

Boeing 787 KSV Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

SAMPLE

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

SAMPLE

- 1. To alert the flight deck in an emergency, which keypad entry is used?**
 - A. ** (starstar)**
 - B. starstar**
 - C. #***
 - D. PUSH TO TALK**

- 2. Which side of the aircraft is firefighting equipment located?**
 - A. AC-right**
 - B. AC-left**
 - C. Forward**
 - D. Aft**

- 3. Zone A covers which area?**
 - A. A - aft flightdeck to 2L/R**
 - B. 2L/R to 3L/R**
 - C. 3L/R to 4L/R**
 - D. 4L/R to 5L/R**

- 4. How many times does the decompression PRAM automatically play on the 787?**
 - A. One**
 - B. Two**
 - C. Three**
 - D. Four**

- 5. Where is the cold weather survival equipment stored on all 787s?**
 - A. Aft cargo hold**
 - B. 1L closet**
 - C. G7 storage space**
 - D. G2 storage space aisleside**

- 6. T/F: there's NO on/off switch on CAP units; they're always on if engine is on.**
- A. False**
 - B. CAP units can be powered off**
 - C. CAP is powered independently of engine**
 - D. True**
- 7. How many lavatories are on the Boeing 787-8?**
- A. Seven**
 - B. Five**
 - C. Six**
 - D. Eight**
- 8. Which seats are ABPs on the 787?**
- A. 1L, 2L, 2R, 3L, 3LC, 3RC, 3R, 4L**
 - B. 1L, 2L, 3L, 4L, 4R**
 - C. 1L, 3L, 3R, 4L**
 - D. 2L, 2R, 3RC, 4R**
- 9. What do you dial to call all cabin and crew rest areas?**
- A. 6***
 - B. 6#**
 - C. 6**
 - D. 66**
- 10. Which FA preflights the CAP?**
- A. FA2**
 - B. FA1**
 - C. FA3**
 - D. FA4**

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. To alert the flight deck in an emergency, which keypad entry is used?

- A. ** (starstar)**
- B. starstar**
- C. #***
- D. PUSH TO TALK**

To alert the flight deck in an emergency, you use two consecutive asterisks on the keypad. This specific sequence, starstar, is the designed emergency alert input for the 787's crew alert system, so it's recognized instantly by the cockpit and draws immediate attention from the pilots. The keypad is set up so that this rapid, unambiguous signal overrides normal call procedures to ensure a swift response. The other options aren't defined as the emergency alert input—the push-to-talk control handles voice communication, not an alert to the cockpit. So the correct entry is pressing the star key twice.

2. Which side of the aircraft is firefighting equipment located?

- A. AC-right**
- B. AC-left**
- C. Forward**
- D. Aft**

Firefighting equipment is kept in a designated equipment bay tied to the environmental control system. On this aircraft, that bay is the air conditioning (AC) equipment bay on the right side. This location provides a secure, accessible space for extinguishers and related gear, while keeping it out of the passenger cabin and away from other systems. The other options describe front/back locations or the opposite side, which are not where the firefighting gear is stored on this airplane.

3. Zone A covers which area?

- A. A - aft flightdeck to 2L/R**
- B. 2L/R to 3L/R**
- C. 3L/R to 4L/R**
- D. 4L/R to 5L/R**

Zone A is the forward cabin section defined by the flight deck boundary up to the first pair of passenger doors behind the cockpit. Specifically, it runs from the aft edge of the flight deck back to the 2L and 2R doors. This boundary is set by door positions, creating distinct zones for crew coordination and safety procedures. So the area described as Zone A matches the space from behind the flight deck to the second pair of doors (2L/2R). The other zones begin at 2L/2R and continue toward the next door pairs, which is why they describe different portions of the cabin.

4. How many times does the decompression PRAM automatically play on the 787?

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

During a decompression, the 787's automated alert system uses a pre-recorded message (PRAM) to quickly inform everyone and guide them to safety actions. That message is set to play automatically multiple times to cut through cabin noise and catch the attention of as many passengers as possible. The three-repeat plan provides a reliable level of repetition: it reinforces the instruction to don oxygen masks and follow crew directions without overdoing the disruption in the cabin. If it played only once, some passengers might miss it; with two plays it could still be missed by some; four plays would be more than necessary and could become overly intrusive. So three automatic plays is the balance designed into the system.

