

EASA MODULE 11 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Domed bulkheads would be used for:**
 - A. Isolating components from fire migration
 - B. Distributing pressures without deformation
 - C. Absorbing moisture during flight
 - D. Sealing compartments from one another
- 2. On a delta wing aircraft, which control surface combines the functions of elevator and aileron?**
 - A. Elevators
 - B. Ruddervators
 - C. Elevons
 - D. Ailerons
- 3. If hydraulic system pressure is normal while the engine-driven pump is running, but there is no pressure after the engine has been shut down, what does this indicate?**
 - A. The pressure regulator has been set too high
 - B. Presence of air in the system
 - C. No air pressure in the accumulator
 - D. There is a leak in the hydraulic lines
- 4. The air data computer inputs to which set of cockpit instruments?**
 - A. Mach meter, Standby altimeter, ASI
 - B. Cabin rate sensors, Mach meters, ASI, Altimeter
 - C. Altimeter, FMC, Secondary radar
 - D. IAS, VSI, and altimeter
- 5. In the audio entertainment system, besides the passenger control unit and the seat electronic box, the third major component is:**
 - A. Video projector
 - B. Tape or DVD player
 - C. Zone multiplexer
 - D. Amplifier

- 6. Mainplane integral fuel tank access panels are sealed by which method?**
- A. Countersunk Rivets
 - B. O Rings and/or Sealant
 - C. Countersunk Screws Only
 - D. Seals and/or Sealant and Screws
- 7. During descent, passengers complain of ear discomfort. The cause is the rate of descent was**
- A. Too slow
 - B. Stable
 - C. Rapidly varying
 - D. Too quick
- 8. When attaching a fuel nozzle from the tanker to an aircraft, the correct sequence would be:**
- A. filler cap off, bonding lead on. filler cap off, bonding lead off
 - B. bonding lead on, filler cap off. filler cap on, bonding lead off
 - C. bonding lead on, filler cap off. bonding lead off, filler cap on
 - D. filler cap off, bonding lead off. bonding lead on
- 9. In a diluter-demand oxygen system, which statement is true?**
- A. Oxygen is supplied with a continuous pressure flow
 - B. Each member of the crew has a continuous oxygen supply
 - C. Each member of the crew has a regulator
 - D. The system uses a central regulator only
- 10. When torque is applied to the inner gimbal ring of a VG, movement is on which ring?**
- A. Outer ring moves
 - B. Outer and inner rings move
 - C. Both rings move
 - D. Inner ring moves

Answers

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

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Explanations

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1. Domed bulkheads would be used for:

- A. Isolating components from fire migration
- B. Distributing pressures without deformation**
- C. Absorbing moisture during flight
- D. Sealing compartments from one another

A domed bulkhead uses curvature to carry pressure loads efficiently. The dome shape distributes the forces from differential pressure across the surface, increasing stiffness and resisting bending or buckling. That means the bulkhead can maintain its shape and integrity under cabin pressurization with less deformation than a flat wall. While bulkheads can seal or isolate fire and other functions, the curved geometry specifically provides the strength to handle pressure without deforming, which is why it's preferred for this purpose. Absorbing moisture is unrelated to the structural role of a bulkhead.

2. On a delta wing aircraft, which control surface combines the functions of elevator and aileron?

- A. Elevators
- B. Ruddervators
- C. Elevons**
- D. Ailerons

Elevons blend pitch and roll control. On a delta wing, the outer trailing-edge surfaces act as one control surface that can move symmetrically to create pitch moments (like an elevator) or differentially to create roll moments (like an aileron). This lets a single surface provide both functions, which suits the delta wing's geometry. Elevators alone control pitch, ailerons alone control roll, and ruddervators—combining rudder and elevator—appear on V-tailed aircraft, not on delta wings.

3. If hydraulic system pressure is normal while the engine-driven pump is running, but there is no pressure after the engine has been shut down, what does this indicate?

- A. The pressure regulator has been set too high
- B. Presence of air in the system
- C. No air pressure in the accumulator**
- D. There is a leak in the hydraulic lines

The key idea is how the accumulator stores energy to keep hydraulic pressure when the pump isn't running. When the engine-driven pump is supplying pressure, the system is normal because the pump is active. Once the engine is shut down, the pump stops, and any remaining pressure should come from the accumulator, which is precharged with gas to exert pressure on the fluid. If there's no pressure after shutdown, it means the accumulator cannot provide that reserve—usually because there is no air (gas) pressure in the accumulator. Without that precharge, the stored energy is gone and the system pressure collapses as soon as the pump stops. An incorrectly set pressure regulator would affect pressure while the pump is running, not explain a sudden loss after shutdown. Air in the hydraulic system would cause symptoms during operation as well, not specifically the immediate drop after shutdown. A leak would generally show a pressure drop during operation as well, not only after shutdown.

