft's weight to the wheels, increasing the load on the tires and enhancing the friction between the tires and the runway surface. This increased friction allows for more effective braking, thereby shortening the landing distance and improving the overall safety and control during landing. While other functions may be related to the aircraft's performance, such as drag reduction or lift increase, they do not convey the fundamental purpose of ground spoilers during landing, which is explicitly aimed at increasing deceleration and improving braking efficiency.

2. For how long can you test the wing anti-ice system on the ground?

- A. 10 seconds**
- B. 20 seconds**
- C. 30 seconds**
- D. 60 seconds**

The wing anti-ice system on the A320 can be tested on the ground for a duration of 30 seconds. This limitation is in place to prevent potential overheating of the wing leading edges, which could occur if the system is left on for too long without airflow, as it is designed to operate effectively during flight when the aircraft is in motion. Testing it for this specified period allows for verification of system functionality while ensuring that the components remain safe from damage. Following this protocol is crucial for maintaining the aircraft's reliability and safety in icy conditions.

3. Which type of ECAM FAILURE indicates that a component affects the operation of others, leading to potential failures?

- A. Independent failure**
- B. Primary failure**
- C. Secondary failure**
- D. Critical failure**

The concept of a primary failure is central to understanding how different components within the aircraft's systems interact and affect one another. A primary failure is one that originates from a specific component or system and can lead to a series of subsequent failures in other interconnected systems. This can happen due to the interdependence of systems designed into the aircraft, where the malfunctioning of one part adversely impacts the performance or reliability of another. In the context of ECAM (Electronic Centralized Aircraft Monitor) failures, a primary failure is particularly important because it serves as a trigger for chain reactions that may escalate into more serious issues. For example, if an engine control unit fails, it may cause reduced thrust or power issues that affect other systems reliant on that information, like autopilot or environmental controls. Understanding the nature of primary failures is crucial for crew response, as recognizing that one failure can lead to further complications is key to effective troubleshooting and management of the aircraft's systems.

4. What is the main component used for providing reverse thrust?

- A. Thrust reversers**
- B. Drag chutes**
- C. Speed brakes**
- D. Flaps**

The primary component used for providing reverse thrust during the landing phase of flight is the thrust reversers. Thrust reversers work by redirecting the engine's thrust forward, effectively slowing the aircraft when it touches down. This is particularly useful for reducing the stopping distance on runway surfaces, especially in adverse weather conditions or during landing on shorter runways. Thrust reversers can be deployed immediately after touchdown, allowing pilots to gain better control over deceleration and to maintain safer operation. The mechanism typically involves moving a part of the engine's nacelle or the installation of clamshell doors at the rear of the engine that directs airflow in a forward direction instead of backward. The other options, while they serve significant roles in the aircraft's operation, do not provide reverse thrust. Drag chutes, for example, are used to assist with deceleration but do not redirect engine thrust. Speed brakes increase drag to reduce airspeed but do not reverse thrust either. Flaps are used to increase lift and improve low-speed handling but do not contribute to reverse thrust functions.

5. Which color indicates that an item is operating normally according to ECAM color conventions?

- A. Red
- B. Green**
- C. Yellow
- D. Magenta

In the context of the ECAM (Electronic Centralized Aircraft Monitor) color conventions on the Airbus A320, green is the color that indicates an item is operating normally. This specific color coding is critical to quickly assess the status of various systems and components during flight operations. Green signifies that system parameters are within normal operating limits, allowing flight crew to maintain situational awareness without needing to investigate further. Choosing green helps pilots to efficiently differentiate between operational statuses at a glance. Other colors represent different statuses: red typically indicates a serious malfunction or failure that requires immediate attention, yellow is often used for caution indications that may require monitoring but do not require immediate action, and magenta could signify specific data or settings that are currently active but do not imply a failure or caution. Understanding these colors is essential for effective communication and safe operation of the aircraft.

6. Which items are displayed on the CRUISE page for monitoring during the flight?

- A. Altitude, Airspeed, Heading, and Cabin Pressure
- B. ENGINE, AIR, VIB and CAB pressurization items**
- C. Fuel Quantity, Oil Temperature, and System Status
- D. Flight Plan, Weather, and Radar Data

The CRUISE page is primarily focused on displaying vital engine and air system parameters critical for monitoring aircraft performance during flight. This specific page provides information on the status of engine performance, air systems, vibration levels, and cabin pressurization, which are essential for ensuring the aircraft operates efficiently and safely during cruise flight. By keeping track of these items, flight crews can respond promptly to any discrepancies or issues that may arise, maintaining safety and operational integrity. The engine data is vital for monitoring engine health, while the air and vibration metrics help assess the aircraft's overall condition in real-time. The cabin pressure data is crucial for ensuring passenger comfort and safety at high altitudes. Other options involve different sets of data that are not typically the focus of the CRUISE page. These might relate more to other phases of flight or operational aspects that are not prioritized on the cruise display. Understanding these specific details reinforces the importance of the CRUISE page in managing aircraft systems effectively during flight.