5. Where is the cold weather survival equipment stored on all 787s?

- A. Aft cargo hold
- B. 1L closet
- C. G7 storage space
- D. G2 storage space aisleside**

Cold weather survival equipment needs to be stored where the cabin crew can reach it quickly and consistently from the cabin. On all 787s, the designated location for this gear is in the G2 storage space, aisleside. This area is a cabin-side locker that remains accessible regardless of door configuration or galley activity, making the gear readily retrievable in an emergency or when venturing into cold-weather conditions outside. Other locations don't meet those access and standardization needs. The aft cargo hold is outside the cabin and not readily reachable during normal operations or emergencies. The 1L closet isn't the fleet-wide standard for this equipment, and the G7 storage space aisleside serves a different purpose. The G2 aisleside location is the consistent choice across all 787s.

6. T/F: there's NO on/off switch on CAP units; they're always on if engine is on.

- A. False
- B. CAP units can be powered off
- C. CAP is powered independently of engine
- D. True**

In the 787, cabin air packs are part of an automated environmental control system. There isn't a manual on/off switch for each CAP unit; their operation is controlled by the Pack Control Unit and coordinated with engine power and system demand. When the engines are running and electrical power is available, the ECS automatically commands the CAPs to provide conditioned air to the cabin. If power is removed or a fault isolates the packs, they won't operate. So, yes—the CAP units don't have a dedicated on/off switch and function whenever the engines are providing power, which is why the statement is correct.

7. How many lavatories are on the Boeing 787-8?

- A. Seven
- B. Five
- C. Six**
- D. Eight

Lavatories in the 787-8 are arranged to serve the cabin efficiently without interrupting passenger flow. The typical layout places two lavatories in each major cabin zone—forward, middle, and aft—giving a total of six. This distribution matches the quiet, long-range design of a wide-body with two aisles, balancing access for passengers with space considerations in the galley and seating areas. In practice, you wouldn't usually see more or fewer than six on standard configurations, though some operators may adjust interiors for specific fleet needs; the standard setup for the 787-8 is six.

8. Which seats are ABPs on the 787?

- A. 1L, 2L, 2R, 3L, 3LC, 3RC, 3R, 4L**
- B. 1L, 2L, 3L, 4L, 4R
- C. 1L, 3L, 3R, 4L
- D. 2L, 2R, 3RC, 4R

ABPs are designated passengers who can assist the crew in an emergency, and they need to be seated where they can reach an exit quickly and move through the cabin with minimal delay. On the 787, the seats that best fit this requirement are those located near the main exit doors and along the primary aisle paths in the early part of the cabin. The set of seats includes front-left positions (like 1L), nearby left-side seats (2L) and right-side seats close to the exit areas (2R), plus the seats around row 3 where the doors are positioned (3L, 3LC, 3RC, 3R), and a nearby front-left seat (4L). This arrangement gives ABPs clear access to the exits on both sides and keeps them close to the doors without being blocked by galleys or lavatories, which helps in a rapid evacuation. Other seat groupings either place ABPs too far from an exit or in positions that would slow egress, so they're not designated as ABP seats.

9. What do you dial to call all cabin and crew rest areas?

- A. 6***
- B. 6#
- C. 6
- D. 66

When you need to reach every crew station, use the interphone's All Call function. Dialing the code with a star after it activates the broadcast to all cabin and crew rest areas, so the message is heard by everyone on board. The plain 6 would connect to a single zone rather than the entire crew, and the other variants don't perform the all-station page. So, 6 followed by the star is the way to page all cabin and rest areas.

10. Which FA preflights the CAP?

- A. FA2
- B. FA1**
- C. FA3
- D. FA4

The key idea is that the person responsible for preflighting a given cabin panel is the flight attendant who staffs the zone where that panel is located. The CAP, or Cabin Attendant Panel, is in the forward cabin area and is used to call crew, control lighting, and handle cabin announcements for that zone. The flight attendant assigned to the forward cabin is the one who preflights this panel, verifying it powers up correctly and that all call circuits and indicators operate as expected. This zonal responsibility matches how duties are divided between FAs, so the forward cabin crew member is the best choice to preflight the CAP. The other flight attendants handle panels in their respective zones, so they don't perform the CAP preflight.

SAMPLE

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://boeing787ksv.examzify.com>

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

SAMPLE