A321 KNOWLEDGE SKILLS VERIFICATION (KSV) PRACTICE EXAM (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. 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

2. Passenger configuration on the A321K/R?

A. 180 (18 FC, 162 MC)

B. 190 (20 FC, 170 MC)

C. 200 (20 FC, 180 MC)

D. 210 (20 FC, 190 MC)

3. If the NAV data mismatch occurs during flight, what is the recommended action?

A. Continue as planned and ignore the mismatch.

B. Turn off navigation systems.

C. Reboot the FMS and try again.

D. Verify navigation data status, consult maintenance, and update data as required.

4. How many hydraulic systems, and what are HYD 1/2 and HYD 3 roles?

A. Three independent hydraulic systems: HYD 1, HYD 2, HYD 3; HYD 1 and HYD 2 primarily power primary flight controls; HYD 3 powers secondary surfaces and certain actuators

B. Two systems; HYD 1/2 power primary flight controls; HYD 3 powers secondary surfaces

C. Four independent hydraulic circuits; HYD 1/2 for landing gear; HYD 3 for brakes

D. Three independent hydraulic systems; HYD 1 powers air conditioning; HYD 2 powers elevators; HYD 3 powers spoilers

5. Which variant has AAPs located at 2L and 4L?

A. A321S

B. A321E

C. A321T

D. A321K/R

6. What is FA3 exit responsibility on the A321K/R?

A. 3L primary, 3R secondary

B. 1R primary, 1L secondary

C. 2R as primary, 2L secondary

D. 2L primary, 2R secondary

7. Which statement about anti-ice indicators is correct?

A. They depend on weather information, icing forecasts, and warnings

B. They are solely based on pilot judgment

C. They are not monitored during flight

D. They are only checked on the ground

8. In an evacuation scenario, what action should you take if the slide pack is found in the cabin after evacuation?

A. Push or kick it out of the aircraft

B. Notify Captain Only

C. Leave it for maintenance

D. Attempt to repack it yourself

9. How do you maintain situational awareness in IMC on the A321?

A. Rely on outside references and pilot's observation.

B. Rely on PFD/ND and ECAM for guidance, adhere to the programmed route, and maintain coordination with ATC and the crew.

C. Ignore ECAM and rely solely on ATC instructions.

D. Remove all cockpit instrumentation to reduce workload.

10. 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

Answers

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

Explanations

1. 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.

2. Passenger configuration on the A321K/R?

A. 180 (18 FC, 162 MC)

B. 190 (20 FC, 170 MC)

C. 200 (20 FC, 180 MC)

D. 210 (20 FC, 190 MC)

The main idea here is how two-class seating is balanced on the A321K/R. This variant is configured to carry a total of 190 passengers, with a 20-seat front cabin and 170 seats in the main cabin. That split gives a modest premium section upfront while maximizing density in the main cabin, which is a common trade-off operators choose for this aircraft type. Other options would change the total capacity or the distribution between front and main cabins in a way that doesn't match the typical K/R layout: either reducing the overall seats or shifting more seats into the main cabin, which isn't the standard configuration for this variant.

3. If the NAV data mismatch occurs during flight, what is the recommended action?

A. Continue as planned and ignore the mismatch.

B. Turn off navigation systems.

C. Reboot the FMS and try again.

D. Verify navigation data status, consult maintenance, and update data as required.

The action tests how to respond to a NAV data mismatch during flight. A NAV data mismatch means the navigation database used by the aircraft's systems does not align with the current, valid data. The correct approach is to verify the navigation data status, involve maintenance, and update the data as required. This ensures the FMS and onboard navigation reference the same up-to-date cycle, reducing the risk of incorrect routing or guidance. The typical flow is to check the data status in the system, confirm what cycle is loaded and whether any validation flags are present, then coordinate with maintenance to obtain and install the correct data set and recheck that the status becomes OK. After an update, the data should be verified again to confirm consistency and accuracy before continuing normally. Choosing to ignore the mismatch or to take a quick reboot or turn-off of navigation systems does not fix the underlying data problem and can leave navigation guidance unreliable. Ignoring it could lead to navigation errors, while turning off navigation systems or rebooting without proper validation may compromise situational awareness and flight safety.

