

A320 GENERAL FAMILIARIZATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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. 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
- 2. What type of locking mechanism is used for the cargo doors?**
 - A. Automatic locking system
 - B. Mechanical locking system
 - C. Electronic locking system
 - D. Hydraulic locking system
- 3. What does the Blue Hydraulic System primarily use for pressurization?**
 - A. Ram Air Turbine
 - B. Electric motor driven pump
 - C. Ground power unit
 - D. Auxiliary hydraulic pump
- 4. Which of the following is NOT a parameter being simulated by the T.O. CONFIG TEST?**
 - A. SLATS/FLAPS NOT IN T.O. CONFIG
 - B. PITCH TRIM NOT IN T.O. RANGE
 - C. NOSE GEAR MISALIGNMENT
 - D. SPD BRK NOT RETRACTED
- 5. Spoilers 2, 3, and 4 can be extended in flight as?**
 - A. Speedbrakes (spoilers)
 - B. Control surfaces
 - C. Stabilizers
 - D. Drag devices

- 6. What color does the ECAM FAILURE appear in when listed as an Independent failure?**
- A. Red
 - B. Amber
 - C. Blue
 - D. Green
- 7. What powers the Thrust Reverse System in the engine?**
- A. Pneumatic pressures
 - B. Electric motors
 - C. Hydraulics
 - D. Mechanical linkages
- 8. Which color in the ECAM is employed to display actions to be carried out by the crew?**
- A. Amber
 - B. Blue
 - C. Green
 - D. White
- 9. A level 3 warning indicates what kind of condition in flight?**
- A. Operational normality
 - B. Minor system issues
 - C. Dangerous flight condition
 - D. Maintenance status
- 10. What color are Approach procedures displayed as on the STATUS page?**
- A. Cyan, Red, or Amber
 - B. White, Yellow, or Blue
 - C. Green, Red, or Amber
 - D. Cyan, Green, or Blue

Answers

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

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Explanations

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1. 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.

2. What type of locking mechanism is used for the cargo doors?

- A. Automatic locking system
- B. Mechanical locking system**
- C. Electronic locking system
- D. Hydraulic locking system

The cargo doors on the A320 utilize a mechanical locking system. This type of system is designed to ensure that the cargo doors are securely locked during flight, which is critical for safety. Mechanical locks typically engage through physical components that operate in conjunction with the door's closing mechanism, providing a robust and reliable locking method that is less prone to failure compared to electronic or hydraulic systems. While automatic and hydraulic systems are more commonly associated with other operational aspects of the aircraft, the mechanical system used for the cargo doors is particularly valued for its simplicity and dependability. Its design minimizes the risk of accidental unlocking and ensures that the doors remain securely sealed under various flight conditions.

3. What does the Blue Hydraulic System primarily use for pressurization?

- A. Ram Air Turbine
- B. Electric motor driven pump**
- C. Ground power unit
- D. Auxiliary hydraulic pump

The Blue Hydraulic System on the A320 primarily utilizes an electric motor driven pump for pressurization. This pump is engineered to deliver hydraulic fluid under pressure, which is essential for operating various systems on the aircraft such as flight controls, landing gear, and brakes. The choice of an electric motor driven pump allows for more efficient and reliable operation, as it can provide the necessary hydraulic pressure without depending on engine-driven systems. This design contributes to the overall redundancy and safety of the aircraft's hydraulic systems. Other options would not be the primary means of pressurization for the Blue Hydraulic System. While a Ram Air Turbine can generate hydraulic power as an emergency backup, it is not the main source. A Ground Power Unit is used to provide electrical power while the aircraft is on the ground but does not contribute to hydraulic system pressurization. Similarly, an Auxiliary Hydraulic Pump may support hydraulic functions but also does not serve as the primary source of pressure for the Blue Hydraulic System.

4. Which of the following is NOT a parameter being simulated by the T.O. CONFIG TEST?

- A. SLATS/FLAPS NOT IN T.O. CONFIG
- B. PITCH TRIM NOT IN T.O. RANGE
- C. NOSE GEAR MISALIGNMENT**
- D. SPD BRK NOT RETRACTED

The T.O. CONFIG TEST is designed to verify that the aircraft is configured correctly for takeoff, checking several critical parameters necessary for a safe departure. This includes ensuring that the slats and flaps are properly set, the pitch trim is within the acceptable range, and the speed brakes are fully retracted. The selection regarding nose gear misalignment does not form part of this specific configuration check. The primary focus of the T.O. CONFIG TEST is to assess parameters directly related to the aircraft's aerodynamic configuration for takeoff, not structural or alignment issues. Issues such as misalignment of the nose gear fall under different checks and systems that are monitored separately, focusing more on the ground handling and taxiing phases rather than the takeoff configuration itself. Hence, the nose gear misalignment is not relevant to the parameters simulated by the T.O. CONFIG TEST.

