

AVIATION COMPUTER BASED TRAINING (CBT) PRACTICE (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. What is the typical limitation of the intercom system as controlled by the ICS?**
 - A. Limited to only cockpit use
 - B. Only operates at cruising altitude
 - C. Communication is available only in emergencies
 - D. The system is operational only when the rectifier is active
- 2. How many pallets can be carried on the cargo compartment floor in the logistics rail system?**
 - A. 10
 - B. 12
 - C. 14
 - D. 16
- 3. How many hand held fire extinguishers are in the cockpit?**
 - A. One
 - B. Two
 - C. Three
 - D. Four
- 4. What is the purpose of load shedding in an aircraft electrical system?**
 - A. To increase power supply
 - B. To reduce weight
 - C. To maintain essential systems during power shortages
 - D. To regulate fuel efficiency
- 5. What is an unclassified message relayed to the installation command post identifying unusual incidents?**
 - A. Incident report
 - B. Security incident
 - C. Threat assessment
 - D. Operational report

6. The stowage compartment and _____ light switches are located on the crew entry panel.
- A. Side aisle
 - B. Forward aisle
 - C. Rear aisle
 - D. Central aisle
7. What personal protective equipment (PPE) should be worn when in the vicinity of an operating APU?
- A. Safety goggles
 - B. Hearing protection
 - C. Face shield
 - D. Steel-toed boots
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. Who is responsible for inspections and manifesting regular passengers under normal circumstances?
- A. Flight crew
 - B. Ground security team
 - C. AMC passenger processing activity
 - D. Airport management
10. How many initiators are needed to fire all four FEDS hatches due to the transmission line configuration?
- A. Two
 - B. One
 - C. Three
 - D. Four

Answers

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

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Explanations

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1. What is the typical limitation of the intercom system as controlled by the ICS?

- A. Limited to only cockpit use**
- B. Only operates at cruising altitude
- C. Communication is available only in emergencies
- D. The system is operational only when the rectifier is active

The intercom system, when controlled by the Intercom Control System (ICS), is designed primarily for communication within specific areas of the aircraft, often limited to the cockpit and, in some cases, other designated spaces. This limitation ensures that pilots have immediate access to clear communication with co-pilots and crew members without interference. While it may facilitate communication with crew members throughout the aircraft, its primary intended use is for cockpit communications, reinforcing the critical need for uninterrupted dialogue among flight crew for effective operation and safety management. This function generally does not extend to the passenger cabin or other areas unless specifically integrated with additional systems. In contrast, the other choices present limitations and conditions that do not accurately represent the operational capabilities and design of the intercom system. The intercom is functional throughout different flight phases, not restricted to just cruising altitude, and it enables routine communication, rather than being limited solely to emergencies. Additionally, the operational functionality of the intercom system does not solely rely on the rectifier being active, making that option less accurate as well.

2. How many pallets can be carried on the cargo compartment floor in the logistics rail system?

- A. 10
- B. 12
- C. 14**
- D. 16

The correct answer indicates that 14 pallets can be carried on the cargo compartment floor in the logistics rail system. This number reflects the design specifications and operational capabilities of the aircraft's cargo handling system, which includes the dimensions and load distribution capabilities of the cargo compartment. The cargo compartment is engineered to optimize space and ensure that the maximum amount of cargo can be loaded safely and efficiently. Each pallet's size, the way they are stacked or arranged, and the weight limits of the cargo area contribute to the total capacity. The logistics rail system is specifically designed to accommodate these pallets, ensuring they fit securely while maintaining proper weight distribution for the aircraft's balance during flight. Understanding the quantity of pallets that can be safely transported is essential for operational planning and logistics management in aviation. This knowledge assists flight planners in determining load limits, optimizing cargo arrangements, and maintaining safety during flight operations.

3. How many hand held fire extinguishers are in the cockpit?

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

In the cockpit of most commercial aircraft, regulations and safety protocols mandate the presence of two handheld fire extinguishers. This is because having a second extinguisher provides redundancy and ensures that, in the case of a fire, the flight crew has adequate equipment to respond, even if one extinguisher becomes ineffective or is unavailable. The design and layout of cockpits take into account the potential safety risks associated with fire, thus reinforcing the necessity of keeping two extinguishers easily accessible to the pilots. While other options suggest varying quantities, aviation safety guidelines are specific in many cases to ensure preparedness in emergency situations. Hence, the presence of two handheld fire extinguishers in the cockpit is a standard practice designed to enhance the safety of the aircraft and its occupants.

4. What is the purpose of load shedding in an aircraft electrical system?

- A. To increase power supply
- B. To reduce weight
- C. To maintain essential systems during power shortages**
- D. To regulate fuel efficiency

Load shedding in an aircraft electrical system is implemented primarily to maintain essential systems when there is a power shortage. In situations where the available electrical power is insufficient to meet the demands of all onboard systems, load shedding selectively disconnects non-essential systems to ensure that critical components—such as navigation, communication, and flight control systems—continue to operate. This helps to prevent complete electrical failure and ensures the safety of the aircraft and its occupants. By prioritizing essential systems, the aircraft can still function safely, allowing pilots to manage any emergencies or navigate to a suitable landing site. This process is a crucial aspect of managing the electrical load and ensuring operational integrity during unforeseen constraints.