4. How many hydraulic systems, and what are HYD 1/2 and HYD 3 roles?

A. Three independent hydraulic systems: HYD 1, HYD 2, HYD 3; HYD 1 and HYD 2 primarily power primary flight controls; HYD 3 powers secondary surfaces and certain actuators

B. Two systems; HYD 1/2 power primary flight controls; HYD 3 powers secondary surfaces

C. Four independent hydraulic circuits; HYD 1/2 for landing gear; HYD 3 for brakes

D. Three independent hydraulic systems; HYD 1 powers air conditioning; HYD 2 powers elevators; HYD 3 powers spoilers

Three independent hydraulic systems provide redundancy for flight control and other essential functions. HYD 1 and HYD 2 power the primary flight controls—ailerons, elevator, and rudder—so you maintain control authority even if one system is lost. HYD 3 powers secondary surfaces and certain actuators, such as spoilers and other non-primary control devices, ensuring those surfaces still operate when the primary systems are not available. The HYD 1/2 designation reflects that the primary controls can be driven by either HYD 1 or HYD 2, offering continued control as long as at least one of those systems remains pressurized. This separation enhances safety by not tying all critical surfaces to a single hydraulic source.

5. Which variant has AAPs located at 2L and 4L?

A. A321S

B. A321E

C. A321T

D. A321K/R

AAPs are service access panels that sit in fixed locations dictated by how the aircraft's systems, doors, and cabin furniture are laid out in each variant. The placement is driven by engineering design to give maintenance access without interfering with seats, galleys, or exits. In the A321T configuration, the left-side structure and door/galleys arrangement place the required service access panels at the 2L and 4L positions. That specific cabin/layout combination is what makes 2L and 4L the locations for AAPs in this variant. Other variants have different door and galley layouts, so their AAPs end up in different positions.

6. What is FA3 exit responsibility on the A321K/R?

A. 3L primary, 3R secondary

B. 1R primary, 1L secondary

C. 2R as primary, 2L secondary

D. 2L primary, 2R secondary

Exit responsibilities are set so that someone is always near each exit to guide passengers and operate the door during an evacuation. On the A321K/R, FA3 is assigned to the middle door pair, providing central coverage for rapid egress. The door on the right side of the middle pair is the primary, with the door on the left side of that same pair as the secondary. This arrangement makes the best use of FA3's position in the cabin, ensuring immediate control of the central exits and a coordinated flow of evacuees. The front and rear door pairs are covered by other flight attendants, so each exit has a dedicated supervisor during an emergency.

7. Which statement about anti-ice indicators is correct?

A. They depend on weather information, icing forecasts, and warnings

B. They are solely based on pilot judgment

C. They are not monitored during flight

D. They are only checked on the ground

Anti-ice indicators are driven by weather information, icing forecasts, and warnings. They are designed to reflect current and anticipated icing conditions and guide the crew on when to engage anti-ice systems. In flight, crews receive weather updates and ice warnings, and the aircraft's ice-detection and alert systems monitor conditions continuously. This means the indicators rely on external data and official warnings rather than being based solely on pilot judgment, and they are actively monitored during flight rather than only checked on the ground.

8. In an evacuation scenario, what action should you take if the slide pack is found in the cabin after evacuation?

A. Push or kick it out of the aircraft

B. Notify Captain Only

C. Leave it for maintenance

D. Attempt to repack it yourself

After evacuation, the priority is keeping the cabin safe and exits clear. A slide pack lying loose in the cabin is a potential tripping hazard and can interfere with the area around an exit or with rescue operations. Pushing or kicking it out of the aircraft quickly removes the hazard from the passenger area and helps ensure the exit remains unobstructed for anyone who might need to use it or for rescue teams outside. Notifying the Captain is important, but it doesn't remove the immediate danger of the slide pack inside the cabin. Leaving it for maintenance would delay safety and isn't something a crew member should do in an emergency. Repacking a slide is a job for trained personnel and doing it incorrectly could render the slide unsafe. So, the best action is to remove the slide pack from the cabin to keep the area safe and exit routes clear.

9. How do you maintain situational awareness in IMC on the A321?

A. Rely on outside references and pilot's observation.

B. Rely on PFD/ND and ECAM for guidance, adhere to the programmed route, and maintain coordination with ATC and the crew.

C. Ignore ECAM and rely solely on ATC instructions.

D. Remove all cockpit instrumentation to reduce workload.

Maintaining situational awareness in IMC on the A321 means building and maintaining a continuous, instrument-based picture of where you are and where you're going, using the aircraft's displays, automation, and crew communication. Rely on the Primary Flight Display for attitude, airspeed, and altitude, and the Navigation Display for the programmed route, waypoints, and nav data. Let the Flight Management System follow the route with the autopilot and flight directors providing guidance, so you can focus on monitoring the flight path and system status. The ECAM shows real-time system status, warnings, and recommended actions, helping you anticipate issues and follow checklists before they become problems. Stay coordinated with ATC and with the crew to confirm clearances, altitude assignments, and deviations, maintaining a shared mental picture of the flight path and cross-checking inputs and alerts. In IMC you don't rely on outside visuals or guesses; you rely on instruments and automation, guided by ECAM and the published route, with ongoing crew and ATC coordination.

10. 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.

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!