7. What is one of the roles of the separate static ports in an aircraft?

- A. To provide redundancy for cabin pressure control**
- B. To assist in ground handling**
- C. To ensure accurate airspeed readings**
- D. To cool the engines**

The separate static ports in an aircraft play a crucial role in ensuring accurate airspeed readings. Static ports are designed to measure the atmospheric pressure outside of the aircraft, which is essential for various flight parameters. This atmospheric pressure is used by the aircraft's airspeed indicators and altimeters to determine the vehicle's altitude and speed. When air flows over the aircraft's wings and fuselage, it creates pressure changes that influence the readings of these instruments. By having separate static ports, the design helps to mitigate errors and improves the accuracy of the airspeed readings by providing a consistent reference point unaffected by airflow disturbances around the aircraft. This is important especially in specific flight conditions where external airflow might otherwise distort pressure readings. As a result, the inclusion of separate static ports enhances the reliability of the instruments that are critical for safe flight operations.

8. What happens if an item on the T.O. memo becomes abnormal?

- A. All indications remain green**
- B. Only the T.O. CONFIG indication reverts to amber**
- C. Both T.O. CONFIG and item indications revert to cyan**
- D. The T.O. CONFIG turns off**

When an item on the T.O. (Takeoff) memo becomes abnormal, both the T.O. CONFIG and the specific item indications revert to a cyan color. This color change is critical as it serves to alert the flight crew that there is a non-normal condition that could impact the takeoff configuration. The T.O. CONFIG indication turning cyan signifies that the aircraft's configuration for takeoff does not meet the required parameters, and the crew must be aware of this to ensure safety and compliance with operational procedures. This visual indication assists pilots in quickly recognizing and addressing issues that could affect the aircraft's performance during takeoff. This awareness is essential during flight operations, ensuring that all configuration aspects are checked and validated before proceeding with takeoff. Therefore, the correct answer reflects the importance of clearly communicating both the general configuration status and any specific abnormalities present.

9. What is the significance of the 800 ft on descent in the flight phases?

- A. Final approach**
- B. Descent phase**
- C. Landing phase**
- D. Takeoff phase**

The significance of the 800 ft altitude during descent is primarily related to the descent phase of flight. During this phase, pilots prepare for the final approach to landing, coordinating various operational tasks such as configuring the aircraft and ensuring the proper flight path. At 800 ft, pilots often conduct important checks and adjustments, such as lowering the landing gear and deploying flaps, which are crucial for stabilizing the aircraft for the approach and ensuring a safe landing. This altitude serves as a critical point where the transition from the initial phases of descent into the final approach begins. Understanding the specific tasks that are conducted at this altitude can enhance safety and efficiency during landing operations. It emphasizes the importance of remaining attentive to airspeed, configuration, and approach angles as the aircraft prepares for touchdown.

10. When does the LDG Memo appear?

- A. During approach at 1000' AGL**
- B. During descent at 3000' AGL**
- C. During takeoff at sea level**
- D. During approach at 2000' AGL or at 750' AGL if the aircraft never climbed over 2000' AGL**

The landing memo (LDG Memo) appears during approach at defined altitudes. Specifically, it activates at 2000 feet AGL or at 750 feet AGL if the aircraft has not climbed above 2000 feet AGL. This functionality is an integral part of the flight management system, assisting pilots with landing guidance and ensuring that necessary configurations are met as the aircraft approaches the runway for landing. The selection of the correct answer reflects an understanding of the aircraft's operational systems and their relevance in enhancing safety and efficiency during the final phases of flight. The LDG Memo provides crucial information pertaining to landing configuration and operational limits, directly supporting the pilot's workflow in preparing for a stable and safe approach. Other options indicate altitude thresholds that do not align with the specific operational parameters in which the LDG Memo is triggered, showing that they do not correspond to the aircraft's procedures for landing. Understanding these operational specifics is key for pilots to ensure compliance with standard operating procedures during landing phases.

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!

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