A320 MQF LIST – AIRPLANE GENERAL PRACTICE TEST (SAMPLE)

STUDY GUIDE

Prepare with structure. Pass with confidence

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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

1. **What does the fuel recirculation system cool using fuel supplied to each engine?**

   A. FADEC

   B. PTU

   C. IDG oil

   D. BSCU

2. **The pack flow control valve automatically closes for all but which of the following?**

   A. Engine start

   B. Pack overheat

   C. High air pressure

   D. Fire switch released out

3. **With both engines running, where is the engagement range of the thrust levers?**

   A. When both thrust levers are just above idle but not above the CL detent.

   B. When both thrust levers are just above idle but not above the MCT detent.

   C. From idle to the TO/GA detent.

   D. From the CL detent to the TO/GA detent.

4. **Which VHF radio and RMP are available when on emergency generator power only?**

   A. VHF1/RMP 1

   B. VHF 2/RMP 2

   C. VHF 3/RMP 3

   D. VHF 2/RMP 1

5. **What occurs to the spoilers if a SEC fault is detected or electrical power is lost?**

   A. The affected spoiler automatically retracts

   B. The affected spoiler automatically extends

   C. All spoilers automatically retract

   D. All spoilers automatically extend

6. 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

7. What occurs when the hydraulic system pressure drops significantly for a hydraulic user?

A. Increased engine performance

B. Activation of the ENG FIRE switch

C. Shut off by the priority valve

D. Engagement of the PTU

8. Which hydraulic system(s) provides pressure for the NORMAL brakes?

A. Green

B. Blue

C. Yellow

D. Green and Yellow

9. How is the autopilot typically engaged during flight?

A. By pulling the autopilot control handle

B. By pressing the autopilot button on the yoke

C. By rotating the autopilot knob to the desired setting

D. By toggling the autopilot switch on the overhead panel

10. The majority of the APU's system logic is performed by which component?

A. Bleed Management Computer (BMC).

B. Electronic Control Box (ECB).

C. Electronic Centralized Aircraft Monitoring System (ECAM).

D. Full Authority Digital Engine Control (FADEC).

Answers

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

Explanations

1. What does the fuel recirculation system cool using fuel supplied to each engine?

A. FADEC

B. PTU

C. IDG oil

D. BSCU

The fuel recirculation system is designed to cool the Integrated Drive Generator (IDG) oil. In the A320 aircraft, the IDG is responsible for converting the mechanical energy from the engine into electrical energy to power the aircraft's systems. During this process, the IDG generates heat, which needs to be managed to ensure optimal performance and to prevent overheating. The fuel recirculation system utilizes fuel from the aircraft's fuel tanks, which passes through the IDG and absorbs excess heat. This cooled fuel is then redirected back to the fuel tanks, ensuring both effective cooling of the IDG oil and maintaining the temperature of the fuel itself. This system is efficient because it leverages excess fuel to provide cooling without requiring separate cooling systems or additional fluids. Other options, while related to the aircraft's operations, do not involve the cooling of the IDG oil through the fuel recirculation system. The FADEC (Full Authority Digital Engine Control) manages the engine's performance but does not have a direct cooling requirement linked to the fuel system. The PTU (Power Transfer Unit) is primarily concerned with providing hydraulic power, and the BSCU (Brake Control Interface Unit) manages braking systems, neither of which are cooled using the fuel supplied to

2. The pack flow control valve automatically closes for all but which of the following?

A. Engine start

B. Pack overheat

C. High air pressure

D. Fire switch released out

The pack flow control valve is a critical component in managing cabin air flow and ensuring passenger comfort on the A320. It automatically closes in various situations to maintain safety and system integrity. During engine start, the pack flow control valve closes to prevent excessive bleed air from the engines while they are starting. Similarly, in the event of a pack overheat scenario, the valve closes to limit airflow from a malfunctioning pack, protecting the system from further damage and ensuring safe operation. When a fire switch is released (meaning the fire protection system is activated), the valve also shuts to isolate the affected engine and prevent smoke or fire from entering the cabin. However, when it comes to high air pressure, the pack flow control valve does not automatically close. While high pressure can arise in the bleed air system, it is managed differently, and the system is designed to operate efficiently under high pressure conditions without the need for the valve to close. This allows for continued airflow and pressure stability in normal flight operations. Thus, recognizing that the pack flow control valve is designed to respond to specific safety-critical scenarios, understanding that it does not close due to high air pressure helps clarify its operational parameters.

