

A321 KNOWLEDGE SKILLS VERIFICATION (KSV) PRACTICE EXAM (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

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1. Where is Lav L located on A321E?

- A. By row 26
- B. By row 12
- C. By row 30
- D. By row 18

2. What is the CG range concept for the A321?

- A. The CG must stay within forward and aft limits to maintain stability and controllability; fuel and payload distribution influence CG
- B. The CG can be anywhere as long as weight is within maximum takeoff weight
- C. The CG is fixed after loading
- D. The CG only affects rate of climb

3. During landing with imbalanced wing tanks, what action is taken?

- A. Fuel is crossfed to balance tanks
- B. Land immediately
- C. Ignore imbalance
- D. Increase thrust to the ground speed

4. During an ECAM abnormal, which approach best ensures safe flight?

- A. Treat the fault alone and not communicate.
- B. Ignore it to avoid stress.
- C. Follow the QRH for the fault and ignore additional ECAM messages.
- D. Identify affected systems, follow the recommended actions, monitor for new messages, and adjust the flight plan as needed.

5. In which scenario does comprehensive KSV knowledge pay off most?

- A. Abnormal or degraded conditions
- B. Routine takeoffs only
- C. Nighttime operations only
- D. Ground operations only

- 6. Lav H placement is identified by which row on A321T?**
- A. By row 7
 - B. By row 6
 - C. By row 3
 - D. By row 8
- 7. What is the minimum crew on A321?**
- A. 4
 - B. 3
 - C. 5
 - D. 6
- 8. What do you do if slide pack falls into cabin?**
- A. Let it stay
 - B. Return to slide compartment
 - C. Notify captain only
 - D. Push or kick it out of the aircraft
- 9. Where is Manual inflation handle located on the A321 at 2L/R and 3L/R?**
- A. Inside the slide pack
 - B. Behind a clear protective cover on the upper right corner of the door frame
 - C. On the outside of the door
 - D. Under the floor
- 10. Identify the row reference for Lav H on the A321T.**
- A. By row 4
 - B. By row 2
 - C. By row 6
 - D. By row 11

Answers

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

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Explanations

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1. Where is Lav L located on A321E?

- A. By row 26
- B. By row 12
- C. By row 30
- D. By row 18

Lav L is the left-hand lavatory in the aft section of the A321E, located adjacent to the aft galley and aligned with row 26. The L designation indicates the left side, and in this cabin layout the aft galley sits near that area, placing the left lav by row 26. This common arrangement means the left lavatory isn't near the front or the wing areas, but specifically by that rear-row zone, which is why the correct location is by row 26.

2. What is the CG range concept for the A321?

- A. The CG must stay within forward and aft limits to maintain stability and controllability; fuel and payload distribution influence CG
- B. The CG can be anywhere as long as weight is within maximum takeoff weight
- C. The CG is fixed after loading
- D. The CG only affects rate of climb

The CG range concept is about keeping the aircraft's center of gravity within defined forward and aft limits to guarantee stable, controllable flight. The position of the CG is determined by how weight is distributed—fuel, passengers, baggage, and cargo all shift the moment about the aircraft. For the A321, these limits are specified to ensure adequate elevator effectiveness, predictable pitch behavior, and safe handling across the flight envelope. As fuel is burned and payload shifts during flight, the CG moves, so the limits are designed to accommodate that movement and keep handling within safe margins from takeoff through landing. That's why staying within the forward and aft CG limits, with the distribution of fuel and payload taken into account, is essential. The other statements miss key aspects: CG location matters even if weight is within maximum takeoff weight; it is not fixed after loading, since fuel burn and loading can change it; and CG influences more than just rate of climb, affecting stability, control authority, stall characteristics, and overall handling.

3. During landing with imbalanced wing tanks, what action is taken?

- A. Fuel is crossfed to balance tanks
- B. Land immediately
- C. Ignore imbalance
- D. Increase thrust to the ground speed

When landing with one wing holding more fuel than the other, the important step is to use the crossfeed system to transfer fuel from the heavier wing to the lighter wing. This balances the lateral weight distribution, which helps prevent an unwanted roll and keeps the airplane within safe handling and center-of-gravity limits for the landing. Crossfeeding is done by opening the crossfeed valve so fuel can move between the wing tanks, and you monitor the balance until it's within the allowable limit for landing. Once balanced, you proceed with the approach and landing as normal. Increasing thrust to affect ground speed won't address the fuel imbalance, and ignoring the imbalance or landing immediately without balancing can lead to controllability issues.

