

A320 MQF LIST – AIRPLANE GENERAL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://a320mqflistairplanegen.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

SAMPLE

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

SAMPLE

- 1. What happens to the cabin altitude during a rapid descent?**
 - A. It automatically pressurizes
 - B. It remains constant
 - C. It depressurizes immediately
 - D. It is controlled manually
- 2. What is indicated if the min flap retraction speed is not displayed during flight?**
 - A. Flaps are fully extended.
 - B. Flap configuration is incorrect.
 - C. The aircraft is in landing configuration.
 - D. It is not applicable for the current phase of flight.
- 3. What type of aural warning accompanies a level 2 ECAM?**
 - A. A single chime
 - B. A continuous repetitive chime
 - C. The calvary charge
 - D. A triple click
- 4. If the fuel MODE SEL switch is in AUTO, what will happen to the center tank pumps when the slats are extended?**
 - A. They will not operate
 - B. They will run only if the center tank is empty
 - C. They will shut off
 - D. They will run as needed
- 5. In flight, with only one engine generator operating, how is the electrical system configured?**
 - A. The AC ESS SHED bus is automatically shed.
 - B. The main galley power supply is automatically shed.
 - C. The RAT powers the ESS buses.
 - D. The ESS TR powers the DC ESS bus.

6. When N2 increases to greater than ____ percent, the FADEC no longer monitors start parameters.
- A. 20
 - B. 30
 - C. 50
 - D. 62
7. Speed brake extension is inhibited when?
- A. High speed protection is active
 - B. In flaps configuration full
 - C. In flaps configuration 3
 - D. In alternate law
8. What is the function of the over-pressure burst disk in the vent surge and inner wing tank?
- A. Contaminates the fuel system if ruptured
 - B. Affects the structural integrity of the airplane if ruptured
 - C. Ruptures if internal and external pressure differential exceeds a predetermined level
 - D. Leaks fuel onto the ground if ruptured
9. How is the autothrust system armed on the ground?
- A. By setting the thrust levers to FLX with no FLEX temperature
 - B. By setting the thrust levers to FLX with a FLEX temperature entered
 - C. By setting thrust levers to CLB
 - D. By setting thrust levers above IDLE
10. With a green hydraulic system failure only, which brake system is not available?
- A. Parking brake
 - B. Antiskid
 - C. Autobrakes
 - D. Accumulator brakes

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What happens to the cabin altitude during a rapid descent?

- A. It automatically pressurizes
- B. It remains constant
- C. It depressurizes immediately
- D. It is controlled manually

During a rapid descent, the cabin altitude increases as the aircraft descends, which can lead to a significant difference between external altitude and cabin pressure. To maintain passenger safety and comfort, the aircraft's pressurization system automatically adjusts the cabin pressure to avoid rapid changes that could be harmful. The pressurization system is designed to manage the altitude changes seamlessly, ensuring that the cabin altitude is controlled appropriately. This automatic adjustment helps to mitigate the effects of rapid descent, preventing any sudden decreases in cabin pressure that could lead to hypoxia or other complications. Through this system, the aircraft is able to pressurize the cabin effectively during such maneuvers, ensuring that occupants remain safe and comfortable during flight variations. In contrast, other options suggest stability or manual control of cabin pressures which do not reflect the automatic operations of modern aircraft pressurization systems during rapid changes in altitude.

2. What is indicated if the min flap retraction speed is not displayed during flight?

- A. Flaps are fully extended.
- B. Flap configuration is incorrect.
- C. The aircraft is in landing configuration.
- D. It is not applicable for the current phase of flight.

The indication that the min flap retraction speed is not displayed during flight suggests that it is not pertinent to the current phase of flight. This situation commonly occurs when the aircraft is either not configured for flap retraction or is operating within a flight envelope where flap retraction speeds do not need to be displayed, such as during takeoff or when flaps are already retracted. In various phases of flight, particularly during landing or when flaps are being deployed or have just been deployed, the aircraft may not display this speed if it does not apply to the current configuration or conditions. For example, if the aircraft is in a clean configuration (with the flaps retracted), the indication may not be relevant, hence the absence of a displayed speed. Other options relate to specific scenarios that would not universally apply. For example, the presence of fully extended flaps, an incorrect configuration, or being in landing configuration would imply conditions where some indication might still be relevant. However, if those specific conditions do not exist, the absence of a display aligns with the conclusion that the information is simply not applicable at that time.

3. What type of aural warning accompanies a level 2 ECAM?

- A. A single chime
- B. A continuous repetitive chime
- C. The calvary charge
- D. A triple click

The aural warning that accompanies a level 2 ECAM notification is a single chime. In the Airbus A320, different levels of ECAM messages are categorized by their urgency and required actions. Level 2 messages are considered important but not immediately threatening to the safety of the flight. The single chime serves as a cue to the flight crew that they need to address the situation, but it does not indicate an urgent or critical condition, allowing the crew to maintain situational awareness without immediate panic. Understanding this system of aural warnings is vital for ensuring that pilots can prioritize their responses appropriately while managing the aircraft's systems. The single chime is distinct and designed to fit the context of level 2 notifications, which enhances the crew's ability to focus on ongoing operations while still being alerted to important information.

