

Boeing Airbus Practice Test (Sample)

Study Guide



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Questions

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- 1. Which branch of the military is primarily responsible for logistics and support to other branches?**
 - A. Marine Corps**
 - B. Navy**
 - C. Army**
 - D. Air Force**
- 2. Which Airbus aircraft pioneered the use of digital fly-by-wire control systems and was a short to medium range narrow-body aircraft?**
 - A. A310**
 - B. A320**
 - C. A330**
 - D. A350**
- 3. What does UAM primarily aim to facilitate in terms of air transport?**
 - A. Long-distance Travel**
 - B. Short-distance Travel**
 - C. Luxury Travel**
 - D. Emergency Services**
- 4. The growth and safety of which sector does ALPA advocate for?**
 - A. General Aviation**
 - B. Commercial Airlines**
 - C. Military Aviation**
 - D. Private Piloting**
- 5. What was the former name of Airlines for America?**
 - A. Air Transport Association of America**
 - B. Aviation Safety Alliance**
 - C. National Air Transportation Association**
 - D. American Airline Advocacy Group**

6. Which entity is primarily responsible for evaluating the integration of AAM into airspace?

- A. The Federal Aviation Administration**
- B. NATO**
- C. NASA**
- D. The U.S. Department of Transportation**

7. What does the integration of AAM promise for urban transportation?

- A. Increased traffic congestion**
- B. Reduction in public transport options**
- C. Enhanced mobility solutions**
- D. High operational costs**

8. The first use of aviation in the military came in the form of what?

- A. Helicopters**
- B. Fighter jets**
- C. Transport planes**
- D. Lighter than air balloons**

9. Will Advanced Air Mobility have applications for both civilian and military purposes?

- A. No**
- B. Yes**
- C. Only Civilian**
- D. Only Military**

10. Which branch of the Military controls most of the US Airpower?

- A. Army**
- B. Navy**
- C. Air Force**
- D. Marine Corps**

Answers

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

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Explanations

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1. Which branch of the military is primarily responsible for logistics and support to other branches?

- A. Marine Corps**
- B. Navy**
- C. Army**
- D. Air Force**

The Army is primarily responsible for logistics and support to other branches because it has the largest logistical infrastructure and personnel dedicated to managing supply chains, transportation, and maintenance needs. The Army's extensive experience in ground operations means it is critical in ensuring that all branches receive the necessary supplies, equipment, and support to conduct operations effectively. The Army's logistics capabilities encompass a wide range of functions, including transportation of personnel and materials, supply chain management, maintenance of equipment, and medical support. This integrated approach ensures that both the Army and other branches, such as the Navy, Marine Corps, and Air Force, can operate in conjunction during joint missions. While other branches certainly have their logistics operations, the Army's size and dedicated focus on these aspects enable it to play a pivotal role in supporting and sustaining military operations across the entire armed forces.

2. Which Airbus aircraft pioneered the use of digital fly-by-wire control systems and was a short to medium range narrow-body aircraft?

- A. A310**
- B. A320**
- C. A330**
- D. A350**

The Airbus aircraft that pioneered the use of digital fly-by-wire control systems is the A320. The term "fly-by-wire" refers to a system where electronic signals control the aircraft's flight control surfaces, rather than traditional mechanical linkages. The A320 was groundbreaking as it was the first commercial jetliner to introduce this technology, which greatly enhances the aircraft's control precision and safety. The A320's fly-by-wire system allows for advanced features such as envelope protection, which prevents the aircraft from exceeding its operational limits, and it enhances pilot workload management through automation. As a short to medium range narrow-body aircraft, the A320 is designed for efficiency in both performance and operating costs, making it a popular choice among airlines for various routes. Its role in advancing aviation technology has set a precedent that many subsequent aircraft, including later Airbus models and other manufacturers' jets, have adopted.

3. What does UAM primarily aim to facilitate in terms of air transport?

- A. Long-distance Travel**
- B. Short-distance Travel**
- C. Luxury Travel**
- D. Emergency Services**

Urban Air Mobility (UAM) is primarily designed to enhance short-distance travel by utilizing advanced aerial vehicles to transport passengers and cargo within urban environments. The focus of UAM is on alleviating ground traffic congestion, providing efficient commuting options, and improving accessibility, particularly in densely populated areas. This concept emphasizes rapid transport over short distances where traditional road infrastructure may be inadequate or overly congested. While long-distance travel, luxury travel, and emergency services certainly have their own significance in air transport, UAM's core objective is to transform how people move within cities or between closely situated urban centers, making short-distance travel its primary focus. Through the development of technologies such as electric vertical takeoff and landing (eVTOL) aircraft, UAM aims to establish a new network of air transportation that can serve city dwellers effectively, emphasizing convenience, speed, and sustainability.

4. The growth and safety of which sector does ALPA advocate for?

- A. General Aviation**
- B. Commercial Airlines**
- C. Military Aviation**
- D. Private Piloting**

The Air Line Pilots Association (ALPA) advocates primarily for the growth and safety of the commercial airlines sector. This focus is grounded in the fact that ALPA represents pilots who work for airlines that provide scheduled passenger and cargo services. They engage in activities aimed at improving operational safety, regulatory frameworks, and overall working conditions for commercial airline pilots. By concentrating on this sector, ALPA aims to ensure that both the flying public and aviation professionals benefit from stringent safety protocols, effective training, and sound operational practices within the commercial aviation industry. The emphasis on commercial airlines aligns with ALPA's mission to enhance safety and advocate for policies that positively impact airline operations and pilot welfare, which does not directly extend to the general aviation, military aviation, or private piloting sectors.

