A320 MQF List – Airplane General Practice Test (Sample)

Study Guide

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Questions

1. Each lavatory is equipped with what type of fire protection equipment?

A. A waste bin extinguisher and a smoke detector

B. A smoke detector and a handheld halon fire extinguisher

C. A waste bin extinguisher only

D. A handheld halon fire extinguisher

2. During a manual start, what function does the FADEC perform?

A. Provides ECAM start fault detection, however, automatic abort and crank capabilities are not available

B. Controls the start sequence and takes corrective action in the event of a start fault

C. Has no function during a manual start

D. Performs same function as during an automatic start

3. With a green hydraulic system failure only, which brake system is not available?

A. Parking brake

B. Antiskid

C. Autobrakes

D. Accumulator brakes

4. Continuous ignition is NOT automatically provided for which of the following conditions?

A. FLEX or TOGA thrust selected for takeoff

B. FLAPS lever position other than 0 in flight

C. Turbulent air

D. Engine surge or stall in flight

5. The landing gear hydraulic safety valve is controlled by:

A. FACs.

B. the BSCU.

C. the gear lever and ADIRU 1 and/or 3.

D. ADIRU 2.

6. An illuminated APU MASTER switch FAULT light indicates that the APU has what condition?

A. APU generator is supplying less than rated voltage

B. APU has shut down automatically

C. Main galley has overheated

D. APU generator drive shaft has sheared

7. Which of the following would cause an ENG THR LEVERS NOT SET warning during takeoff?

A. Thrust levers are in the TOGA detent and a flex temperature was not entered into the TAKEOFF performance page

B. Thrust levers are in the FLX/MCT detent and a flex temperature was not entered into the TAKEOFF performance page

C. Thrust levers are in the FLX/MCT detent and the entered flex temperature is more than sensed OAT

D. Thrust levers are in the FLX/MCT detent and a flex temperature was not entered into the INIT A page

8. Which of the following is a characteristic of the ECAM status page?

A. Displayed manually by pushing STS button on the ECAM control panel.

B. An aural warning accompanies the status page.

C. Displays automatically at periodic intervals during the cruise phase of flight.

D. Displays NORMAL if no active status messages exist when the CLR button is pushed.

9. What does amber PITCH TRIM on the F/CTL ECAM page indicate?

A. Green system low pressure

B. Yellow system low pressure

C. Pitch trim jam

D. Stabilizer is in the high speed position

10. Which VHF radio is designated for ACARS data communication?

A. 1

B. 2

C. 3

D. 4

Answers

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

Explanations

1. Each lavatory is equipped with what type of fire protection equipment?

A. A waste bin extinguisher and a smoke detector

B. A smoke detector and a handheld halon fire extinguisher

C. A waste bin extinguisher only

D. A handheld halon fire extinguisher

Each lavatory on the A320 is equipped with a waste bin extinguisher and a smoke detector to provide effective fire protection. The waste bin extinguisher is designed specifically to tackle fires that might originate from the contents of the waste bin, which can include flammable materials. The smoke detector serves as an early warning system, alerting the crew to the presence of smoke before it becomes a larger issue. Together, these components create a system that helps to ensure safety in the lavatory area, which is essential given the potential risks associated with flammable materials and the confined space of the lavatory. While handheld halon fire extinguishers are important for combating fires elsewhere on the aircraft, they are not specifically designated for use in lavatories. This specialized approach to fire protection underscores the importance of addressing the unique risks presented by these spaces in an aircraft.

2. During a manual start, what function does the FADEC perform?

A. Provides ECAM start fault detection, however, automatic abort and crank capabilities are not available

B. Controls the start sequence and takes corrective action in the event of a start fault

C. Has no function during a manual start

D. Performs same function as during an automatic start

The correct answer highlights the specific role of the FADEC (Full Authority Digital Engine Control) during a manual start process. During a manual engine start, the FADEC provides essential functions such as monitoring the engine parameters and detecting any faults that may occur during the startup sequence. It is capable of identifying anomalies like incorrect rotation speed or abnormal temperatures, which can indicate a potential start failure. While it does offer fault detection, the system does not have the capability to automatically abort the start or engage the crank sequence typically available during an automatic start sequence. This limitation is crucial; operators must manage the manual start process more actively, relying on the ECAM (Electronic Centralized Aircraft Monitor) to notify them of any issues without the automated corrections that would occur in automated scenarios. This is why the correct answer emphasizes the FADEC's role in fault detection without automatic corrective actions. Understanding this distinction is important for pilots and crew members as it affects their procedures during engine start and how they should respond to any faults indicated by the system.

