

A320 SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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

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1. On an ACP, how many radios can be selected for transmission at one time?
 - A. Two
 - B. Three
 - C. Four
 - D. One

2. In a dual autopilot configuration, with AP1 and AP2 active, which statement is true about signal sources to autopilots?
 - A. Autopilots receive signals from both FMGCs
 - B. Autopilots receive signals from FMGC 1 only
 - C. Autopilots receive no FMGC signals
 - D. Autopilots receive signals from FMGC 2 only

3. The target airspeed on this frame is a _____ speed.
 - A. managed
 - B. selected
 - C. reference
 - D. computed

4. Which parameter is displayed on the ECAM ENGINE page and on the ECAM cruise page?
 - A. Fuel quantity
 - B. Engine oil quantity
 - C. Oil pressure
 - D. N2 speed

5. Which panel can be used to make passenger address calls?
 - A. ACP
 - B. MCDU
 - C. FCU
 - D. ND

6. Using the manual start for an engine, how many igniters will activate?
- A. One
 - B. Two
 - C. Three
 - D. Four
7. With AP1 and AP2 engaged for a dual channel approach, which FMGC is the master?
- A. FMGC 2
 - B. Either FMGC can be master
 - C. Neither FMGC is master
 - D. FMGC 1
8. What is the normal method to select a VOR station on a Boeing 320 cockpit?
- A. Entry to the radio nav page of the MCDU
 - B. RMP tuning
 - C. ND tuning
 - D. ECAM navigation page
9. If External Power is available and EXT PWR is ON, what happens to the APU power source?
- A. It is disconnected
 - B. It remains connected
 - C. It supplies APU as well
 - D. It starts the APU
10. What is the normal mode that displays on the GPS MONITOR page?
- A. GPS NAV
 - B. NAV
 - C. FPL
 - D. MON

Answers

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

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Explanations

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1. On an ACP, how many radios can be selected for transmission at one time?

- A. Two
- B. Three
- C. Four
- D. One**

The transmitting path on the ACP is single-channel. Only one radio can be selected for transmission at any moment because the microphone signal is routed to one chosen radio through the transmit selector. You can listen to or monitor multiple radios simultaneously, but your voice is sent to only the radio you've selected for transmission. This design prevents cross-talk and ensures your message goes to the intended frequency. So, even though you might hear communications on several radios, you can speak to just one at a time.

2. In a dual autopilot configuration, with AP1 and AP2 active, which statement is true about signal sources to autopilots?

- A. Autopilots receive signals from both FMGCs**
- B. Autopilots receive signals from FMGC 1 only
- C. Autopilots receive no FMGC signals
- D. Autopilots receive signals from FMGC 2 only

Redundancy in signal sources to autopilots means both FMGCs feed AP1 and AP2. The flight guidance commands that steer the aircraft come from the FMGCs, and in a dual autopilot setup these data streams are provided to both autopilots, allowing either AP to use guidance from either FMGC. This setup lets the system continue to provide valid commands if one FMGC or its path fails, and it also allows cross-checking between the two sources for consistency. Feeding only one FMGC would create a single point of failure, and there will still be FMGC input to the autopilots under normal operation.

3. The target airspeed on this frame is a _____ speed.

- A. managed
- B. selected**
- C. reference
- D. computed

In this scenario, the key idea is how the A320 determines the speed the autothrust should aim for. There are two ways: the flight management system can manage the speed automatically along the flight plan, or the pilot can manually set a speed using the speed selector, which becomes the target the auto-thrust tries to hold. Since the frame shows the pilot has chosen a specific speed value on the FCU, the target airspeed is the selected speed. The other terms describe different ways the system might determine speed (managed by the FMS, a computed value, or a reference metric), but they are not the manually chosen target being displayed here.

