

Aviation Computer Based Training (CBT) Practice (Sample)

Study Guide



Everything you need from our exam experts!

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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. What does a red 'X' symbol on maintenance documents indicate?**
 - A. Minor maintenance condition**
 - B. Most serious maintenance condition**
 - C. Routine maintenance required**
 - D. Caution needed**
- 2. What is a recommended action to take if suspicious activity is observed before a flight?**
 - A. Ignore it and focus on the flight**
 - B. Report it to airport security**
 - C. Wait for someone else to report**
 - D. Continue with boarding procedures**
- 3. What should be done immediately after starting the APU with the slats extended?**
 - A. Increase throttle position**
 - B. Communicate with ground crew**
 - C. Retract the slats as soon as possible**
 - D. Check fuel levels**
- 4. Where is most aircrew flight equipment typically stowed?**
 - A. In the cockpit**
 - B. In the cargo hold**
 - C. Survival equipment locker**
 - D. Under the pilot's seat**
- 5. What should be the priority in hijacking situations involving potential violence?**
 - A. Neutralizing the threat**
 - B. Safeguarding the passengers**
 - C. Protecting the flight crew**
 - D. Maintaining aircraft control**

- 6. When installing a 10,000 lb device to a 7,500 lb tie down point, what ratio is used for figuring the restraint?**
- A. 5,000**
 - B. 10,000**
 - C. 7,500**
 - D. 15,000**
- 7. Which control panel is used to turn the communication radios on/off?**
- A. Power control panel**
 - B. Mission computer display**
 - C. Radio control panel**
 - D. Communication settings panel**
- 8. AFTO Form 781M, status symbols, and functional system codes help with which other form?**
- A. AFTO Form 781H**
 - B. AFTO Form 781A**
 - C. AFTO Form 781F**
 - D. AFTO Form 781K**
- 9. In the event of an oxygen system failure, what might indicate a malfunction?**
- A. Increased noise levels in the cabin**
 - B. Fluctuating pressure readings**
 - C. Resistance when breathing through the mask**
 - D. Unexpected alarms sounding**
- 10. What indicates that an engine may have been cold soaked for an extended period during start?**
- A. Black smoke**
 - B. White smoke**
 - C. Blue smoke**
 - D. No smoke**

Answers

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

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Explanations

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1. What does a red 'X' symbol on maintenance documents indicate?

- A. Minor maintenance condition**
- B. Most serious maintenance condition**
- C. Routine maintenance required**
- D. Caution needed**

The red 'X' symbol on maintenance documents indicates the most serious maintenance condition. This symbol is critical in the context of aviation maintenance as it marks items that require immediate attention and may pose a risk to safety if not addressed promptly. A red 'X' signifies that the issue is severe enough that the aircraft should not be operated until the problem is resolved. In contrast, other markings or symbols on maintenance documents may indicate less critical issues or routine maintenance requirements that can be scheduled without immediate actions needed. Therefore, the presence of a red 'X' serves as a clear, unambiguous communication to maintenance personnel about the urgency of the matter at hand, underscoring its importance in aviation safety practices.

2. What is a recommended action to take if suspicious activity is observed before a flight?

- A. Ignore it and focus on the flight**
- B. Report it to airport security**
- C. Wait for someone else to report**
- D. Continue with boarding procedures**

If suspicious activity is observed before a flight, reporting it to airport security is the recommended action. This is crucial for maintaining safety and security at the airport, as it ensures that trained professionals can assess the situation and take appropriate action as necessary. Airport security personnel are equipped to handle potentially threatening circumstances and can quickly address any concerns, thereby protecting passengers, crew, and the overall safety of the flight. By reporting the activity, you contribute to a proactive security culture that prioritizes safety over complacency. Ignoring the situation or waiting for someone else to take action can lead to escalation and potentially dangerous scenarios. Continuing with boarding procedures without addressing suspicious behavior fails to uphold the essential safety protocols that are designed to protect everyone involved in air travel.