3. With a green hydraulic system failure only, which brake system is not available?

A. Parking brake

B. Antiskid

C. Autobrakes

D. Accumulator brakes

In the case of a green hydraulic system failure, the autobrakes are not available. The autobrake system relies on the green hydraulic system for operation, as it uses hydraulic pressure to automatically apply the brakes during various phases of flight, particularly during landing. With the green hydraulic system lost, the electronic control signal is still present, but without the necessary hydraulic pressure, the autobrake functionality becomes inoperative. On the other hand, the parking brake, antiskid system, and accumulator brakes can still function despite the failure of the green hydraulic system. The parking brake can be applied manually and is generally operated using different hydraulic sources, while the antiskid system can still function using alternate hydraulic systems (if available). Additionally, the accumulator can provide enough hydraulic pressure for braking momentarily, allowing for some braking action despite the failure. Thus, understanding the reliance on specific hydraulic systems is crucial for recognizing which components remain operable during such failures.

4. Continuous ignition is NOT automatically provided for which of the following conditions?

A. FLEX or TOGA thrust selected for takeoff

B. FLAPS lever position other than 0 in flight

C. Turbulent air

D. Engine surge or stall in flight

Continuous ignition is a system designed to enhance engine reliability and to prevent engine stalls by automatically supplying ignition to the engine when certain conditions arise. The main purpose is to ensure the engines can maintain operation during situations that may disrupt normal combustion. In the context of the question, continuous ignition is crucial in various scenarios like applying maximum thrust during takeoff or dealing with engine anomalies such as surges or stalls, where the risk of combustion interruption is greater. This ensures that the engines remain lit and operative under conditions where engine performance is under duress. The selection of thrust during takeoff—whether FLEX or TOGA—activates continuous ignition to safeguard against potential engine failure during this critical phase. Similarly, if the flaps are positioned to a setting other than 0 in flight, it indicates a specific flight configuration that might create unique aerodynamic conditions, prompting the ignition system to engage continuously. However, during turbulent air encounters, while the risk of engine performance being affected exists, the activation of continuous ignition is not automatic since it's primarily designed for conditions that more directly jeopardize engine stability, like surges or stalls. Hence, turbulent air alone does not trigger continuous ignition, making this scenario the correct answer to the question. It underscores a key aspect of the aircraft's

5. The landing gear hydraulic safety valve is controlled by:

A. FACs.

B. the BSCU.

C. the gear lever and ADIRU 1 and/or 3.

D. ADIRU 2.

The landing gear hydraulic safety valve is controlled by the gear lever and the Air Data Inertial Reference Units (ADIRU) 1 and/or 3. This configuration is part of the aircraft's system that ensures safe operation of the landing gear during various flight phases. When the pilot selects the gear lever to either the up or down position, the system relies on data from the ADIRUs to confirm the aircraft's state and positional information. This arrangement enhances safety by ensuring that the landing gear can only be retracted or extended when appropriate parameters, such as aircraft speed and altitude, are met. The use of multiple ADIRUs provides redundancy to the system, further ensuring that reliable data is available under varying conditions, which is critical for the safe operation of the landing gear mechanism.

6. An illuminated APU MASTER switch FAULT light indicates that the APU has what condition?

A. APU generator is supplying less than rated voltage

B. APU has shut down automatically

C. Main galley has overheated

D. APU generator drive shaft has sheared

An illuminated APU MASTER switch FAULT light indicates that the APU has shut down automatically. This scenario usually occurs due to a critical fault detected by the APU system, which must take immediate action to protect the unit and the aircraft. When the APU experiences issues such as over-temperature, low oil pressure, or other failures that compromise its safe operation, the automatic shutdown feature is triggered. This is an essential safety mechanism, as it prevents potential damage to the APU and ensures the safety of the aircraft and its systems. The other conditions mentioned, while related to the APU's operation, do not directly result in the FAULT light activation. For instance, if the APU generator is not supplying the rated voltage, it may indicate a performance issue, but it does not necessarily trigger an automatic shutdown. Similarly, a sheared generator drive shaft or an overheating galley would not directly cause the APU to shut down in the same immediate manner as a detected fault in the APU itself. Thus, the FAULT light specifically signifies that the APU has taken protective action by shutting down due to an identified risk to its operation.

