

BOEING 787 KSV PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://boeing787ksv.examzify.com>



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. What does CPDLC stand for in aircraft communications?**
 - A. Controller-Pilot Data Link Communications
 - B. Centralized Pilot Digital Log Console
 - C. Communications Protocol for Data Link and Telemetry
 - D. Cabin Passenger Data and Landing Communications
- 2. Which FA preflights the CAP?**
 - A. FA2
 - B. FA1
 - C. FA3
 - D. FA4
- 3. Where is the blue master call light that helps identify the source of a passenger service call located?**
 - A. On the CAP
 - B. On the Master Attendant Switch
 - C. On the ACP
 - D. In the flight deck
- 4. Where is the LRBL located?**
 - A. 4R
 - B. 1L
 - C. 2R
 - D. 3L
- 5. In the 787-8, where is the personal wheelchair stored?**
 - A. AC-R last row MC for 1st, then AC-L last row MC for 2nd
 - B. AC-L last row MC for 1st, then AC-R last row MC for 2nd
 - C. LH closet BC
 - D. AC-R first row MC for 1st, then AC-L first row MC for 2nd
- 6. Which flotation devices are provided on the Boeing 787?**
 - A. Only life jackets
 - B. Life jackets and liferafts, crew vests, and passenger vests
 - C. Life rafts for crew only
 - D. Flotation devices for pilots only

- 7. If GPS data is degraded, what is the primary source of attitude, heading, and navigation information used by the aircraft?**
- A. FMS data only
 - B. Ground-based navigation beacons
 - C. IRS/ADIRU data
 - D. Magnetic compass
- 8. How many operable windows are in the flight deck?**
- A. Two
 - B. One
 - C. Four
 - D. None
- 9. How many times does the decompression PRAM automatically play on the 787?**
- A. One
 - B. Two
 - C. Three
 - D. Four
- 10. What is a flight control law and its purpose in the 787?**
- A. The software logic that governs how flight controls respond to pilot inputs to maintain stability and safety.
 - B. A physical linkage arrangement of control surfaces.
 - C. A maintenance checklist for the flight control system.
 - D. A pilot's manual describing control forces.

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What does CPDLC stand for in aircraft communications?

- A. Controller-Pilot Data Link Communications**
- B. Centralized Pilot Digital Log Console
- C. Communications Protocol for Data Link and Telemetry
- D. Cabin Passenger Data and Landing Communications

CPDLC stands for Controller-Pilot Data Link Communications. This is a data link system that lets the controller and the pilot exchange messages via text rather than voice radio. It covers clearances, route changes, altitude and speed instructions, holds, and other routine instructions using predefined phrases and, where needed, free text. The benefit is reduced radio chatter, improved clarity, and more efficient operations, especially where voice coverage is limited, such as oceanic or remote airspace. On modern aircraft like the 787, CPDLC is part of the ACARS data link suite and supports the FANS-1/A capabilities, enabling timely, auditable communications between ATC and the flight crew. The other options don't reflect the correct acronym or the system's purpose.

2. 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.

3. Where is the blue master call light that helps identify the source of a passenger service call located?

- A. On the CAP
- B. On the Master Attendant Switch
- C. On the ACP**
- D. In the flight deck

The blue master call light is part of the passenger call system and is located on the Audio Control Panel. This panel is the crew's main interface for handling cabin calls and interphone functions, so mounting the indicator here lets the flight attendants quickly see that a passenger has called and identify the source area at a glance. The other panels serve control or routing functions, but the light that identifies the call source is not placed on the Cabin Attendant Panel, the Master Attendant Switch, or in the flight deck. Keeping the indicator on the ACP provides a centralized, immediate cue for responding to passenger service requests.

4. Where is the LRBL located?

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

The main idea is how cabin storage locations are read on the 787. LRBL is a left-side storage bay in the forward section of the cabin, so its designated position is the forward-left area. That means the LRBL is located toward the front of the aircraft on the left side, i.e., the first-left area. The other positions would place the locker on the right side or farther back, which doesn't match LRBL's standard left-forward location.