3. What should be done immediately after starting the APU with the slats extended?

- A. Increase throttle position**
- B. Communicate with ground crew**
- C. Retract the slats as soon as possible**
- D. Check fuel levels**

When the APU is started with the slats extended, it is crucial to prioritize the aerodynamic safety of the aircraft. The correct action is to retract the slats as soon as possible. The slats are designed to enhance lift at lower speeds, but during APU startup, especially on the ground, maintaining a streamlined configuration is important to avoid any unnecessary drag or potential hazards. Retracting the slats ensures that the aircraft remains stable and within operational limits, preventing any risk associated with unexpected movements or wind conditions that could affect the aircraft's stability. Safety protocols typically dictate that all movable surfaces should be in their proper configuration before commencing other operations. The other actions such as increasing throttle position, communicating with ground crew, or checking fuel levels may be important in their own contexts, but they do not take precedence immediately after starting the APU when slats are extended. The focus should be on ensuring that the aircraft's configuration is correct before proceeding with further operations.

4. Where is most aircrew flight equipment typically stowed?

- A. In the cockpit**
- B. In the cargo hold**
- C. Survival equipment locker**
- D. Under the pilot's seat**

Most aircrew flight equipment is typically stowed in a survival equipment locker, as this location is purposefully designed to house all necessary items to ensure the safety and survival of the crew in case of an emergency. A survival equipment locker is usually easily accessible to crew members during flight, allowing for quick retrieval of essential gear such as life vests, emergency beacons, and first aid kits when needed. In contrast, stowing flight equipment in the cockpit, cargo hold, or under the pilot's seat does not provide the same level of accessibility and organization required for safety gear, which is critical during emergency situations. The survival equipment locker is strategically designed to keep these items secure yet accessible, ensuring aircrew can respond promptly to any situation that arises.

5. What should be the priority in hijacking situations involving potential violence?

- A. Neutralizing the threat**
- B. Safeguarding the passengers**
- C. Protecting the flight crew**
- D. Maintaining aircraft control**

In hijacking situations where there is potential violence, safeguarding the passengers is of utmost priority. This is because the safety and well-being of individuals on board are crucial in such critical incidents. Ensuring that passengers are protected not only involves minimizing physical harm but also alleviating psychological stress during a threatening situation. While other actions like neutralizing the threat, protecting the flight crew, and maintaining aircraft control are important components of the overall response, they must be carefully balanced with the immediate need to ensure passenger safety. Every decision made by the flight crew or security personnel should prioritize de-escalating the situation to protect the lives of those on board. The protection of passengers may also involve compliance with the hijacker's demands if it means ensuring their safety, demonstrating that while all these priorities are important, safeguarding the passengers is fundamental in a violent context.

6. When installing a 10,000 lb device to a 7,500 lb tie down point, what ratio is used for figuring the restraint?

- A. 5,000**
- B. 10,000**
- C. 7,500**
- D. 15,000**

In the context of aviation and tie-down procedures, the restraint ratio is a critical concept that ensures the safety and security of a device being tied down. When calculating the appropriate restraint for a device, it is essential to use the weight of the tie-down point to determine whether it can adequately support the load being secured. The selected answer is correct because to assess whether the tie-down point can safely restrain the device, you should consider the maximum weight it can handle, which in this case is 7,500 lbs. This weight acts as the baseline for evaluating how much of the load can be effectively secured. The tie-down point's capacity must align with the device being secured, and in this scenario, it specifically emphasizes the maximum restraint that can be applied based on the given tie-down weight. Understanding this ratio is key to ensuring that safety standards are maintained, as using a tie-down point that cannot support the weight of the attached device poses significant risks. Therefore, the correct choice highlights the importance of recognizing the tie-down's capacity to ensure effective and safe restraint in aviation setups.

