A320 MQF List – Airplane General Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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. What do the sidestick priority lights indicate?

A. The Captain has taken priority and the F/O's sidestick is not sensed in neutral

B. The F/O has taken priority and the Captain's sidestick is not sensed in neutral

C. The Captain has taken priority and the Captain's sidestick is not sensed in neutral

D. The F/O has taken priority and the F/O's sidestick is not sensed in neutral

2. In the event of failure of both automatic pressurization controllers, what does a third motor provide?

A. Manual operation of the outflow valve

B. Automatic operation of the pack flow control valve

C. Manual operation of the inlet valve

D. Automatic operation of the safety valve

3. From which tanks can engines be gravity-fed?

A. Wing tanks only

B. Surge tanks only

C. Center tank only

D. Auxiliary tanks only

4. Which component is used to manually activate the RAT?

A. RAT MAN ON switch

B. PTU switch

C. Hydraulic fault switch

D. Emergency power switch

5. What is the resulting action if both zone controller channels fail?

A. Normal temperature control by pack controllers

B. ECAM pack information is displayed without issues

C. Pack flow automatically goes to HIGH

D. ECAM pack information is not displayed with PACK REG message

6. In the case of alternate law due to multiple system failures, which characteristic is true?

A. The flare mode is not available.

B. The stick commands a roll rate.

C. Pitch is a direct sidestick-to-elevator position relationship.

D. High AOA Protection is operative.

7. What action should a pilot take if the aircraft indicates an active Alpha floor protection?

A. Reduce thrust immediately.

B. Maintain current flight path.

C. Increase climb power.

D. Prepare for controlled descent.

8. Why are both igniters powered during the ENG 1 start sequence?

A. The FADEC is testing both igniters before selecting the one to be used.

B. This is a manual start and both igniters are always used.

C. Wing anti-ice has been selected on prior to engine start.

D. Both igniters are always used for every start.

9. What is a key characteristic of ALPHA FLOOR?

A. Only occurs when airspeed is below alpha max.

B. Commands TO/GA thrust regardless of thrust lever position.

C. Is available in alternate law.

D. Is available until touchdown in the landing configuration.

10. Which of the following is a characteristic of the APU electrical system?

A. The APU can power the entire airplane on the ground.

B. The APU and external power can be used simultaneously.

C. The APU has priority over external power.

D. The APU supplies only AC channel 1.

Answers

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

Explanations

1. What do the sidestick priority lights indicate?

A. The Captain has taken priority and the F/O's sidestick is not sensed in neutral

B. The F/O has taken priority and the Captain's sidestick is not sensed in neutral

C. The Captain has taken priority and the Captain's sidestick is not sensed in neutral

D. The F/O has taken priority and the F/O's sidestick is not sensed in neutral

The sidestick priority lights serve an essential function in the A320's flight control system, indicating which pilot has control authority over the aircraft's flight controls. When the Captain's sidestick priority light is illuminated, it signifies that the Captain has taken priority, and concurrently, the First Officer's sidestick inputs will not be processed if it is in a neutral position. This ensures that there is no conflict between the two pilots in operating the aircraft, allowing for a clear and structured approach to coordinated flight management during all phases of operation. This system is crucial for safety, particularly in high-pressure situations where quick decision-making is vital. By designating priority, the sidestick lights help prevent confusion and maintain effective control of the aircraft by reinforcing which pilot's inputs are being recognized at any given time.

2. In the event of failure of both automatic pressurization controllers, what does a third motor provide?

A. Manual operation of the outflow valve

B. Automatic operation of the pack flow control valve

C. Manual operation of the inlet valve

D. Automatic operation of the safety valve

The correct answer indicates that a third motor provides manual operation of the outflow valve in the event of failure of both automatic pressurization controllers. This detail is significant because, in aircraft systems, the outflow valve is crucial for controlling cabin pressure. When the automatic system fails, pilots require a means to maintain control over cabin pressure manually to prevent any hazardous situation that could arise from inadequate pressurization or potential cabin depressurization. The manual operation functionality ensures that the crew can still manage the cabin environment, ensuring safety and comfort of passengers and crew. Therefore, having a third motor for manual control provides redundancy and allows for continued operation even in failure scenarios. This capability reinforces the importance of having fail-safe systems in aviation, especially concerning critical systems like pressurization.

