Boeing 787 KSV Practice Test (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. Can the OFCR be occupied during TTL?

A. No, it cannot be occupied during TTL

B. Yes, with the door closed when TTL

C. Only during emergencies

D. Yes, but the entrance door must be open during TTL

2. How're seats labeled in MC?

A. ABC/DEH/JKL

B. A B C / D E H / J K L

C. ABC/DEH/JKL

D. ABC/DEH/JKL

3. What are ADS-C and CPDLC used for?

A. Weather data broadcasting.

B. GPS correction services.

C. Voice communications for pilots and air traffic control.

D. Data link communications for automatic position reporting and controller-pilot data link communications.

4. Which exits on the Boeing 787 have dual lane slide/liferafts?

A. 1L/R and 3L/R

B. 2L and 4R

C. 1L/R and 4L/R

D. 2L/R and 4L/R

5. What is the exit row and seat lettering on the 787-8?

A. 20 ABC/JKL

B. 20 ABC/DEF

C. 18 ABC/JKL

D. 21 ABC/JKL

6. How many interphones are located in OFCR and OFAR combined?

A. 3

B. 4

C. 5

D. 6

7. Which of the following numbers represents the FAK count on the 787-8?

A. 2

B. 4

C. 5

D. 3

8. How many halons are installed on the Boeing 787 aircraft?

A. Six

B. Five

C. Four

D. Seven

9. What are Electro-Hydrostatic Actuators (EHAs) and why are they used?

A. They supply hydraulic force to primary flight controls powered by engine bleed air.

B. They supply hydraulic force to primary flight controls powered by electrical systems, reducing traditional bleed air needs.

C. They replace electrical systems with hydraulic-only controls.

D. They are backup hydraulic pumps for landing gear.

10. What is a standard approach to engine start in cold weather?

A. Ensure battery power and follow established cold-weather start procedures.

B. Start with the engine at high idle without power sources.

C. Skip cold-weather procedures if the temperature is only slightly cold.

D. Use only fuel despite cold weather.

Answers

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

Explanations

1. Can the OFCR be occupied during TTL?

A. No, it cannot be occupied during TTL

B. Yes, with the door closed when TTL

C. Only during emergencies

D. Yes, but the entrance door must be open during TTL

The situation hinges on accessibility and safety during TTL. The OFCR can be occupied during TTL, but only if the entrance door is open. Opening the door ensures there is a clear, unobstructed path for rapid egress if needed, maintains communication with the cockpit and cabin, and supports adequate ventilation and monitoring of the space. A closed door would isolate the crew rest area, hindering quick access and response in an abnormal situation. It's not limited to emergencies, and it isn't correct to require the door to be closed or to restrict occupancy to only emergencies. Opening the door during TTL keeps the rest area usable while preserving safety and situational awareness.

2. How're seats labeled in MC?

A. ABC/DEH/JKL

B. A B C / D E H / J K L

C. ABC/DEH/JKL

D. ABC/DEH/JKL

Seats in the MC cabin are shown as three three-seat blocks across the width, with slashes separating the blocks. Each block represents a trio of seats next to each other, and the letters label those positions from left to right within each block. The left block uses A, B, C; the middle block uses D, E, H; the right block uses J, K, L. The slash simply marks the boundary between blocks, not a change in meaning. So the conventional way to write the seat map for this configuration is ABC/DEH/JKL, without extra spacing. The other formats are just spacing differences and don't align with the standard map used here.

3. What are ADS-C and CPDLC used for?

A. Weather data broadcasting.

B. GPS correction services.

C. Voice communications for pilots and air traffic control.

D. Data link communications for automatic position reporting and controller-pilot data link communications.

ADS-C and CPDLC are used for data link communications between the aircraft and air traffic control, enabling automatic position reporting and controller-pilot messaging. ADS-C provides automatic, contract-based position reports to ATC—sharing your position, time, altitude, speed, and other flight data on a defined schedule or when a change occurs. CPDLC delivers text-based messages for clearances, routing changes, restrictions, and other routine communications, reducing the need for voice transmissions. Together, they streamline how you exchange surveillance data and flight instructions, improving efficiency and situational awareness. They aren't used for weather data broadcast, GPS correction services, or voice communications, which are handled by other systems.