4. The air data computer inputs to which set of cockpit instruments?

- A. Mach meter, Standby altimeter, ASI
- B. Cabin rate sensors, Mach meters, ASI, Altimeter**
- C. Altimeter, FMC, Secondary radar
- D. IAS, VSI, and altimeter

The air data computer takes the pitot and static pressures (and temperature) and converts them into the main air data that pilots rely on: indicated airspeed, Mach number, and altitude. Those data streams feed the instruments that display speed and altitude to the crew. So the air data computer provides input to the Mach meters, the airspeed indicator, and the altimeter. In many installations the cabin pressurization system also uses related data from the same source (cabin rate sensor) to monitor how quickly cabin pressure is changing, which is why that item can appear in the same set of inputs. Standby instruments typically have independent sources, and flight management computers or secondary radar are not direct cockpit display instruments fed by the air data computer. Therefore, the set that best reflects what the air data computer feeds is the Mach meters, the airspeed indicator, the altimeter (with the cabin rate sensor as a related use).

5. In the audio entertainment system, besides the passenger control unit and the seat electronic box, the third major component is:

- A. Video projector
- B. Tape or DVD player**
- C. Zone multiplexer
- D. Amplifier

The key idea is that an in-flight entertainment system needs a source of actual content in addition to the user interface and the seat-side processing. The passenger control unit is how the passenger selects options, and the seat electronic box handles decoding and control at the seat. The third major piece is the media source—the device that actually plays the content, such as a tape or DVD player. This provides the video and audio that are then distributed to the displays and speakers. A video projector isn't typically part of most IFE setups since content is shown on screens at the seat or in overhead displays, a zone multiplexer is a routing/delivery component rather than the content source, and an amplifier, while important, is usually part of the distribution or seat electronics rather than the standalone third major component. So the media source best fits as the missing third piece.

6. Mainplane integral fuel tank access panels are sealed by which method?

- A. Countersunk Rivets
- B. O Rings and/or Sealant
- C. Countersunk Screws Only
- D. Seals and/or Sealant and Screws**

Sealing a mainplane integral fuel tank access panel requires a proper barrier plus secure fastening. In practice, a gasket or seal is placed at the panel joint, and sealant may be added to fill any small gaps, with screws used to clamp the panel and hold the seal under pressure. This combination provides a fuel-tight joint that can stand up to vibration, fuel exposure, and pressure changes. Relying on rivets won't provide a removable, fuel-tight seal, screws alone without a sealing element won't seal, and O-rings are generally for round fittings rather than flat panel joints. So the reliable method is using seals or sealant and screws.

7. During descent, passengers complain of ear discomfort. The cause is the rate of descent was

- A. Too slow
- B. Stable
- C. Rapidly varying
- D. Too quick**

The ear discomfort during descent comes from the pressure change in the middle ear not keeping up with the increasing cabin pressure. As you descend, outside pressure rises and the cabin is pressurized to lower altitude, so the middle ear pressure must equalize with this change. If the rate of descent is too quick, the Eustachian tube can't open and equalize fast enough, producing a pressure difference that causes pain and discomfort in the ears. Slower or stable descent allows gradual equalization, so discomfort is less likely. A rapidly varying descent could cause intermittent issues, but the predominant cause of the reported discomfort is a too-quick rate of descent. Swallowing, yawning, or chewing gum helps open the Eustachian tube to relieve it.

8. When attaching a fuel nozzle from the tanker to an aircraft, the correct sequence would be:

- A. filler cap off, bonding lead on. filler cap off, bonding lead off
- B. bonding lead on, filler cap off. filler cap on, bonding lead off**
- C. bonding lead on, filler cap off. bonding lead off, filler cap on
- D. filler cap off, bonding lead off. bonding lead on

Establishing a bonding/grounding connection before exposing the fuel system to air and vapors is essential to prevent ignition from static electricity during fueling. The bonding lead should be connected first, while the fuel system is still sealed, so the tanker and aircraft are at the same electrical potential. Then the filler cap is removed to access the fueling point. With the bond still in place, fueling proceeds safely. Once fueling is finished, replace the filler cap and then disconnect the bonding lead. This sequence keeps the system bonded throughout the transfer and only breaks the bond after the cap is secured, minimizing the risk of a static discharge spark.

9. In a diluter-demand oxygen system, which statement is true?

- A. Oxygen is supplied with a continuous pressure flow
- B. Each member of the crew has a continuous oxygen supply
- C. Each member of the crew has a regulator**
- D. The system uses a central regulator only

In a diluter-demand oxygen system, oxygen is provided to each crew member through a regulator at the facepiece, and flow occurs on demand as the person inhales. The regulator also blends (dilutes) the oxygen with surrounding cabin air to maintain the appropriate breathing mix at altitude. This setup means individual regulation is needed because each crew member's breathing pattern and oxygen needs can differ, and the system must deliver the correct amount to each person. That's why the true statement is that each crew member has a regulator. The other options don't fit because the system does not supply oxygen continuously; it delivers on demand through the regulator, and there isn't just a single central regulator controlling everyone's flow.

10. When torque is applied to the inner gimbal ring of a VG, movement is on which ring?

- A. Outer ring moves
- B. Outer and inner rings move
- C. Both rings move

D. Inner ring moves

When a gimbal stack is built, each ring can rotate about its own axis relative to the rings outside it. If you apply torque to the inner gimbal ring, that ring itself is the one driven to move, so you observe motion on the inner ring. The outer ring (and the rest of the stack) remains stationary unless you apply torque to it as well. In short, the torque is acting directly on the ring you're twisting, so the movement shows up on that inner ring.

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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:

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

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