5. What is an unclassified message relayed to the installation command post identifying unusual incidents?

- A. Incident report
- B. Security incident**
- C. Threat assessment
- D. Operational report

The unclassified message relayed to the installation command post that identifies unusual incidents is referred to as a security incident. This type of report is designed to inform the relevant authorities about occurrences that may pose a risk to security, ensuring that they can respond appropriately and effectively. By classifying it as an incident, it highlights the need for assessment and potential investigation without delving into sensitive or classified information, thereby maintaining operational security while still facilitating communication of important information. In contrast, an incident report generally provides more specific details about a documented incident after it has occurred, an operational report tends to focus on routine operational status and activities rather than highlighting unusual occurrences, and a threat assessment evaluates potential threats, which may not necessarily be tied to specific incidents but rather address broader security concerns.

6. The stowage compartment and _____ light switches are located on the crew entry panel.

- A. Side aisle
- B. Forward aisle**
- C. Rear aisle
- D. Central aisle

The correct choice indicates that the stowage compartment and forward aisle light switches are located on the crew entry panel. In aviation design, the crew entry panel is strategically placed for ease of access and efficiency, particularly for crew members boarding and preparing for flight operations. The term "forward aisle" refers to the section of the cabin or aircraft that leads towards the front, where the cockpit is situated. Light switches for this area are typically integrated into the crew entry panel to enable crew members to manage lighting efficiently upon entry or exit. This is practical, as it provides immediate control over illumination in a critical area that may otherwise be dimly lit, enhancing safety during boarding or deplaning activities. Understanding the specific location of these light switches is crucial for crew members, as it not only pertains to their roles in managing the cabin environment but also contributes to the overall safety and operational effectiveness of the flight. Knowing that the stowage compartment and associated light controls are in the forward aisle area helps in quickly locating and operating essential equipment during pre-flight checks or in-flight situations where rapid response is required.

7. What personal protective equipment (PPE) should be worn when in the vicinity of an operating APU?

- A. Safety goggles
- B. Hearing protection**
- C. Face shield
- D. Steel-toed boots

When considering the appropriate personal protective equipment (PPE) to wear in the vicinity of an operating Auxiliary Power Unit (APU), hearing protection is crucial. An APU can generate significant noise levels during operation, often exceeding safe exposure limits. This noise can lead to potential hearing damage over time for individuals who work near the APU without adequate protection. Wearing hearing protection helps safeguard against this noise exposure, enabling personnel to perform their duties while minimizing the risk of long-term auditory health issues. It is especially important in environments where multiple sources of noise may be present, amplifying the need for appropriate protective measures. While other types of PPE, like safety goggles, face shields, and steel-toed boots, are important for various operational hazards, they do not primarily address the specific risk posed by noise from the APU, making hearing protection the most relevant choice in this scenario.

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. Who is responsible for inspections and manifesting regular passengers under normal circumstances?

- A. Flight crew
- B. Ground security team
- C. AMC passenger processing activity**
- D. Airport management

The responsibility for inspections and manifesting regular passengers typically falls to the AMC (Air Mobility Command) passenger processing activity. This entity is specifically designated to handle the processing of passengers, ensuring that all safety regulations and procedures are followed. This includes verifying that passengers have the correct documentation, conducting any necessary security screenings, and maintaining accurate passenger manifests, which are essential for operational safety and efficiency. While the flight crew plays a role in ensuring the aircraft is prepared for flight and that safety procedures are adhered to, they do not typically manage passenger processing. Similarly, the ground security team is focused on maintaining security at the airport and may assist in screening processes, but they generally do not handle the manifesting of passengers. Airport management oversees the facilities and overall operations of the airport but does not engage directly with the passenger processing tasks handled by the AMC. Therefore, the AMC passenger processing activity is the most appropriate choice for this duty.

10. How many initiators are needed to fire all four FEDS hatches due to the transmission line configuration?

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

The requirement of only one initiator to fire all four FEDS hatches stems from the specific configuration of the transmission lines in the system. In this configuration, the initiators are wired in such a way that one initiator can effectively trigger all four hatches simultaneously. This design is often implemented to ensure redundancy and efficiency, allowing for a simpler activation process while maintaining safety protocols. Using one initiator helps streamline operations, minimizing the amount of equipment and complexity needed for firing. This characteristic is crucial in critical systems, such as those found in aviation, where reliability and prompt response times are vital. By utilizing a single initiator, the system reduces the risk of failure and simplifies the firing logic, making it easier for operators to manage the hatches' deployment.

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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://aviation-cbt.examzify.com>

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

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