A320 MQF List – Airplane General Practice Test (Sample)

Study Guide

BY EXAMZIFY

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. 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

1. What does an illuminated ENG 1 FAULT light on the ENG panel signify?

A. FADEC fault

B. Manual start aborted

C. Primary fuel pump failure

D. Automatic start aborted

2. What could happen if the fuel temperature exceeds a safe limit?

A. Fuel may vaporize

B. Engines may shut down

C. Wing tank pumps may malfunction

D. Center tank pumps may stop

3. Which mode should be selected to fly the flight management system route?

A. NAV

B. HDG

C. GPS

D. LOC

4. How does the flight path director provide pitch and roll guidance in the TRK-FPA mode?

A. One pitch bar and one roll bar

B. A single guidance bar for pitch and roll

C. F/D is not available in TRK-FPA

D. Magenta diamonds for pitch and roll

5. What must be ON for the autothrust system to arm when thrust levers are advanced for takeoff?

A. LGCIUs

B. MCDUs

C. FDs

D. BSCUs

6. On later A320s and all A319s, the emergency generator operates:

A. until touchdown, regardless of landing gear position.

B. only if DC BUS 1 and 2 are unpowered.

C. only if GEN 1 and GEN 2 have failed and the APU GEN is on line.

D. until the batteries are faulted or depleted.

7. What happens if the upper ECAM screen fails?

A. E/WD data automatically transfers to the First Officer's ND.

B. E/WD data automatically transfers to the SD.

C. E/WD data automatically transfers to the Captain's ND.

D. Upper ECAM data is lost.

8. Which RMP is powered in an emergency electrical configuration?

A. 1

B. 2

C. 3

D. 4

9. What color indicates the engaged mode of the A/THR in Column 1 of the FMA?

A. Blue

B. Green

C. Amber

D. Magenta

10. What is the primary role of the FADEC during an engine start?

A. Monitor engine temperature

B. Control fuel flow and timing

C. Activate thrust reverser

D. Boost engine performance

Answers

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

Explanations

1. What does an illuminated ENG 1 FAULT light on the ENG panel signify?

A. FADEC fault

B. Manual start aborted

C. Primary fuel pump failure

D. Automatic start aborted

When the ENG 1 FAULT light illuminates on the ENG panel, it signifies that there has been an automatic start aborted condition. This light serves as an immediate visual alert to the flight crew that something went wrong during the engine's automatic starting procedure, which could potentially impact the engine's ability to start properly. In an automatic start sequence, the engine's full authority digital engine control (FADEC) system manages the process based on predefined parameters. If it detects that the engine cannot reach the necessary conditions for starting or if there is another issue that prevents a successful start, the FADEC initiates an abort of that start sequence. The illumination of the ENG 1 FAULT light alerts the pilots to this situation so they can take appropriate actions, such as attempting a manual restart or diagnosing the issue further. The other choices represent different situations that do not align with the specific indication of the ENG 1 FAULT light. Understanding this detail helps in recognizing the importance of this warning and the necessary responses to ensure engine reliability and safety during operations.

2. What could happen if the fuel temperature exceeds a safe limit?

A. Fuel may vaporize

B. Engines may shut down

C. Wing tank pumps may malfunction

D. Center tank pumps may stop

When the fuel temperature exceeds a safe limit, the primary risk is that the fuel may vaporize. This vaporization can lead to the formation of vapor bubbles within the fuel system, which can disrupt fuel flow to the engines. Such disruptions can starve the engine of the necessary fuel needed for combustion, potentially leading to engine performance issues or even failure. Understanding this concept is critical for ensuring safety and operational efficiency. If fuel vaporizes, it can lead to a condition known as vapor lock, where the fuel system experiences an interruption, resulting in loss of power or difficulties in engine operation. While high fuel temperatures can indeed lead to other issues, such as impacting the performance of pumps, the foremost concern from an operational standpoint is the risk of vaporization, which directly threatens engine functionality. This understanding is crucial for flight crews to monitor and manage fuel temperatures effectively.

3. Which mode should be selected to fly the flight management system route?

A. NAV

B. HDG

C. GPS

D. LOC

The correct choice is to select the NAV mode to fly the flight management system (FMS) route. In aviation, particularly in the context of the A320, the NAV mode is specifically designed to follow the lateral flight path that the FMS has calculated for the aircraft's route. By engaging NAV, the autopilot system utilizes waypoints and airways programmed into the FMS, ensuring that the aircraft adheres to the planned trajectory efficiently and accurately. Choosing NAV mode allows the aircraft to automatically navigate to the designated waypoints, making it essential for maintaining the intended course throughout the flight. This is critical for both flight efficiency and safety, as it helps the crew manage navigation tasks effectively without constant manual input. The other options are not suitable for following the flight management system route. While HDG mode allows the pilot to fly a specific heading, it does not utilize the FMS route or waypoints. GPS may suggest a route but isn't a dedicated mode in the context of the A320's FMS. LOC refers to the localizer mode used for ILS approaches and does not pertain to general navigation during en route flying. Thus, selecting NAV mode is the most effective way to ensure the aircraft follows the computed route from the FMS

4. How does the flight path director provide pitch and roll guidance in the TRK-FPA mode?

A. One pitch bar and one roll bar

B. A single guidance bar for pitch and roll

C. F/D is not available in TRK-FPA

D. Magenta diamonds for pitch and roll

In TRK-FPA mode, the flight path director provides pitch and roll guidance through a single guidance bar that represents both pitch and roll inputs for the pilot. This system allows for a more integrated approach to managing the aircraft's flight path by simplifying the visual cues presented in the cockpit. When in this mode, the guidance bar assists the pilot in tracking the desired flight path angle (FPA) while also maintaining the chosen track (TRK). The single guidance bar effectively communicates the necessary adjustments the pilot needs to make, streamlining the control process during flight. This integrated system is designed for ease of use, allowing pilots to better focus on other critical aspects of flying the aircraft. In contrast, other options, while they may mention multiple guidance methods or suggest a lack of availability of certain systems, do not accurately reflect how the TRK-FPA mode operates in terms of guidance efficiency and ergonomic design.