4. Which parameter is displayed on the ECAM ENGINE page and on the ECAM cruise page?

- A. Fuel quantity
- B. Engine oil quantity**
- C. Oil pressure
- D. N2 speed

The main idea here is that some engine health indicators are kept visible across different ECAM views so you can monitor key values without switching screens. Engine oil quantity is displayed on both the ECAM ENGINE page and the ECAM cruise page because oil level is a critical metric for engine lubrication and safety, and you want quick, constant visibility of it no matter which page you're looking at. On the engine page you're focused on the engine's health and performance, so you'll see oil-related data there, including the quantity, to gauge how much oil remains and to spot any unusual changes. When you switch to the cruise page, the system overview shifts to a broader status of critical systems during cruise flight, and engine oil quantity is still shown so you can confirm the oil level is within limits without toggling back to the engine-specific view. This continuity helps you assess overall engine condition during different flight phases. The other parameters listed don't share that same cross-page visibility. For example, many engine-specific indicators like N2 speed or oil pressure are primarily shown on the engine page, while fuel quantity is presented in the cruise/overall fuel pages rather than as a per-engine oil value.

5. Which panel can be used to make passenger address calls?

- A. ACP**
- B. MCDU
- C. FCU
- D. ND

Passenger address calls come from the Audio Control Panel. The ACP is the cockpit/cabin audio hub: it lets you select the PA function, choose the microphone source, adjust volume, and route announcements to the cabin (and to specific zones if equipped). The other panels are for data management (MCDU), autopilot/flight guidance (FCU), or navigation display (ND) and do not provide PA capabilities. So, to address passengers, you use the Audio Control Panel.

6. Using the manual start for an engine, how many igniters will activate?

- A. One
- B. Two**
- C. Three
- D. Four

Two igniters are activated. The A320 engine ignition system uses a pair of igniters, and when you select manual start, both ignition circuits are energized to provide a reliable light-off. This redundancy helps ensure the engine lights reliably under varying conditions. There aren't more than two igniters, and operating with just one would reduce reliability, which is why the manual start energizes both.

7. With AP1 and AP2 engaged for a dual channel approach, which FMGC is the master?

- A. FMGC 2
- B. Either FMGC can be master
- C. Neither FMGC is master
- D. FMGC 1**

In a dual-channel setup with AP1 and AP2 engaged, one FMGC serves as the authoritative source for all navigation and guidance data. FMGC 1 is the master, computing the flight plan, navigation data, and performance calculations, and then delivering the guidance signals to both autopilots. FMGC 2 acts as a backup that mirrors data and cross-checks, ready to take over if needed. This arrangement keeps the guidance coherent and ensures continuity of control if a fault occurs.

8. What is the normal method to select a VOR station on a Boeing 320 cockpit?

- A. Entry to the radio nav page of the MCDU**
- B. RMP tuning
- C. ND tuning
- D. ECAM navigation page

In the A320, the normal way to select and tune a VOR is through the MCDU's Radio Navigation page. This page is the standard interface for configuring the NAV radios and loading navigation aids into the system. By entering the VOR's frequency (or selecting the station from the database) on this page, the corresponding NAV radio is tuned, the VOR data is coupled to the flight plan and the active navigation source, and the bearing information appears on the navigation display for guidance. This integrated workflow keeps tuning coordinated with the FMS, autopilot, and planned route. Using the Radio Management Panel directly is possible as a manual method, but it isn't the typical flow for normal navigation tuning since it's more separate from the FMS and flight plan. Tuning via the ND or ECAM pages doesn't actually select a station—it only affects display or system information, not the nav radios themselves.

9. If External Power is available and EXT PWR is ON, what happens to the APU power source?

- A. It is disconnected**
- B. It remains connected
- C. It supplies APU as well
- D. It starts the APU

When external power is available and the EXT PWR switch is ON, external power takes priority and is connected to the aircraft's electrical network. The APU generator is then automatically isolated from the electrical buses, so it does not feed power into the system. This keeps power sources from paralleling and ensures a stable, single source for the buses. The APU itself may still be running for other purposes, but its electrical power source is disconnected from the buses.

10. What is the normal mode that displays on the GPS MONITOR page?

A. GPS NAV

B. NAV

C. FPL

D. MON

On the GPS Monitor page, the mode shown reflects how navigation data are being used for guidance. In normal operation, the system is actively navigating along the active route using GPS data, which is labeled NAV. This indicates the FMS is tracking position, computing the course, and providing guidance to the flight path. The other options correspond to alternative display states—flight plan display (FPL), a monitoring/diagnostic state (MON), or a different label used in other contexts (GPS NAV)—while the GPS Monitor page uses NAV to indicate standard navigation. So NAV is the best fit for the normal display.

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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!

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