5. What was the former name of Airlines for America?

- A. Air Transport Association of America**
- B. Aviation Safety Alliance**
- C. National Air Transportation Association**
- D. American Airline Advocacy Group**

The former name of Airlines for America is indeed the Air Transport Association of America. This organization has played a significant role in advocating for the airline industry, providing a unified voice on regulatory, economic, and technological issues that affect the aviation sector. The name change reflects a broader focus on the entire airline industry rather than just transport operators. Understanding the history and evolution of such associations is essential for recognizing how the dynamics of the aviation sector have changed over time, adapting to new challenges and the growing complexity of global transport. The other organizations listed do play important roles in the aviation sector but do not share the historical lineage that connects them directly to Airlines for America.

6. Which entity is primarily responsible for evaluating the integration of AAM into airspace?

- A. The Federal Aviation Administration**
- B. NATO**
- C. NASA**
- D. The U.S. Department of Transportation**

The correct answer focuses on NASA's role in the evaluation and integration of Advanced Air Mobility (AAM) into airspace. NASA has been at the forefront of researching and developing technologies that support the advancement of aviation, specifically in relation to new aircraft systems and operational concepts like AAM. This includes conducting studies, simulations, and technology demonstrations that contribute to understanding how AAM can coexist with current aviation operations. The agency's unique position and capabilities allow it to lead efforts in developing the necessary frameworks and technologies that ensure AAM can be safely integrated into the national airspace system. Additionally, NASA collaborates with a variety of stakeholders, including industry partners, government agencies, and academia, fostering a comprehensive approach to AAM development. The other entities listed do play significant roles in aviation. The Federal Aviation Administration, for instance, primarily focuses on regulating and managing civil aviation safety and air traffic control. The U.S. Department of Transportation oversees national transportation policies, while NATO primarily deals with defense and military operations. However, these roles do not specifically center on the technological and operational integration of AAM into airspace to the extent that NASA's mandates focus on innovation and safety in aviation advancements.

7. What does the integration of AAM promise for urban transportation?

- A. Increased traffic congestion**
- B. Reduction in public transport options**
- C. Enhanced mobility solutions**
- D. High operational costs**

The integration of Advanced Air Mobility (AAM) into urban transportation is anticipated to deliver enhanced mobility solutions through the introduction of innovative air transportation methods, such as electric vertical takeoff and landing (eVTOL) aircraft. AAM promises to leverage airspace in ways that traditional ground transportation cannot, offering a new layer of connectivity, particularly in congested urban environments. By utilizing air taxis and drones, AAM aims to alleviate the burden on existing transportation infrastructure, providing quicker and more efficient routes for commuters. This could lead to reduced travel times and increased accessibility to different parts of a city that may not be easily reachable by conventional public transport. Moreover, AAM could enhance the overall travel experience, making urban commuting more flexible and reliable. Overall, the integration of AAM is positioned to revolutionize how people approach travel within cities, emphasizing improved efficiency and convenience, rather than the drawbacks associated with increased congestion or higher operational costs.

8. The first use of aviation in the military came in the form of what?

- A. Helicopters**
- B. Fighter jets**
- C. Transport planes**
- D. Lighter than air balloons**

The use of aviation in the military first emerged with lighter-than-air balloons. This innovation allowed military forces to gain a significant strategic advantage by providing aerial reconnaissance and observation capabilities during battles. Ballooning was utilized notably during the American Civil War, where they were deployed to scout enemy positions, gather intelligence, and direct artillery fire from elevated viewpoints. The advancements in balloon technology allowed for tethered flights, which facilitated communication and observation, marking a pivotal moment in military tactics. Establishing this early form of military aviation paved the way for future developments in aerial combat and transportation, but the foundational role of lighter-than-air balloons is recognized as the catalyst for utilizing aviation in military operations.

9. Will Advanced Air Mobility have applications for both civilian and military purposes?

- A. No**
- B. Yes**
- C. Only Civilian**
- D. Only Military**

Advanced Air Mobility (AAM) encompasses innovative aerial transport solutions that utilize vertical take-off and landing (VTOL) aircraft and other advanced technologies to enhance urban air transportation, logistics, and military operations. The versatility of AAM makes it applicable to both civilian and military purposes. In the civilian sector, AAM can be leveraged for passenger transport, air taxis, and delivery services, significantly easing urban congestion and providing rapid transit options. In military applications, AAM technologies can facilitate troop transport, logistics support, surveillance, and medical evacuations, allowing for faster response times in dynamic environments. The development of AAM technologies is increasingly aimed at meeting the diverse needs of various sectors, confirming its potential for both civilian and military applications. This dual applicability underscores the importance of investment and research in AAM as a transformative approach to air transportation for different user needs and operational scenarios.

10. Which branch of the Military controls most of the US Airpower?

- A. Army**
- B. Navy**
- C. Air Force**
- D. Marine Corps**

The United States Air Force is the primary branch of the military responsible for controlling and operating the nation's airpower. Established as a separate branch in 1947, the Air Force's core function is to conduct aerial warfare, deliver air support, and maintain air superiority. This includes a range of capabilities such as strategic bombing, air reconnaissance, airlift operations, and support for ground troops through close air support and tactical air operations. While the other branches, such as the Army and Navy, also utilize airpower as part of their operations, they do so in support of their specific missions and objectives. The Army, for example, focuses on land operations and employs rotary-wing aircraft for transport and support. The Navy operates aircraft from aircraft carriers and specializes in naval aviation to support maritime operations. The Marine Corps uses aviation primarily to support ground forces but is not the primary controller of airpower as a whole. Therefore, the Air Force's unique structure, training, and focus make it the definitive branch overseeing U.S. airpower operations.