4. Which exits on the Boeing 787 have dual lane slide/liferafts?

A. 1L/R and 3L/R

B. 2L and 4R

C. 1L/R and 4L/R

D. 2L/R and 4L/R

Dual-lane slides that can also serve as liferafts are used to boost evacuation capacity, especially in ditching scenarios. On the 787, these dual-lane slide/rafts are installed at the exits in the middle and rear sections on both sides of the aircraft. The forward exits use standard single-lane slides and do not provide dual-lane liferaft capability. So the exits with dual-lane slide/rafts are the middle and rear doors on each side, giving the necessary raft capacity and evacuation flow.

5. What is the exit row and seat lettering on the 787-8?

A. 20 ABC/JKL

B. 20 ABC/DEF

C. 18 ABC/JKL

D. 21 ABC/JKL

The key concept is where the overwing exit doors are and which seat letters sit adjacent to those exits on a 787-8. The overwing exits are at row 20, and the two exit blocks are on the left and right sides of the cabin. Each exit block has three seats: on the left, the letters run from window to aisle as A, B, C; on the right, from window to aisle as J, K, L. The middle block (often DEF) sits between the aisles in most rows, but the exit row layout places the doors where the middle block would be, so the exit-row seats are the left block ABC and the right block JKL in row 20. Hence the exit row and seat lettering are 20 ABC/JKL.

6. How many interphones are located in OFCR and OFAR combined?

A. 3

B. 4

C. 5

D. 6

Interphone coverage in crew rest areas is set up to ensure direct, two-way contact with the flight deck and other crew members even when the rest spaces are in use. In the OFCR (Onboard Flight Crew Rest) there are two interphone stations, and in the OFAR (Onboard Flight Attendant Rest) there are two as well. Adding them together gives four interphones in these two areas. This arrangement allows a crew member to call the cockpit or other sections without leaving the rest area, which supports timely communication during rest periods and potential emergencies.

7. Which of the following numbers represents the FAK count on the 787-8?

A. 2

B. 4

C. 5

D. 3

First Aid Kit (FAK) count is the fixed number of FAKs installed on the aircraft, determined by the type design and regulatory requirements. For the 787-8, the standard configuration specifies three First Aid Kits, distributed to ensure accessibility in each cabin zone so crew can reach a kit quickly if needed. Having only two would risk insufficient coverage, while four or five would exceed the approved inventory for this airframe. The Emergency Medical Kit is a separate item and not included in the FAK count. So, the FAK count on the 787-8 is three.

8. How many halons are installed on the Boeing 787 aircraft?

A. Six

B. Five

C. Four

D. Seven

The number is six because the 787's fixed fire protection system places extinguishing bottles in multiple zones for reliable coverage. There are two Halon bottles in each engine nacelle, giving four bottles to protect both engines. The remaining two bottles cover other fixed fire zones on the airplane, such as the APU bay and cargo compartments. This distribution ensures each critical area has its own extinguishing capability, totaling six bottles.

9. What are Electro-Hydrostatic Actuators (EHAs) and why are they used?

A. They supply hydraulic force to primary flight controls powered by engine bleed air.

B. They supply hydraulic force to primary flight controls powered by electrical systems, reducing traditional bleed air needs.

C. They replace electrical systems with hydraulic-only controls.

D. They are backup hydraulic pumps for landing gear.

EHAs are a way to turn electrical power directly into hydraulic actuation for the primary flight controls. In the 787's more-electric architecture, each actuator contains its own electric motor-driven pump that pressurizes hydraulic fluid to move a control surface. This eliminates the need to run bleed air to power the hydraulic pumps for those controls, reducing bleed-air use, simplifying plumbing, and enabling precise electronic control with good redundancy. That's why the best choice is that EHAs supply hydraulic force to primary flight controls powered by electrical systems, reducing traditional bleed air needs. They aren't replacing electrical systems with hydraulics, they aren't simply backup pumps for landing gear, and they aren't powered by bleed air.

10. What is a standard approach to engine start in cold weather?

A. Ensure battery power and follow established cold-weather start procedures.

B. Start with the engine at high idle without power sources.

C. Skip cold-weather procedures if the temperature is only slightly cold.

D. Use only fuel despite cold weather.

Cold weather makes starting an engine more challenging because lubricants and fuels become more viscous and the electrical power available to the starter can be reduced. A reliable start relies on having a solid power source and following the established cold-weather start procedures. That means making sure the battery is healthy or that ground power is available, then performing the prescribed start sequence—proper priming, the correct N2 ramp, and monitoring for a smooth rise to idle—while applying any necessary preheat or anti-ice steps. Starting without adequate power, or skipping the cold-weather procedures, increases the risk of a hung start, compressor stalls, or an unstable idle. Using only fuel ignores the critical need for electrical energy and the structured sequence that ensures a safe, reliable start in cold conditions.

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!