3. With both engines running, where is the engagement range of the thrust levers?

A. When both thrust levers are just above idle but not above the CL detent.

B. When both thrust levers are just above idle but not above the MCT detent.

C. From idle to the TO/GA detent.

D. From the CL detent to the TO/GA detent.

The engagement range of the thrust levers on the A320 is defined as the area in which the engines can receive thrust commands during normal operations while both engines are running. In this case, the correct answer indicates that the thrust levers must be positioned just above idle but not reaching the CL (Climb) detent. When the thrust levers are just above idle, this position allows the engines to be ready to provide thrust while keeping them within a safe operating range. Going above the CL detent would indicate an increase in thrust for climbing or high-power phases, which is outside the defined engagement range for steady operations. This range is crucial for maintaining control and ensuring that the thrust setting remains manageable during normal flight operations. In addition, the mention of the MCT (Maximum Continuous Thrust) detent in other options refers to power settings for prolonged periods but does not specify the operational engagement range correctly as indicated in the chosen answer. This understanding of the thrust lever engagement range is vital for pilots to safely operate the A320 and manage engine thrust effectively during different phases of flight.

4. Which VHF radio and RMP are available when on emergency generator power only?

A. VHF1/RMP 1

B. VHF 2/RMP 2

C. VHF 3/RMP 3

D. VHF 2/RMP 1

When operating exclusively on emergency generator power, the available VHF radio and RMP (Radio Management Panel) are VHF 1 and RMP 1. This is due to the design of the aircraft's electrical and communication systems, which prioritize the first VHF radio and its associated RMP for critical communication during emergency situations. In the event of a power loss or failure of the primary electrical systems, the emergency generator is tasked with maintaining essential avionics functionality. The selection of VHF 1 and RMP 1 ensures that the most important communication channels remain operational for flight crew, facilitating necessary communications for safety and coordination, especially during emergency protocols. The other options do not provide the correct response because they involve configurations that are not supported by emergency power alone, as they either utilize secondary systems or radios that aren't essential in an emergency communication scenario. This prioritization is aligned with standard operating procedures that enhance safety and reliability in critical situations.

5. What occurs to the spoilers if a SEC fault is detected or electrical power is lost?

A. The affected spoiler automatically retracts

B. The affected spoiler automatically extends

C. All spoilers automatically retract

D. All spoilers automatically extend

When a Spoiler Electronic Control (SEC) fault is detected or if there is a loss of electrical power, the system is designed to ensure safety and control of the aircraft. In this situation, the affected spoiler, which is linked to the malfunctioning SEC, will automatically retract. This retraction helps to prevent any unwanted aerodynamic effects that could occur if the spoiler remained extended without proper control. The automatic retraction of the affected spoiler is a fail-safe feature integrated into the design of the aircraft's control systems. It ensures that even in case of a fault or loss of power, the aircraft maintains a more predictable flight behavior, thereby enhancing operational safety. This behavior is crucial during critical phases of flight, such as takeoff or landing, where aerodynamic control is essential. The options that suggest that the affected spoiler extends or that all spoilers either retract or extend do not align with the safety protocols established in the design of the A320's spoiler system during fault conditions. The primary objective here is to retract affected spoilers to maintain control and stability of the aircraft, which is why the correct choice is focused on that specific action.

6. 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.