7. Which of the following would cause an ENG THR LEVERS NOT SET warning during takeoff?

A. Thrust levers are in the TOGA detent and a flex temperature was not entered into the TAKEOFF performance page

B. Thrust levers are in the FLX/MCT detent and a flex temperature was not entered into the TAKEOFF performance page

C. Thrust levers are in the FLX/MCT detent and the entered flex temperature is more than sensed OAT

D. Thrust levers are in the FLX/MCT detent and a flex temperature was not entered into the INIT A page

The condition of having the thrust levers in the FLX/MCT detent without a flex temperature entered on the TAKEOFF performance page directly leads to the ENG THR LEVERS NOT SET warning during takeoff. In this scenario, the thrust setting that pilots are attempting to use for takeoff is undefined because the required flex temperature has not been specified. When the thrust levers are positioned in the FLX/MCT detent, the aircraft's systems expect a flex temperature to optimize thrust for the takeoff phase while considering engine performance and environmental conditions. The absence of a flex temperature means the system cannot calculate the appropriate thrust limits, prompting the warning. This is crucial for ensuring safe takeoff performance, as accurate thrust settings are essential for both the aircraft's performance management and compliance with operational limits. The other scenarios do not lead to the ENG THR LEVERS NOT SET warning since they involve either appropriate settings or conditions that do not trigger the alert. For example, if thrust levers are in the TOGA detent with no required data entered, the aircraft will still operate in the expected performance envelope but without the need for additional variables like those required in the FLX configuration. Similarly, having a flex temperature that exceeds the outside air temperature does

8. Which of the following is a characteristic of the ECAM status page?

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B. An aural warning accompanies the status page.

C. Displays automatically at periodic intervals during the cruise phase of flight.

D. Displays NORMAL if no active status messages exist when the CLR button is pushed.

The characteristic that the ECAM status page is displayed manually by pushing the STS button on the ECAM control panel is a fundamental aspect of how the aircraft's electronic monitoring system operates. The ECAM (Electronic Centralized Aircraft Monitor) is designed to provide critical information to the flight crew regarding the aircraft's status, and the ability to manually access the status page is part of this system's functionality. By pressing the STS button, pilots can bring up the status page as needed, allowing them to review the current operational status and any discrepancies. This interactive capability ensures that the crew can receive information promptly and take the necessary actions without waiting for automatic updates. The manual activation of the status page aligns with the operational needs of a flight crew seeking immediate and detailed information about aircraft systems. In contrast, the other options reflect characteristics that do not accurately describe the status page. For instance, while aural warnings may accompany other alerts or messages within the ECAM system, there is no aural warning specifically associated with the status page itself. The status page does not automatically display at regular intervals during the cruise phase; it requires direct action from the crew to access it. Additionally, while the status page may show "NORMAL" when there are no active messages,

9. What does amber PITCH TRIM on the F/CTL ECAM page indicate?

A. Green system low pressure

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C. Pitch trim jam

D. Stabilizer is in the high speed position

The amber PITCH TRIM indication on the F/CTL ECAM page signifies a pitch trim jam condition. This alert is essential as it informs the flight crew that the pitch trim system is experiencing a malfunction, preventing normal operation. When the trim is jammed, it can lead to difficulty in controlling the aircraft's pitch attitude, which is crucial for safe flight operations. In reading the indications through the ECAM system, it is vital for pilots to recognize that an amber warning indicates a non-critical failure, thus requiring attention and potentially various troubleshooting steps. Recognizing this condition allows the flight crew to assess the situation, implement contingency plans, and maintain control of the aircraft. Understanding this context ensures the safety of the flight by prompting appropriate actions to resolve issues with the aircraft's control surfaces effectively.

10. Which VHF radio is designated for ACARS data communication?

A. 1

B. 2

C. 3

D. 4

The VHF radio designated for ACARS data communication on the A320 is the third VHF radio. This radio is specifically used for the Aircraft Communications Addressing and Reporting System (ACARS), which allows automated short messages to be sent and received between the aircraft and ground stations. ACARS is critical for operational efficiency since it handles various tasks, including maintenance data transmission, flight plan updates, and communication with air traffic control. VHF radios 1 and 2 primarily handle voice communications, which are essential for pilot-to-pilot and pilot-to-controller interactions. Meanwhile, VHF radio 3 is dedicated to ACARS, ensuring that this crucial data communication service operates independently and effectively. The presence of a dedicated VHF radio for ACARS helps maintain the integrity and reliability of message transmissions, which are vital for flight operations and safety management.