Aircraft Ground (EJet) – Breeze Practice Test (Sample)

Study Guide

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Questions

1. Where are the oxygen masks located in the EJet passenger cabin?

A. Underneath each seat

B. Above each seat row in the overhead bins

C. In the cockpit

D. At the front of the aircraft

2. What constitutes a 3 point briefing?

A. What, when, why

B. Where, when, how

C. Who, what, how

D. Where, what, why

3. How many total water shut off valves are available in the lavatory?

A. 1

B. 2

C. 3

D. 4

4. How many oxygen masks will drop in the lavatory?

A. 1

B. 2

C. 3

D. 4

5. How is primary flight control authority established in the EJets?

A. Through manual controls

B. Through the cockpit instrumentation

C. Through the flight control computers

D. Through pilot commands only

6. What is the role of the Flight Operations Manual (FOM)?

- **A. To define passenger service protocols**
- **B. To provide guidelines for emergency medical procedures**
- **C. To define operating procedures and guidelines for flight crews**
- **D. To outline aircraft design specifications**

7. What is the protocol for locking/unlocking the lavatory door?

- **A. Only the captain can unlock**
- **B. It can be locked from the outside**
- **C. It can only be knocked on**
- **D. It's always unlocked**

8. Which document must be on board at all times during flight?

- **A. The pilot's logbook**
- **B. The aircraft's maintenance history**
- **C. The aircraft's registration certificate**
- **D. The airworthiness directive**

9. What is the total number of exits on the aircraft?

- **A. 6**
- **B. 7**
- **C. 8**
- **D. 9**

10. Where are the water shutoffs located in the aircraft?

- **A. In the cockpit and galley**
- **B. 2 in lav, 2 in galley**
- **C. 1 in lav, 3 in galley**
- **D. 4 in lav**

Answers

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

Explanations

1. Where are the oxygen masks located in the EJet passenger cabin?

A. Underneath each seat

B. Above each seat row in the overhead bins

C. In the cockpit

D. At the front of the aircraft

The oxygen masks in the EJet passenger cabin are designed to be readily available for use in case of a sudden loss of cabin pressure. They are strategically located above each seat row in the overhead bins. This placement ensures that they are easily accessible to passengers during an emergency situation, allowing for rapid deployment when needed. In contrast, the other locations mentioned do not provide the same immediate access that is critical in emergencies. For example, having them underneath each seat could hinder quick retrieval during a stressful situation or when passengers are attempting to exit the aircraft. Storing them in the cockpit limits accessibility only to the flight crew, which is not suitable for passenger use. Keeping them at the front of the aircraft would also make them less accessible to those seated further back, potentially causing delays in usage during an urgent need. Therefore, their position above the seat rows balances safety with accessibility, ensuring a higher likelihood of quick access in emergencies.

2. What constitutes a 3 point briefing?

A. What, when, why

B. Where, when, how

C. Who, what, how

D. Where, what, why

The concept of a "3 point briefing" typically focuses on conveying essential information in a clear and concise manner. The correct choice, which includes the components 'where', 'when', and 'how', is particularly effective because it provides a comprehensive framework for understanding the context of a situation. - "Where" establishes the location, which is crucial for situating the briefing and understanding the environment in which the discussed scenario will take place. - "When" addresses the timing of the event or actions, offering clarity on the schedule and the urgency of the matter at hand. - "How" outlines the methods or processes that will be undertaken, enabling the audience to grasp the practical aspects involved. Together, these elements ensure that the briefing is not only informative but also actionable, allowing those involved to have a clear understanding of their roles and responsibilities in a given situation. The other choices do not offer the same comprehensive approach. They may miss critical components like the location or timing, which can lead to misunderstandings in operational contexts.

3. How many total water shut off valves are available in the lavatory?

A. 1

B. 2

C. 3

D. 4

The total number of water shut-off valves available in the lavatory is typically two. This configuration allows for both the hot and cold water lines to be controlled independently, providing maintenance personnel with the ability to isolate the water supply in case of a leak or when performing repairs without affecting other systems on the aircraft. Having two distinct valves enhances safety and operational flexibility, which is essential in an aircraft environment where quick responses to maintenance issues are critical. This design standard is common across many aircraft types in order to streamline maintenance procedures and ensure that water supply can be effectively managed.

4. How many oxygen masks will drop in the lavatory?

A. 1

B. 2

C. 3

D. 4

In most modern aircraft, the design is such that there are a specific number of oxygen masks provided for passenger safety in areas like the lavatories. Based on standard configurations and safety regulations, the correct answer reflects that typically two oxygen masks will deploy in the lavatory area. This is based on the rationale that the lavatory is often utilized by more than one passenger at a time, and providing two masks ensures that both individuals can have access to supplemental oxygen in the event of cabin depressurization, enhancing safety during emergencies. Each mask can be deployed independently, catering to the needs of two persons simultaneously. Understanding the specific number of oxygen masks in various aircraft configurations is crucial for ensuring that all passengers have adequate safety measures in place during emergency situations.

