

BOEING 787 KSV PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. How many First Aid Kits (FAK) are onboard the 787-8?**
 - A. 2
 - B. 3
 - C. 4
 - D. 5

- 2. Which code should be used to contact the flightdeck in an emergency on the 787?**
 - A. 911
 - B. 0
 - C. 112
 - D. **

- 3. What is the first action flight attendants take during a decompression in the OFAR/OFAR?**
 - A. Immediately Don Supplemental O2 From Crew Rest Bunks
 - B. Put On Life Jackets
 - C. Initiate Evacuation
 - D. Check Passenger Oxygen Masks

- 4. True or False: all BC seats have aisle access?**
 - A. False
 - B. True
 - C. Some BC seats do not have aisle access
 - D. Aisle access depends on row

- 5. What is the final action required to release an O2 compartment hatch after pressing the latch?**
 - A. Rotate 180 Degrees Counterclockwise
 - B. Rotate 90 Degrees Clockwise
 - C. Push Inward And Slide Outward
 - D. Pull Straight Upward Only

6. Zone C covers which area?

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

7. What are the names given to the 787's three primary hydraulic systems?

- A. Left, Center, and Right
- B. Forward, Aft, Wing
- C. Primary A, B, C
- D. Left, Right, Top

8. What should be done if a safety system fault is detected and MEL/CDL permits operation?

- A. Continue operation in accordance with MEL/CDL until maintenance can repair the fault.
- B. Immediately declare an emergency and divert.
- C. Ignore the fault and continue as if nothing is wrong.
- D. Fall back to manual controls exclusively.

9. Why is weight and balance critical for the 787? (Alternate wording)

- A. It affects stability, performance, systems functionality, and safe handling.
- B. It only affects cosmetic appearance.
- C. It has no impact on flight controls.
- D. It determines the color palette of the cabin.

10. What is the function of the cabin outflow valve?

- A. It heats cabin air as needed
- B. It filters cabin air for contaminants
- C. It regulates the rate at which cabin air exits, controlling cabin pressure
- D. It controls cabin humidity

Answers

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

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Explanations

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1. How many First Aid Kits (FAK) are onboard the 787-8?

- A. 2
- B. 3**
- C. 4
- D. 5

First Aid Kits are placed so crew members can access medical supplies quickly in any part of the cabin. The 787-8 cabin is divided into three main zones: forward, middle, and rear. Having one First Aid Kit in each zone ensures fast, local access during an in-flight medical need, which adds up to three kits in total. (There's also a separate Emergency Medical Kit with its own access rules, but that's a different category from the standard FAKs.)

2. Which code should be used to contact the flightdeck in an emergency on the 787?

- A. 911
- B. 0
- C. 112
- D. ****

When you need to reach the flight deck in an emergency, use the internal cabin interphone system and the dedicated emergency call sequence. On the 787, that emergency path is the two asterisks code, which signals the system to route the call directly to the flight deck and prioritize it for immediate attention. External emergency numbers like 911 or 112 don't connect to the aircraft's cockpit communications, and dialing zero typically wouldn't reach the flight deck either. The two-asterisk sequence is the specific internal method for summoning the flight crew quickly in an emergency.

3. What is the first action flight attendants take during a decompression in the OFAR/OFAR?

- A. Immediately Don Supplemental O2 From Crew Rest Bunks**
- B. Put On Life Jackets
- C. Initiate Evacuation
- D. Check Passenger Oxygen Masks

When a decompression occurs, the top priority is to ensure the crew member has immediate, reliable oxygen so they can think clearly, communicate, and manage safety tasks. Donning supplemental oxygen from the crew rest area provides quick access to oxygen, preventing hypoxia and preserving the ability to act. Once self-oxygen is secured, the flight attendant can accurately monitor the passenger oxygen system and coordinate the next steps, such as verifying that passengers have oxygen and, if needed, initiating evacuation under directions from the flight deck. Other actions like putting on life jackets or starting evacuation aren't the immediate response to decompression, and checking passenger oxygen masks is important but should come after the attendant has secured their own oxygen.

4. True or False: all BC seats have aisle access?

- A. False
- B. True**
- C. Some BC seats do not have aisle access
- D. Aisle access depends on row

Aisle access for every seat is built into Boeing 787 Business Class layouts. The cabin is typically arranged in a 1-2-1 pattern, which places an aisle next to each seat so no passenger is blocked by a neighboring seat and can step into the aisle directly. Because of this design, all BC seats have aisle access. Saying some BC seats don't have aisle access would go against the standard cabin geometry, and saying access depends on the row would imply variation that isn't present in the typical 787 BC configuration.