5. What must be ON for the autothrust system to arm when thrust levers are advanced for takeoff?

A. LGCIUs

B. MCDUs

C. FDs

D. BSCUs

For the autothrust system to arm during takeoff, it is essential for the Flight Directors (FDs) to be turned ON. When the flight directors are active, they provide the necessary guidance information to the autothrust system, enabling it to function correctly and support the flight crew in managing thrust during critical phases of flight like takeoff. The Flight Directors play a crucial role in indicating the proper power settings and flight path. If the FDs are OFF, the system may not engage properly or follow the desired configuration, which could lead to issues in thrust management. Thus, having the FDs ON is a prerequisite for the autothrust system to arm when the thrust levers are advanced for takeoff.

6. On later A320s and all A319s, the emergency generator operates:

A. until touchdown, regardless of landing gear position.

B. only if DC BUS 1 and 2 are unpowered.

C. only if GEN 1 and GEN 2 have failed and the APU GEN is on line.

D. until the batteries are faulted or depleted.

The emergency generator on later A320 models and all A319s is designed to provide power under specific conditions to ensure continued operation of essential systems during flight. It operates until touchdown regardless of the landing gear position, which ensures that critical systems remain powered until the aircraft has safely landed. This function is crucial for maintaining control and communication with ground services during the final phases of flight, as well as supporting systems that might be necessary for the safe landing and evacuation procedures if required. The other options, while they relate to power management, do not accurately describe the operational parameters of the emergency generator. For instance, the emergency generator is not solely dependent on the unpowered status of DC buses, nor does it only activate under conditions of failure of the main generators and when the auxiliary power unit is engaged. Additionally, the operational capacity of the emergency generator is not limited to the condition of the batteries; its independence from other power sources during critical phases of flight is what makes it a vital part of the aircraft's emergency power system.

7. What happens if the upper ECAM screen fails?

A. E/WD data automatically transfers to the First Officer's ND.

B. E/WD data automatically transfers to the SD.

C. E/WD data automatically transfers to the Captain's ND.

D. Upper ECAM data is lost.

When the upper ECAM screen fails, the E/WD (Engine/Warnings Display) data automatically transfers to the SD (System Display). This is crucial for maintaining awareness of vital aircraft information and alerts. The SD provides an alternative display location for the same data that would usually appear on the upper ECAM, ensuring that the flight crew can still monitor critical engine data and warnings despite the screen failure. The system is designed to enhance safety and operational integrity, allowing pilots to focus on flying the aircraft without losing access to important information even when one of the displays fails. Additionally, while there are other display systems on the aircraft, only the SD is designated for this specific function when the upper ECAM is not operational.

8. Which RMP is powered in an emergency electrical configuration?

A. 1

B. 2

C. 3

D. 4

In an emergency electrical configuration, RMP (Radio Management Panel) 1 is powered to ensure that critical communication and navigation capabilities remain available to the flight crew. This design choice allows pilots to continue operating essential systems, even if there is a loss of the primary electrical power supply. RMP 1 is prioritized for emergency power because it typically manages essential avionics and communication systems, which are vital for safety during critical phases of flight, such as approach and landing, especially in emergency situations. RMPs 2, 3, and 4 provide additional functionality but are not designated as essential in the same way as RMP 1 for emergency operations. Therefore, in the event of a failure or a shift to emergency electrical configuration, the system ensures that RMP 1 remains operational to support continued flight operations and navigation safety.

9. What color indicates the engaged mode of the A/THR in Column 1 of the FMA?

A. Blue

B. Green

C. Amber

D. Magenta

The engaged mode of the A/THR (Auto-Thrust) in Column 1 of the FMA (Flight Mode Annunciator) is indicated by the color green. This specific color is used to signify that the system is actively controlling the thrust to maintain the set parameters, which is crucial for safe operation during various phases of flight. In aviation, color coding is utilized for quick and easy recognition of different states and modes of airplane systems. Green indicates that the system is in a normal operating condition, providing pilots with reassurance that they can rely on the auto-thrust to assist with maintaining the desired flight parameters, such as airspeed. A blue indication, although used in other contexts within the FMA, suggests that a mode is available but not currently engaged. Amber indicates caution or a warning state, specifying a potential issue, and magenta can represent lateral or vertical guidance, often related to navigation systems. Understanding these color codes is vital for pilots to quickly assess the status of their aircraft systems and respond accordingly.

10. What is the primary role of the FADEC during an engine start?

A. Monitor engine temperature

B. Control fuel flow and timing

C. Activate thrust reverser

D. Boost engine performance

The primary role of the Full Authority Digital Engine Control (FADEC) during an engine start is to control fuel flow and timing. FADEC is an advanced electronic control system that manages various engine parameters to optimize performance and efficiency. During the start phase, it ensures that the proper amount of fuel is delivered to the engine at the right time to facilitate a successful ignition and subsequent engine operation. This control is critical because it not only affects the engine's performance but also plays a vital role in preventing potential issues such as engine stalls due to improper fuel flow or timing. By managing these parameters precisely, FADEC enhances the reliability and safety of the engine start process. While monitoring engine temperature, activating thrust reversers, and boosting engine performance are important functions of FADEC in different phases of operation, they are not the primary focus during the initial engine starting process. Monitoring temperature is crucial for overall engine health but is secondary to the immediate need for correct fuel and timing management during start-up.

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!