4. If the fuel MODE SEL switch is in AUTO, what will happen to the center tank pumps when the slats are extended?

- A. They will not operate
- B. They will run only if the center tank is empty
- C. They will shut off
- D. They will run as needed

When the fuel MODE SEL switch is set to AUTO, the aircraft's fuel system is designed to manage fuel transfer efficiently based on the operational conditions. The center tank pumps function automatically under this mode, responding to the current state of the fuel system and aircraft's configuration, such as the deployment of slats. When the slats are extended, indicating that the aircraft is likely in a low-speed, high-lift configuration typically used during takeoff or landing phases, the fuel system automatically activates the center tank pumps as needed. This operational behavior ensures that the center tank fuel is utilized to balance the aircraft's weight distribution optimally and maintain proper fuel flow to the engines. The automated function of the pumps is critical for managing fuel balance and ensuring that fuel is available when it is most crucial for flight stability and performance. By running the pumps only when necessary, the system conserves energy and minimizes the risk of fuel starvation to the engines. This logic helps pilots maintain control and safety during critical phases of flight.

5. In flight, with only one engine generator operating, how is the electrical system configured?

- A. The AC ESS SHED bus is automatically shed.
- B. The main galley power supply is automatically shed.**
- C. The RAT powers the ESS buses.
- D. The ESS TR powers the DC ESS bus.

The correct answer highlights that when only one engine generator is operational, the main galley power supply is automatically shed to prioritize the electrical load on the aircraft. In this situation, the aircraft's electrical management system must ensure that essential systems remain functional while reducing demand on the single available generator. Under normal conditions, both engine generators supply power to various electrical buses, but if only one is working, there is a need to limit non-essential loads. Shedding the main galley power, which typically has a higher electrical demand, helps preserve power for more critical systems like flight instruments, navigation, and control systems that are vital for safe operation of the aircraft. This operation aligns with the aircraft's design to enhance safety and reliability in situations where power supply is compromised.

6. When N2 increases to greater than ____ percent, the FADEC no longer monitors start parameters.

- A. 20
- B. 30
- C. 50**
- D. 62

The correct answer is based on the operational characteristics of the Full Authority Digital Engine Control (FADEC) system used in the A320. Specifically, when the N2 (the engine's high-pressure rotor speed) exceeds 50 percent, the FADEC determines that the engine is successfully started and transitions from monitoring start parameters to normal operational parameters. This threshold is significant because during the engine start process, the FADEC closely monitors certain parameters, such as N2, to ensure that the engine is starting correctly. If any anomalies or issues occur during the start, the FADEC can make decisions to abort the start to prevent potential damage or failure. Once N2 reaches above the 50 percent mark, the assumption is that the engine's start sequence is complete, and normal operational oversight can take over without the necessity for intense monitoring of start parameters. Reaching N2 above this rate indicates that the engine has stabilized in its operation, moving beyond the critical start phase where precise control and monitoring are essential. This is why it's key to understand the context of FADEC functions and engine operating parameters during different phases of engine operation.

7. Speed brake extension is inhibited when?

A. High speed protection is active

B. In flaps configuration full

C. In flaps configuration 3

D. In alternate law

When the airplane is in the full flaps configuration, the extension of the speed brakes is inhibited to ensure aircraft stability and safety during landing and approach phases. Full flaps are typically used at lower speeds to increase lift and drag, which are crucial when the aircraft is in landing configuration. Allowing speed brakes to extend in this setting could lead to undesirable aerodynamic effects, such as increased drag and potential changes in airflow, which might destabilize the aircraft during critical phases of flight. In contrast, under high-speed conditions, certain protections may indeed restrict speed brake use, but that is not directly related to the flap configuration. Similarly, while configurations with flaps at position 3 may have certain operational parameters, they do not impose the same restriction as the full-flaps setting. Lastly, being in alternate law does influence the aircraft's flight envelope and protections, but it doesn't specifically inhibit speed brake extension related to flap configuration.

8. What is the function of the over-pressure burst disk in the vent surge and inner wing tank?

A. Contaminates the fuel system if ruptured

B. Affects the structural integrity of the airplane if ruptured

C. Ruptures if internal and external pressure differential exceeds a predetermined level

D. Leaks fuel onto the ground if ruptured

The over-pressure burst disk in the vent surge and inner wing tank serves a critical safety function by rupturing when the internal and external pressure differential exceeds a predetermined level. This design prevents excessive pressure build-up within the fuel tank, which could lead to structural failure or other hazardous conditions. By ensuring that pressure does not exceed safe limits, the burst disk effectively protects the integrity of the fuel system and the aircraft as a whole while allowing for safe fuel expansion and contraction due to temperature changes. This mechanism is essential in maintaining the aircraft's operational safety, as excessive pressure could lead to disastrous consequences. In contrast, options related to contamination of the fuel system or structural integrity would not accurately describe the primary function of the burst disk, which is focused on managing pressure differentials rather than causing damage. Similarly, a burst disk leaking fuel onto the ground does not align with its intended purpose, which is to release pressure safely rather than allowing fluid to escape unintentionally.

9. How is the autothrust system armed on the ground?

- A. By setting the thrust levers to FLX with no FLEX temperature
- B. By setting the thrust levers to FLX with a FLEX temperature entered**
- C. By setting thrust levers to CLB
- D. By setting thrust levers above IDLE

The autothrust system is armed on the ground by setting the thrust levers to FLX with a FLEX temperature entered. When the thrust levers are positioned in the FLX range with an appropriate FLEX temperature, the autothrust system anticipates the use of managed thrust during takeoff. This allows the autothrust system to control the thrust delivered during the initial climb, taking into account the performance characteristics defined by the entered FLEX temperature. The FLEX temperature is crucial as it allows the aircraft to take off with reduced thrust, which is beneficial for engine management and to maximize performance under certain conditions such as longer runways or favorable weight scenarios. By contrast, thrust lever positions that are either set to CLB or above IDLE do not arm the autothrust system in the manner required for takeoff performance optimization as these settings are reserved for different phases of flight where full climb power or thrust retardation is anticipated.

10. 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.

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!

SAMPLE