7. Which control panel is used to turn the communication radios on/off?

- A. Power control panel**
- B. Mission computer display**
- C. Radio control panel**
- D. Communication settings panel**

The communication radios are primarily managed through the Radio Control Panel. This panel includes several functions, including the power controls that allow the operator to turn the radios on and off. It is specifically designed for radio operations, providing direct access to communication settings, frequency selections, and volume controls. The other choices refer to different components that do not serve this specific function. The power control panel typically manages overall aircraft power systems and electrical distribution but is not dedicated to the communication radios. The mission computer display is meant for displaying data generated by the aircraft's mission computer and does not control radio functionality. The communication settings panel may provide configuration options but is not the primary control interface for powering the radios on and off. Therefore, the Radio Control Panel is the correct answer as it directly relates to the management of communication radios.

8. AFTO Form 781M, status symbols, and functional system codes help with which other form?

- A. AFTO Form 781H**
- B. AFTO Form 781A**
- C. AFTO Form 781F**
- D. AFTO Form 781K**

The correct answer is AFTO Form 781K, as this form is used for maintenance documentation and tracking of aircraft status. AFTO Form 781M provides essential data regarding the operational status, maintenance history, and discrepancies related to aircraft and its systems. The symbols and functional codes found on AFTO Form 781M are integral in summarizing these aspects for maintenance personnel, allowing them to efficiently assess and manage aircraft readiness. AFTO Form 781K specifically benefits from the information contained in Form 781M because it includes detailed maintenance and inspection records, which are directly influenced by the status and codes indicated on 781M. This interrelation ensures that accurate and up-to-date operational data is readily available for post-flight records and maintenance actions, facilitating effective oversight of the aircraft's condition and maintenance needs. The combination of these forms enhances the overall safety and effectiveness of the aircraft maintenance process.

9. In the event of an oxygen system failure, what might indicate a malfunction?

- A. Increased noise levels in the cabin**
- B. Fluctuating pressure readings**
- C. Resistance when breathing through the mask**
- D. Unexpected alarms sounding**

Resistance when breathing through the mask is a clear indicator of a malfunction in the oxygen system. This could signify that the flow of oxygen is restricted due to a blockage, a malfunctioning regulator, or a problem with the mask itself. Proper functioning of the oxygen delivery system is critical for the safety of passengers and crew, especially at high altitudes where supplemental oxygen might be necessary. Resistance indicates that the system is not delivering oxygen effectively, warranting immediate investigation and corrective action. While increased noise levels, fluctuating pressure readings, and unexpected alarms can also be signs of issues within the aircraft systems, they are not as directly connected to a specific malfunction in the oxygen system as resistance through the mask. Increased noise might relate to cabin environment changes but wouldn't specifically indicate issues with oxygen delivery. Fluctuating pressure readings could suggest various other mechanical failures or operational changes, and unexpected alarms could pertain to many different systems that do not isolate the oxygen delivery issue itself. Thus, the most direct and relevant indicator of an oxygen system malfunction is the resistance experienced when using the mask.

10. What indicates that an engine may have been cold soaked for an extended period during start?

- A. Black smoke**
- B. White smoke**
- C. Blue smoke**
- D. No smoke**

The presence of white smoke during engine start is indicative of a cold-soaked engine that has been exposed to low temperatures for an extended period. This occurs because, in cold conditions, the fuel may not fully vaporize and ignite properly, leading to incomplete combustion. As a result, unburned fuel and water vapor can condense and appear as white smoke from the exhaust during start-up. This phenomenon is particularly notable in conditions where moisture from the ambient air mixes with fuel, producing a white, smoke-like appearance as the engine attempts to start and clear out the unburned fuel. Observing white smoke can signal to the flight crew that the engine may require extra attention due to potential issues related to temperature and fuel vaporization, highlighting the importance of monitoring engine performance closely under such conditions. The characteristics of the other types of smoke do not directly correlate with cold-soaked conditions. For instance, black smoke is typically associated with rich fuel conditions and incomplete combustion at higher temperatures, while blue smoke suggests oil consumption or burning, indicating a different set of engine issues. The absence of smoke altogether is less indicative of cold soak and is more associated with a smooth start-up, making white smoke the most relevant indicator in this scenario.

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://aviation-cbt.examzify.com>

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