5. What is the final action required to release an O2 compartment hatch after pressing the latch?

- A. Rotate 180 Degrees Counterclockwise**
- B. Rotate 90 Degrees Clockwise
- C. Push Inward And Slide Outward
- D. Pull Straight Upward Only

The action tested is about how a two-step latch release works on a hatch. After you press the latch release, you must rotate the handle a full 180 degrees counterclockwise to disengage the locking cams and clear the strike. This rotary motion uncouples the internal locking pawls so the hatch can swing open or slide out without being held by the latch components. The 180-degree turn ensures the latch isn't just unlocked superficially but is fully released, providing a secure, deliberate release that won't reseal with vibration or movement. Rotating 90 degrees wouldn't fully disengage the cams, so the hatch would stay secured. Pushing inward and sliding outward or pulling upward alone doesn't interact with the rotary locking mechanism the same way and wouldn't reliably release the hatch.

6. Zone C covers which area?

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

Zone C is the central cabin segment, covering the area around the third and fourth left/right seat positions. In the 787 cabin layout, the fuselage is divided into zones that run along the length of the aircraft to quickly identify locations for equipment and procedures. The central portion corresponds to the seats just aft of the third pair up to the fourth pair on both sides, which is why this area is described as 3L/R to 4L/R. The other described regions refer to the portions farther aft or farther forward from that central block, so zone C sits in the middle of the cabin.

7. What are the names given to the 787's three primary hydraulic systems?

A. Left, Center, and Right

B. Forward, Aft, Wing

C. Primary A, B, C

D. Left, Right, Top

Hydraulic systems on the 787 are identified by their physical location: left, center, and right. This naming matches how the three independent hydraulic circuits are routed across the airplane, making communication about issues clear and quick for both crew and maintenance. Each system has its own pumps and reservoirs, providing redundancy so essential actuators and flight-control components can still operate if one system is unavailable. The other options don't fit the actual layout or convention used on the 787—forward/aft/wing, or left/right/top, aren't how the hydraulic circuits are labeled or organized.

8. What should be done if a safety system fault is detected and MEL/CDL permits operation?

A. Continue operation in accordance with MEL/CDL until maintenance can repair the fault.

B. Immediately declare an emergency and divert.

C. Ignore the fault and continue as if nothing is wrong.

D. Fall back to manual controls exclusively.

The key idea is that the MEL/CDL defines what faults can be tolerated and how to operate safely with them. If a safety system fault is detected but the MEL/CDL allows continued operation, you follow the MEL/CDL procedures and operate the airplane under those prescribed limitations until maintenance can repair the fault. This means you stay within the approved degraded mode or restrictions, complete any required actions or checklists, and log the fault for scheduled maintenance. The flight remains safe to operate as long as you stay within those limits and the fault does not exceed what the MEL/CDL permits. Declaring an emergency or diverting is not automatically required for a MEL/CDL-permitted fault; that step is reserved for conditions that genuinely threaten safety. Ignoring the fault isn't acceptable, and simply switching to manual controls isn't mandated by the MEL/CDL unless the documentation specifies that as a limitation or remedy.

9. Why is weight and balance critical for the 787? (Alternate wording)

- A. It affects stability, performance, systems functionality, and safe handling.
- B. It only affects cosmetic appearance.
- C. It has no impact on flight controls.
- D. It determines the color palette of the cabin.

Weight and balance defines where the aircraft's center of gravity sits within its allowable range, and on the 787 that position governs how the airplane behaves in the air and on the ground. Keeping the CG within approved limits is essential because it directly affects longitudinal stability and controllability. A forward CG makes rotation into takeoff harder, increases stall speed, and raises the demand on elevator trim and tail-down force. An aft CG reduces stability and can leave you with less control authority at high angles of attack, increasing the risk of unstable handling or tail-strike situations during approach and landing. In addition to handling, CG location influences performance. Payload and fuel distribution shift the balance, changing takeoff distance, climb performance, cruise efficiency, and landing speed. The flight control system and performance calculations rely on accurate weight and balance data to predict maneuverability and to keep control laws and structural loads within safe limits. With the 787's large, flexible payload and integrated fuel management, precise weight and balance data is even more critical to ensure safety margins and aircraft systems function as intended. Cosmetic appearance or color choices don't affect flight characteristics, so weight and balance is about stability, performance, and safe handling.

10. What is the function of the cabin outflow valve?

- A. It heats cabin air as needed
- B. It filters cabin air for contaminants
- C. It regulates the rate at which cabin air exits, controlling cabin pressure
- D. It controls cabin humidity

The essential function is to regulate how fast cabin air leaves the cabin, which sets the cabin pressure. The cabin outflow valve vents conditioned air to the ambient environment, and its opening is adjusted automatically by the environmental control system to maintain the commanded cabin pressure (and corresponding cabin altitude). When cabin pressure is higher than the target, the valve opens more to let more air escape; when pressure is lower, it closes to retain air. This balancing act is what keeps the cabin at a safe, comfortable pressure during flight. The other tasks—heating the air, filtering contaminants, and controlling humidity—are handled by other parts of the environmental control system, not by the outflow valve.

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!

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