7. What occurs when the hydraulic system pressure drops significantly for a hydraulic user?

A. Increased engine performance

B. Activation of the ENG FIRE switch

C. Shut off by the priority valve

D. Engagement of the PTU

When the hydraulic system pressure drops significantly for a hydraulic user, the priority valve comes into play to manage the system's hydraulic power and ensure that essential functions continue to operate. The priority valve is designed to maintain pressure for critical systems, such as flight controls, by limiting or shutting off hydraulic flow to non-essential systems. This mechanism protects vital operations during situations where hydraulic pressure is compromised, allowing the aircraft to remain controllable and maintain safety and functionality. In this context, although other options mention systems related to engine performance, fire safety, or pressure transfer units, they do not address the immediate response of the hydraulic system to pressure drops. The activation of the priority valve is specifically engineered to prioritize hydraulic functions, making it the correct response to a significant pressure drop in the system.

8. Which hydraulic system(s) provides pressure for the NORMAL brakes?

A. Green

B. Blue

C. Yellow

D. Green and Yellow

The hydraulic system responsible for providing pressure to the NORMAL brakes on the A320 is the Green system. The Green hydraulic system is primarily dedicated to essential functions such as the normal braking system, landing gear operation, and some other critical components. In particular, the normal brakes utilize pressurized fluid from the Green hydraulic system to operate effectively and safely. While the A320 has three hydraulic systems (Green, Blue, and Yellow), the normal brakes specifically rely on the Green system. The Yellow system does have a role in braking, but it is reserved for alternate braking operations or situations where the Green system is unavailable. The Blue system primarily supports the operation of the thrust reversers and other non-braking functions. Therefore, the Green hydraulic system is the correct answer as it directly supplies the required pressure for the NORMAL brakes in normal operating conditions, ensuring that brake performance is optimal during standard operations.

9. How is the autopilot typically engaged during flight?

A. By pulling the autopilot control handle

B. By pressing the autopilot button on the yoke

C. By rotating the autopilot knob to the desired setting

D. By toggling the autopilot switch on the overhead panel

The autopilot on the A320 is typically engaged by toggling the autopilot switch on the overhead panel. This method is standard for activating the autothrust and autopilot systems, which are essential for automating various flight operations. By using the overhead panel, pilots can easily access and manage avionics, ensuring that the autopilot engages properly in conjunction with other systems such as flight management. This choice aligns with industry practices as it is designed to provide pilots with clear visual feedback and ease of access during flight operations. The overhead configuration also facilitates the activation of multiple modes and functions associated with the autopilot. Although engagement methods vary among different aircraft designs, the A320's design prioritizes efficiency and pilot control through its overhead panel layout.

10. The majority of the APU's system logic is performed by which component?

A. Bleed Management Computer (BMC).

B. Electronic Control Box (ECB).

C. Electronic Centralized Aircraft Monitoring System (ECAM).

D. Full Authority Digital Engine Control (FADEC).

The Electronic Control Box (ECB) is the primary component responsible for overseeing the majority of the Auxiliary Power Unit (APU) system logic. This component plays a critical role in managing APU operations, including starting and stopping the unit, monitoring its performance, and managing its various functions and responses to system demands. The ECB integrates inputs from various sensors, processes this information, and executes control commands to ensure the APU operates efficiently and in a safe manner. Other components mentioned, while important in their respective functions, do not primarily handle the APU system logic. For instance, the Bleed Management Computer (BMC) primarily manages bleed air systems but does not oversee APU control logic as thoroughly as the ECB. The Electronic Centralized Aircraft Monitoring System (ECAM) provides information and alerts to pilots regarding the status of various aircraft systems but functions as a monitoring and display system rather than a controlling unit for the APU. Lastly, the Full Authority Digital Engine Control (FADEC) is primarily focused on engine control, particularly for the main engines, rather than the operations of the APU. This refined understanding of the roles and responsibilities of each component clarifies why the ECB is the correct answer in relation to APU system management.

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!