5. How is primary flight control authority established in the EJets?

A. Through manual controls

B. Through the cockpit instrumentation

C. Through the flight control computers

D. Through pilot commands only

In the EJets, primary flight control authority is established through the flight control computers. These computers are integral to the aircraft's fly-by-wire system, which replaces traditional mechanical linkages between the pilot and the aircraft's control surfaces with electronic interfaces. The flight control computers process pilot inputs, assess the current flight conditions, and then command the control surfaces accordingly to ensure safe and efficient flight handling. This system improves the aircraft's responsiveness and stability while also allowing for various protection modes, which can prevent situations like stalls or excessive bank angles. While manual controls and pilot commands play significant roles in operating the aircraft, they ultimately work in conjunction with the flight control computers, which interpret and execute the commands with precision based on the aircraft's status and parameters. Cockpit instrumentation provides vital data to pilots but does not directly establish control authority; it serves more to inform pilots rather than control the aircraft itself.

6. What is the role of the Flight Operations Manual (FOM)?

A. To define passenger service protocols

B. To provide guidelines for emergency medical procedures

C. To define operating procedures and guidelines for flight crews

D. To outline aircraft design specifications

The Flight Operations Manual (FOM) plays a crucial role in ensuring the safety and efficiency of flight operations by providing comprehensive guidelines and procedures specifically tailored for flight crews. It serves as a reference document that outlines standard operating procedures, as well as protocols for various types of situations that crews may encounter during flight, including normal operations, abnormal situations, and emergency conditions. This manual is essential for maintaining consistency and safety in flight operations, as it ensures that all flight crew members are trained on the same procedures and understand their roles and responsibilities. By adhering to the guidelines set forth in the FOM, flight crews can effectively manage the complexities of flight operations and enhance the overall safety of the airline. The other options pertain to specific areas outside the core purpose of the FOM. While passenger service protocols, emergency medical procedures, and aircraft design specifications are important aspects of airline operations, they do not fall under the primary function of the FOM, which is dedicated to operational procedures for flight crews.

7. What is the protocol for locking/unlocking the lavatory door?

A. Only the captain can unlock

B. It can be locked from the outside

C. It can only be knocked on

D. It's always unlocked

The chosen answer indicates that the lavatory door can be locked from the outside, which is a common feature for aircraft lavatories. This is important from a functionality and safety perspective, as it allows crew members to ensure privacy for passengers while using the lavatory. The ability to lock the door from the outside is typically intended for operational procedures, particularly when the aircraft is on the ground or during specific flight phases where access to the lavatories needs to be controlled. Locking the lavatory door helps prevent unauthorized entry when it is in use, thus respecting passengers' privacy and maintaining comfort. It is standard for aircraft design to include this feature so that flight attendants can manage the situation efficiently, addressing any emergencies if necessary. Other options describe scenarios that do not align with typical lavatory door protocols or safety measures in an aircraft setting.

8. Which document must be on board at all times during flight?

A. The pilot's logbook

B. The aircraft's maintenance history

C. The aircraft's registration certificate

D. The airworthiness directive

The aircraft's registration certificate is a crucial document that must be on board at all times during flight. This certificate serves as proof that the aircraft is officially registered with the appropriate aviation authority, which confirms the legal ownership of the aircraft. It is necessary for compliance with legal regulations, as it verifies that the aircraft meets the requirements for registration, ensuring it is recognized as airworthy and legally allowed to operate. Without this document, operate the aircraft could face legal ramifications, as it may not satisfy the aviation authority's regulations regarding the documentation required to be carried during flight. The other options, while relevant to aircraft operation and safety, do not have the same legal necessity regarding their presence in the cockpit during a flight. The pilot's logbook, for instance, is important for tracking flight experience and currency but is not a requirement to carry on the aircraft. Similarly, the aircraft's maintenance history is essential for understanding the aircraft's upkeep but does not need to be on board. Airworthiness directives, important for maintaining the aircraft's safety standards, might also not be required on every flight as they inform maintenance procedures rather than serve as proof of compliance with registration.

9. What is the total number of exits on the aircraft?

A. 6

B. 7

C. 8

D. 9

The total number of exits on an aircraft is an important safety consideration, as these exits are crucial for evacuation in case of an emergency. In this context, the correct answer indicates that there are 8 exits. Typically, the number of exits on an aircraft includes a combination of over-wing exits, main doors, and service doors, designed to allow passengers and crew to exit quickly. For an aircraft to have 8 exits means it follows safety regulations which often require a specific number of exits based on the aircraft's size and configuration. This number helps ensure that, in an emergency situation, the aircraft can be evacuated efficiently and safely, with enough personnel available to assist passengers. Proper awareness of exit locations is essential for both ground crew and passengers, especially during safety briefings. Understanding this aspect of aircraft design is fundamental for ground crew and safety personnel, as it directly relates to passenger safety and aircraft operations.

10. Where are the water shutoffs located in the aircraft?

A. In the cockpit and galley

B. 2 in lav, 2 in galley

C. 1 in lav, 3 in galley

D. 4 in lav

The correct response identifies that there are two water shutoffs located in the lavatory and two in the galley. This distribution allows for effective management of water resources aboard the aircraft, ensuring that maintenance personnel can easily access shutoff valves in critical areas where water is utilized. In the lavatory, the shutoff valves are essential for regulating water flow to the sink and toilet systems, enabling swift action in the event of a plumbing issue or failure. Similarly, the galley requires water for various functions, including food preparation and beverage service. By having two shutoff points in each area, it enhances operational efficiency, allowing for localized control during any maintenance or emergency scenarios. The other options suggest an incorrect distribution of shutoff locations. For example, having just one shutoff in the lavatory would limit maintenance capabilities, and stating four shutoffs only in the lavatory would neglect the essential water needs of the galley. Ensuring balanced access to water shutoffs in both the lavatory and galley reflects the design and safety standards that are critical to aircraft systems.