3. From which tanks can engines be gravity-fed?

A. Wing tanks only

B. Surge tanks only

C. Center tank only

D. Auxiliary tanks only

The correct answer highlights that engines can be gravity-fed from the wing tanks. This design is based on the structural and operational layout of the A320 aircraft. The wing fuel tanks, which are located in each wing, are positioned above the engines, allowing gravity to facilitate the flow of fuel directly to the engines during normal operations. In airframe design, using wing tanks for fuel gravity feeding plays a vital role in ensuring efficient fuel management and delivery to the engines. Gravity feeding minimizes reliance on fuel pumps for initial fuel supply, which is particularly important in certain operational scenarios, such as takeoff and landing, where maximizing engine performance and reliability is crucial. Understanding the functionality of each tank type is essential. The surge tanks, center tank, and auxiliary tanks serve different roles in fuel storage and management. Surge tanks, for example, are designed to accommodate fuel movement and prevent slosh during flight, rather than to serve as direct feeds to the engines. The center tank typically contains fuel meant to be pumped to the engines, and while auxiliary tanks provide additional fuel storage, they also do not facilitate gravity feeding in the same manner as the wing tanks. Thus, knowing that only the wing tanks can effectively supply fuel to the engines by gravity is essential for proper aircraft operation

4. Which component is used to manually activate the RAT?

A. RAT MAN ON switch

B. PTU switch

C. Hydraulic fault switch

D. Emergency power switch

The component used to manually activate the Ram Air Turbine (RAT) is the RAT MAN ON switch. This switch is specifically designed to deploy the RAT in the event of a total loss of electrical power in order to provide emergency hydraulic power and essential electrical power to the aircraft systems. When activated, the RAT extends into the airstream and generates hydraulic pressure and electrical power that are critical for maintaining some level of aircraft control and operations. This switch is an essential part of the aircraft's emergency systems and demonstrates how the aircraft can maintain functionality even in critical situations. The other options mentioned do not serve this specific purpose. The PTU switch is related to the Power Transfer Unit, which assists in hydraulic system pressure but does not deploy the RAT. The hydraulic fault switch deals with hydraulic system failures but does not activate the RAT. The emergency power switch is related to managing the overall power supply in emergencies, but it does not directly activate or deploy the RAT. Therefore, the RAT MAN ON switch is the definitive choice for this function.

5. What is the resulting action if both zone controller channels fail?

A. Normal temperature control by pack controllers

B. ECAM pack information is displayed without issues

C. Pack flow automatically goes to HIGH

D. ECAM pack information is not displayed with PACK REG message

When both zone controller channels fail on an A320 aircraft, the system is unable to perform its normal functions effectively. The zone controllers are responsible for managing air conditioning and temperature control throughout the aircraft. Their failure results in a lack of communication and control over the pack configurations. As a consequence, the ECAM (Electronic Centralized Aircraft Monitor) will show a PACK REG message indicating that there is an issue with the pack regulation. This alert signals to the crew that the system is in a degraded state and proper temperature control cannot be maintained, reflecting the failure of the zone control channels. The other choices suggest normal operations or functionalities that would not occur in the event of such a failure. Thus, the mention of the PACK REG message underlines the severity of the situation, highlighting a critical failure in system management and indicating the need for further action or troubleshooting by the flight crew.

6. In the case of alternate law due to multiple system failures, which characteristic is true?

A. The flare mode is not available.

B. The stick commands a roll rate.

C. Pitch is a direct sidestick-to-elevator position relationship.

D. High AOA Protection is operative.

In alternate law, the aircraft transitions from normal law to a more basic level of flight envelope protection due to multiple system failures. One of the notable characteristics of alternate law is that the flare mode, which assists the pilot during landing by helping to control pitch during flare, is indeed not available. This is because alternate law is a simplified control mode that does not provide the same level of automatic protections or assistance that are available in normal law. Understanding why the flare mode is absent underlines the limitations of alternate law—while the aircraft can still be flown and controlled, it requires more pilot input and care, especially during critical phases like landing. The absence of the flare mode signifies reduced capabilities in terms of automated pitch control during landing. The other characteristics mentioned highlight differences in the performance and operational behavior of the aircraft in alternate law compared to normal law. For instance, in alternate law, the control commands are different; they focus on maintaining a basic level of control but do not include all the protective features pilots might expect in normal law.

