A320 Systems Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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 **15**

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. How many onboard sources of AC power are available?

A. Three

B. Five

C. Six

D. Four

2. Will the APU starter engage before the FLAP OPEN annunciation appears on the ECAM APU page?

A. No

B. Yes

C. Sometimes

D. Not specified

3. Which Spoiler panels are deployed as speedbrakes?

A. 1,2, and 3

B. 2,3, and 4

C. 1,3, and 4

D. 1,2,4

4. All TA aural alerts are inhibited below _____ AGL when ascending.

A. 400'

B. 800'

C. 1000'

D. 600'

5. Which stage of bleed air is the normal supply to the pneumatic system?

A. HP

B. LP

C. IP

D. AP

6. Can the aircraft be refueled when only battery power is available?

A. No

B. Yes

C. Only with a GPU

D. Only if external power is active

7. Which statement about the Emergency Lights is true?

A. They can be activated only if the Emer Light Switch is ON.

B. They are powered by the DC SHED ESS BUS.

C. The F/A switch can activate them regardless of the Emer Light Switch position.

D. They require external power to operate.

8. Which device powers essential busses in an emergency?

A. The Emergency Generator

B. The APU

C. The Main Battery

D. The Ground Service Bus

9. Is the anti-skid able to operate when braking is provided by the accumulator?

A. No

B. Yes

C. Only if a wheel is spinning

D. Only in flight

10. Pilot inputs to the FCU are considered what type of inputs?

A. Selected

B. Managed

C. Autotuned

D. Manual

Answers

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

Explanations

1. How many onboard sources of AC power are available?

A. Three

B. Five

C. Six

D. Four

AC power on the A320 is provided by multiple onboard sources to ensure essential systems stay powered even if one source fails. There are two engine-driven generators, one on each engine, delivering main AC power. In addition, an APU generator provides another onboard AC source. Then, there are two AC inverters that convert DC power from the aircraft's DC system into 115V AC at 400 Hz to supply power when the main sources aren't available. Counting these gives five onboard sources of AC power. External ground power is not included in this onboard count, and emergency devices like a ram air turbine aren't part of the normal onboard sources count.

2. Will the APU starter engage before the FLAP OPEN annunciation appears on the ECAM APU page?

A. No

B. Yes

C. Sometimes

D. Not specified

The APU start sequence is protected by interlocks with the flap system. The ECAM APU page not only shows the APU status but also uses flap status as a gate for starting. The FLAP OPEN annunciation signals that the flap system has reached a safe state, and only after that confirmation does the APU start circuit become allowed to engage. So, in normal operation the APU starter will not engage before you see the FLAP OPEN annunciation. This is why the correct choice is that the starter will not engage prior to that annunciation. If the starter were to engage before the annunciation, that would indicate a fault in the interlock logic.

3. Which Spoiler panels are deployed as speedbrakes?

A. 1,2, and 3

B. 2,3, and 4

C. 1,3, and 4

D. 1,2,4

Spoilers that serve as speedbrakes are the wing panels that rise to spoil lift and create drag. On the A320, the middle three spoiler panels are the ones activated as speedbrakes in flight. The innermost spoiler is configured primarily for lift-dump on the ground and isn't used as a speedbrake during flight. That's why the correct combination is the middle three panels. The other options would include or exclude the wrong panel, which doesn't match how the system is designed to work.

4. All TA aural alerts are inhibited below _____ AGL when ascending.

A. 400'

B. 800'

C. 1000'

D. 600'

During TCAS operation, there are two alert types: TA, which briefly informs you that nearby traffic is present, and RA, which gives immediate guidance to avoid a collision. When the aircraft is in a climb, TA alerts are suppressed until you reach a small height above the ground. This keeps you from being overwhelmed by traffic advisories during the critical takeoff and initial climb, where attention is focused on flight path and engine performance, while still allowing urgent RA warnings to surface if a collision risk exists. The fixed low-altitude threshold is chosen to balance reducing nuisance alerts with maintaining safety, so you aren't distracted by non-critical traffic information during ascent, but still receive prompt action-ready alerts if needed.