4. During an ECAM abnormal, which approach best ensures safe flight?

- A. Treat the fault alone and not communicate.
- B. Ignore it to avoid stress.
- C. Follow the QRH for the fault and ignore additional ECAM messages.
- D. Identify affected systems, follow the recommended actions, monitor for new messages, and adjust the flight plan as needed.**

The main idea is to manage an ECAM abnormal by using a structured, proactive approach: identify affected systems, follow the recommended actions, monitor for new messages, and adjust the flight plan as needed. ECAM messages are designed to guide you through abnormal conditions with prioritized steps and system status, so sticking to those procedures helps ensure the aircraft remains controllable and you're prepared for potential changes in performance or diversion needs. Why this approach is best: Following the ECAM and QRH actions gives you validated, aircraft-approved steps tailored to the specific faults. It helps you address the actual degraded capabilities without missing related issues that can evolve, reduces crew workload by providing clear instructions, and keeps you aware of new information as the situation develops. Monitoring for new messages ensures you catch cascading faults early and can adapt the plan—such as changing altitude, speed, or diverting to an appropriate airport—before conditions worsen. Other options don't support safe flight. Treating the fault in isolation and not communicating increases workload on the crew and can lead to missed coordination or overlooked impacts on other systems. Ignoring it to reduce stress sacrifices situational awareness and can let a developing problem go unchecked. Following only the fault's actions while ignoring additional ECAM messages risks missing cascading faults or degraded performance that would necessitate a different or expanded response.

5. In which scenario does comprehensive KSV knowledge pay off most?

- A. Abnormal or degraded conditions
- B. Routine takeoffs only**
- C. Nighttime operations only
- D. Ground operations only

Having thorough KSV knowledge pays off most during routine takeoffs because this is the phase you perform most often, so the benefit of knowing every step inside and out becomes most evident. In a routine takeoff, the flight crew relies on a precise sequence of configurations, checklist items, and automated systems interactions. When you truly know each action, you execute smoothly, verify that everything is in the correct state, and can quickly confirm that the airplane is behaving as expected. That depth of understanding also helps you notice small inconsistencies or subtle cues that could indicate a hidden issue, allowing you to address them before they matter. While abnormal or degraded conditions certainly benefit from comprehensive knowledge, those scenarios are encountered less frequently, so the payoff is distributed over fewer events. Nighttime and ground operations involve their own specialized procedures, but the reason routine takeoffs stand out here is their high frequency—consistent, correct performance in the most common phase builds a strong safety margin and keeps you ready to handle surprises without hesitation.

6. Lav H placement is identified by which row on A321T?

- A. By row 7
- B. By row 6**
- C. By row 3
- D. By row 8

On the A321T, each lavatory's location is tied to a specific row in the cabin plan, so crew can locate it quickly by referring to the row number. Lavatory H corresponds to the row six position in the standard A321T layout. This row-based mapping is what identifies where Lav H is located, making row six the reference point for that particular lavatory. The other row numbers would map to different lavs or sections, so they don't describe Lav H's placement.

7. What is the minimum crew on A321?

- A. 4**
- B. 3
- C. 5
- D. 6

The minimum crew reflects the two essential pilots plus the baseline cabin crew needed for safety and evacuation readiness. Regulations require two pilots in the cockpit, and, for standard A321 operations, at least two cabin crew are required to supervise passengers, assist with doors, and manage an orderly evacuation if needed. Add those together and four people is the smallest crew that can legally operate an A321 in normal service. Airlines may carry more crew on busier routes or in higher-density configurations, but four is the baseline minimum.

8. What do you do if slide pack falls into cabin?

- A. Let it stay
- B. Return to slide compartment
- C. Notify captain only
- D. Push or kick it out of the aircraft**

The situation tests how you handle an item that has intruded into the cabin but belongs in a fixed position near the exit. A slide pack belongs in its door compartment, and having it loose in the cabin can obstruct an evacuation or cause unintended deployment of the slide. The appropriate action is to return the slide pack to its compartment, re-seat it if safe, and ensure the door is properly secured. This keeps the exit path clear and preserves the integrity of the emergency system. Leaving it where it is creates a hazard, and simply notifying the captain or pushing it out of the aircraft could cause more danger or improper operation. If you can't safely re-seat it, inform the captain and follow established procedures.

9. Where is Manual inflation handle located on the A321 at 2L/R and 3L/R?

- A. Inside the slide pack
- B. Behind a clear protective cover on the upper right corner of the door frame**
- C. On the outside of the door
- D. Under the floor

The manual inflation handle is placed for quick crew access from inside the cabin, yet protected from accidental operation. For the A321 doors 2 left/right and 3 left/right, it sits inside the door frame at the upper right corner, behind a clear protective cover. This location lets crew quickly locate and pull the handle to inflate the slide manually if automatic deployment doesn't occur, while the cover prevents inadvertent pulling during normal operations. It isn't inside the slide pack, on the outside of the door, or under the floor, which would either hide it or expose it to passengers. To deploy manually, remove the protective cover and pull the handle.

10. Identify the row reference for Lav H on the A321T.

- A. By row 4
- B. By row 2
- C. By row 6**
- D. By row 11

On the A321T, lavatories are shown on the cabin layout with both a letter and the row it aligns with. To find the row reference for Lav H, you look at where Lav H is placed on that layout and note the row it sits beside. Lav H is aligned with row six, so the row reference is six. This labeling helps crew locate lavatories quickly during service and procedures.

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://a321ksv.examzify.com>

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

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