5. In the 787-8, where is the personal wheelchair stored?

- A. AC-R last row MC for 1st, then AC-L last row MC for 2nd**
- B. AC-L last row MC for 1st, then AC-R last row MC for 2nd
- C. LH closet BC
- D. AC-R first row MC for 1st, then AC-L first row MC for 2nd

In the 787-8, personal wheelchairs are stored in designated stowage in the main cabin, positioned at the last row on both sides. The intended arrangement is one wheelchair in the AC-R (right) last-row main cabin, and the second wheelchair in the AC-L (left) last-row main cabin. This placement keeps the wheelchairs out of the main aisles during boarding and evacuation while remaining accessible to crew near the rear doors for retrieval or assistance. The LH closet BC isn't used for this purpose because it isn't a designated mobility-aid storage area and could obstruct closet use or impede access. Placing wheelchairs in the first row would also interfere with passenger flow and safety.

6. Which flotation devices are provided on the Boeing 787?

- A. Only life jackets
- B. Life jackets and liferafts, crew vests, and passenger vests**
- C. Life rafts for crew only
- D. Flotation devices for pilots only

Flotation devices on the Boeing 787 are provided for all occupants, not just pilots. In an overwater scenario, you rely on a combination of equipment: life jackets for each passenger and crew member to provide immediate buoyancy, liferafts stored for use if more flotation is needed, and separate crew and passenger vests to ensure the right fit and visibility for everyone on board. The life jackets get you buoyant right away, while the liferafts offer a larger, inflatable platform if you need to remain in the water for longer or evacuate multiple people at once. This mix covers both individual and group needs, which is why it's the best answer. The other choices are incomplete because they omit either liferafts or portions of the passenger/crew flotation gear.

7. If GPS data is degraded, what is the primary source of attitude, heading, and navigation information used by the aircraft?

- A. FMS data only
- B. Ground-based navigation beacons
- C. IRS/ADIRU data**
- D. Magnetic compass

When GPS is degraded, the aircraft relies on the inertial reference system (IRS) / ADIRU for attitude, heading, and navigation data. The IRS uses onboard gyros and accelerometers to sense angular rates and linear accelerations, enabling continuous determination of the aircraft's attitude (pitch and roll) and heading. It also provides a navigation solution by dead-reckoning from those motions, with updates from air data and occasional radio navigation inputs as available. This data is generated independently of GPS, so the flight control and FMS can maintain accurate attitude and heading information even when GNSS is unavailable. Magnetic compasses aren't trusted as the primary source for navigation in flight because they are susceptible to local magnetic disturbances and can drift, especially at the scales involved in aviation. Ground-based navigation beacons require external infrastructure and do not provide the robust, continuous attitude data that the IRS supplies. The FMS uses IRS data as its primary navigation reference, and GPS serves as a corrective input when available.

8. How many operable windows are in the flight deck?

- A. Two
- B. One
- C. Four
- D. None**

On the 787, cockpit windows are fixed and non-operable. They are designed as solid panels to maintain structural integrity and pressurization at altitude, while glare is controlled with electronic dimming rather than by opening a window. Ventilation for the flight deck comes from the environmental control system, not from an operable window. For emergencies, the crew exit through the cockpit door using the established egress provisions, not via a window. So there are no operable windows in the flight deck.

9. 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.

10. What is a flight control law and its purpose in the 787?

- A. The software logic that governs how flight controls respond to pilot inputs to maintain stability and safety.**
- B. A physical linkage arrangement of control surfaces.
- C. A maintenance checklist for the flight control system.
- D. A pilot's manual describing control forces.

Flight control law is the software logic inside the 787's fly-by-wire system that determines how flight controls respond to pilot inputs. Its purpose is to translate stick and rudder commands into surface movements while keeping the aircraft stable and safe. The law not only drives the control surfaces but also imposes protections and limits—such as preventing excessive bank, limiting angle of attack, and tying commands to safe speeds—so the airplane behaves predictably across the flight envelope. If faults occur, the system can shift to degraded modes with reduced protections, but the core idea remains: the flight control law governs how pilot inputs become control actions to maintain safe, stable handling. The other options describe physical linkages, maintenance checklists, or pilot manuals, which are not what the flight control law is.

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