7. What action should a pilot take if the aircraft indicates an active Alpha floor protection?

A. Reduce thrust immediately.

B. Maintain current flight path.

C. Increase climb power.

D. Prepare for controlled descent.

In the context of Active Alpha Floor protection, it is essential to understand that this system is designed to prevent the aircraft from entering a stall condition. When Alpha Floor is activated, the aircraft's flight control systems automatically command maximum thrust to maintain a safe airspeed. Choosing to increase climb power aligns with the system's purpose. By doing so, the pilot allows the aircraft to remain within safe operating parameters. During such a condition, the aircraft is likely at a high angle of attack, and the system is attempting to provide adequate power to prevent a stall while maintaining altitude or climbing. The other options do not reflect the correct response to an Active Alpha Floor condition. Reducing thrust would counteract the system's objective and potentially increase the risk of stall. Maintaining the current flight path may not effectively address the issue if the thrust is insufficient to sustain safe airspeed. Preparing for a controlled descent is also unnecessary because the Alpha Floor protection is designed to keep the aircraft safely in the air, not prompt a descent. Thus, increasing climb power is the appropriate and safe action in response to an activated Alpha Floor protection system.

8. Why are both igniters powered during the ENG 1 start sequence?

A. The FADEC is testing both igniters before selecting the one to be used.

B. This is a manual start and both igniters are always used.

C. Wing anti-ice has been selected on prior to engine start.

D. Both igniters are always used for every start.

During the ENG 1 start sequence, both igniters are powered to ensure reliability and successful ignition of the engine. This redundancy is vital, especially during the critical start phase when successful engine ignition is necessary to ensure safe operation. The powered igniters provide the necessary spark to ignite the fuel-air mixture within the engine combustor. When the start lever is moved to the start position, the system activates both igniters to maximize the chances of achieving a consistent and stable start. This practice is in line with safety protocols, as it minimizes the risk of a failed start, which can occur if only one igniter is engaged. By utilizing both igniters during the start, the aircraft maintains heightened operational integrity. While other reasons may seem plausible, they do not accurately reflect the procedure in place for an A320 engine start. The choice of using both igniters as a standard ensures a robust engine start procedure under various conditions.

9. What is a key characteristic of ALPHA FLOOR?

A. Only occurs when airspeed is below alpha max.

B. Commands TO/GA thrust regardless of thrust lever position.

C. Is available in alternate law.

D. Is available until touchdown in the landing configuration.

The key characteristic of ALPHA FLOOR is that it commands full takeoff/go-around (TO/GA) thrust regardless of the thrust lever position. This function is crucial for ensuring adequate performance and avoiding a stall during critical flight phases, particularly when the aircraft is operating near the stall margin. When the aircraft's alpha (angle of attack) exceeds a certain threshold, the ALPHA FLOOR protection mode activates automatically, overriding the thrust lever settings to provide maximum thrust. This feature is important in enhancing safety during situations where an increase in thrust is necessary to maintain control of the aircraft, especially in high angle-of-attack conditions. ALPHA FLOOR serves as a safety mechanism that helps pilots recover from unintentional slow flight situations by automatically delivering the power needed to regain control and maneuverability. The other options do not correctly describe characteristics associated with ALPHA FLOOR. For instance, while airspeed is a critical factor in the aircraft's performance, well above the conditions of ALPHA FLOOR, the scenario does not hinge specifically on operating below alpha max. Additionally, ALPHA FLOOR is typically not available in alternate law, as this mode of operation is primarily activated within normal law settings. Lastly, ALPHA FLOOR does not remain available until touchdown in the landing configuration, as

10. Which of the following is a characteristic of the APU electrical system?

A. The APU can power the entire airplane on the ground.

B. The APU and external power can be used simultaneously.

C. The APU has priority over external power.

D. The APU supplies only AC channel 1.

The characteristic that the APU can power the entire airplane on the ground highlights its role as an auxiliary power source. The APU (Auxiliary Power Unit) is designed to generate electrical power and provide pneumatic pressure for starting the engines and for other needs while the aircraft is on the ground. This feature is particularly useful when the aircraft is not connected to ground power, as it allows for the operation of essential systems, including lighting, avionics, and air conditioning. Using the APU in this way ensures that the aircraft systems can remain functional without reliance on external sources, which is critical for safety and operational efficiency during pre-flight preparations or maintenance checks. This capability is key in various scenarios, particularly at airports where ground power availability may be limited or where operators prefer to use the APU for convenience.

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://a320mqflistairplanegen.examzify.com

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