5. Which stage of bleed air is the normal supply to the pneumatic system?

A. HP

B. LP

C. IP

D. AP

Mid-stage bleed air is used as the normal supply for the pneumatic system. On the A320, the environmental control and pneumatic distribution are designed to run with bleed air from the intermediate-pressure (IP) bleed source, which provides the right balance of pressure and temperature for the packs and other pneumatic consumers. High-pressure bleed air is generally reserved for tasks that need higher pressure (such as engine start and some anti-ice functions), so it isn't the normal supply. Low-pressure bleed air would not meet the pressure needs of the packs. The system can switch to HP bleed or APU bleed if IP bleed isn't available, but IP bleed is the standard source during normal operations.

6. Can the aircraft be refueled when only battery power is available?

A. No

B. Yes

C. Only with a GPU

D. Only if external power is active

Power comes from the aircraft's electrical system, and the fuel pumps are electric devices fed from that system. The wing fuel pumps can be powered by the essential DC bus, which in turn can be supplied by the battery when there are no engine generators, APU, or external power available. Because of this, refueling can be carried out with only battery power on board—the pumps will run and deliver fuel even without GPU or external power. External power or a GPU isn't strictly required for refueling, although they can provide faster pumping or support other systems during the operation.

7. Which statement about the Emergency Lights is true?

A. They can be activated only if the Emer Light Switch is ON.

B. They are powered by the DC SHED ESS BUS.

C. The F/A switch can activate them regardless of the Emer Light Switch position.

D. They require external power to operate.

The key idea is that emergency lighting can be activated independently of the main emer light control. On an A320, the Flight Attendant switch provides a manual override that can switch on the emergency lighting even if the Emer Light Switch is not in the ON position. This ensures immediate illumination of the cabin and escape routes during an evacuation, regardless of the position of the regular emer lights control or the status of normal power. In addition, the emergency lights are backed by their own emergency power sources (so they can operate during a power failure for a limited time), which is why external power isn't required in an emergency. Statements about activation being limited to the Emer Light Switch or about powering specifically from the DC shed essential bus distract from the override capability and the emergency power design, which is why the override by the F/A switch is the true point.

8. Which device powers essential busses in an emergency?

A. The Emergency Generator

B. The APU

C. The Main Battery

D. The Ground Service Bus

In an electrical emergency, critical systems are kept alive by a dedicated power source that automatically feeds the essential buses. This Emergency Generator is designed to stay connected to the essential buses even if the main power sources fail, so important flight instruments, avionics, and controls remain powered. The APU or main battery can support power in other contexts, but the essential buses rely on that specific emergency generator to ensure reliability when the normal generators are unavailable. Ground service power is only for maintenance on the ground and does not cover the essential buses in flight.

9. Is the anti-skid able to operate when braking is provided by the accumulator?

A. No

B. Yes

C. Only if a wheel is spinning

D. Only in flight

Anti-skid needs a continuous hydraulic pressure source to modulate brake pressure based on wheel-speed signals. That pressure is normally supplied by the hydraulic pumps; the accumulator only provides a finite stored energy reserve for brief braking, not a sustained, controllable pressure source. So when braking is provided solely by the accumulator, there isn't enough continuous pressure for the anti-skid system to operate, and it cannot function.

10. Pilot inputs to the FCU are considered what type of inputs?

A. Selected

B. Managed

C. Autotuned

D. Manual

Pilot inputs to the FCU are considered selected inputs because you directly choose the target values (speed, heading/track, altitude) on the FCU knobs. These selected values are what the automatic flight control system will follow when you enable the appropriate autopilot or flight director modes. In contrast, when the system is in managed mode, the targets are computed by the flight management system from the route and constraints, and the FCU simply reflects those computed targets rather than the pilot's manual values. Autotuned isn't a standard term here, and while you could describe the act as manual input, the formal term for pilot-determined targets on the FCU is selected.

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://a320systems.examzify.com

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