5. Spoilers 2, 3, and 4 can be extended in flight as?

- A. Speedbrakes (spoilers)**
- B. Control surfaces
- C. Stabilizers
- D. Drag devices

Spoilers 2, 3, and 4 on the A320 are designed to operate as speedbrakes during flight. When deployed, they contribute to increasing drag, which helps to slow the aircraft down without needing to reduce engine power. This function is particularly useful for descent and approach phases of flight, allowing the pilot to manage airspeed and improve control without significantly impacting aircraft lift at low speeds. The term "speedbrakes" specifically refers to the operational capacity of these spoilers to increase drag effectively. While they might also have some secondary effects that affect aerodynamic control, their primary design and function are to serve as speedbrakes. Understanding this function is critical for pilots when managing the aircraft's performance during various phases of flight, especially when preparing for landing or need to reduce altitude quickly. This choice aligns directly with the operational characteristics of these spoilers, making it the correct answer to the question posed.

6. What color does the ECAM FAILURE appear in when listed as an Independent failure?

- A. Red
- B. Amber**
- C. Blue
- D. Green

The ECAM (Electronic Centralized Aircraft Monitoring) system uses specific colors to indicate the urgency and type of system status or failure. When an independent failure is indicated on the ECAM, it appears in amber. This color signifies that the failure is not immediately critical but requires the crew's attention and may affect the flight or systems in some way. Amber alerts indicate caution and usually represent failures that are important enough to be acknowledged and potentially require various operational procedures or checks. The indication helps pilots prioritize their actions and maintain situational awareness regarding the aircraft's systems. In contrast, other colors like red usually signify critical failures that require immediate action, while blue is used for information or normal operational statuses, and green indicates that a system is operating normally.

7. What powers the Thrust Reverse System in the engine?

- A. Pneumatic pressures
- B. Electric motors
- C. Hydraulics**
- D. Mechanical linkages

The Thrust Reverse System in the A320 is powered by hydraulics. This means that hydraulic pressure is utilized to actuate the mechanisms that redirect the engine's thrust forward to help decelerate the aircraft after landing. Hydraulic systems are typical in modern aircraft because they provide strong force in a relatively compact and lightweight manner, making them ideal for controlling various applications, including thrust reversers. The use of hydraulic pressure allows for precise and reliable operation of the thrust reversers, ensuring effective performance under the specific operational conditions encountered during landing. This system engages the thrust reverser doors to deflect the engine's exhaust, creating reverse thrust that aids in the slowing down of the aircraft. While pneumatic systems, electric motors, and mechanical linkages all play important roles in various aircraft systems, they are not the primary source of power for the thrust reverse mechanism in the A320.

8. Which color in the ECAM is employed to display actions to be carried out by the crew?

- A. Amber
- B. Blue**
- C. Green
- D. White

In the ECAM (Electronic Centralized Aircraft Monitor) system of the A320, the color blue is specifically used to indicate actions or procedures that the crew needs to carry out. This color is strategically utilized to highlight items that require immediate attention or action, ensuring that pilots can easily identify and execute necessary tasks during various phases of flight or in response to system alerts. The significance of using blue for crew actions enhances situational awareness, as it distinguishes these critical tasks from other information presented on the ECAM, which might be displayed in different colors to convey other meanings, such as warnings or statuses. The clear color coding is an essential part of the A320's design to facilitate quick decision-making and effective responses by the flight crew.

9. A level 3 warning indicates what kind of condition in flight?

- A. Operational normality
- B. Minor system issues
- C. Dangerous flight condition**
- D. Maintenance status

A level 3 warning indicates a dangerous flight condition. In aviation, warnings are categorized by their severity, and a level 3 warning signifies that there is an imminent threat to the safety of the aircraft or its occupants that requires immediate attention. Such warnings are often associated with critical malfunctions of key systems, or situations that could lead to a significant incident if not addressed promptly. Understanding this classification is crucial for flight crews, as it prompts them to take decisive and immediate action to mitigate risks and ensure the safety of the flight. Recognizing the seriousness of a level 3 warning enables the crew to prioritize and manage emergency procedures effectively, which is vital for maintaining safety in aviation operations.

10. What color are Approach procedures displayed as on the STATUS page?

- A. Cyan, Red, or Amber**
- B. White, Yellow, or Blue**
- C. Green, Red, or Amber**
- D. Cyan, Green, or Blue**

Approach procedures on the STATUS page are displayed in cyan, red, or amber. This color coding provides immediate visual cues that help pilots assess the status of the aircraft's systems and procedures. Cyan typically indicates information that is currently available, whereas red alerts the pilot to problems or situations that require immediate attention. Amber often signifies caution or normal but potentially significant conditions that require monitoring. Therefore, the combination of these colors effectively communicates the current status of the approach procedures, facilitating rapid decision-making by the flight crew. This critical understanding of color coding is essential for safety and situational awareness in the cockpit.

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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://a320genfamiliarization.examzify.com>

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

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