

NARROWBODY PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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. Which minimum crew position on the A220 is responsible for exit seat verification of the window exits?**
 - A. 1L
 - B. 2R
 - C. 2L
 - D. 3R

- 2. Why is proper torque sequencing important during component installation?**
 - A. To ensure uniform clamping loads, avoid distortion, and ensure proper seating and alignment of parts.
 - B. To speed the assembly by skipping lubrication steps.
 - C. To maximize torque by using larger fasteners.
 - D. To reduce the number of fasteners needed.

- 3. What is autoland capability and under what conditions is it typically certified on a narrowbody?**
 - A. Autoland is a feature that reduces taxi time after landing; certified everywhere.
 - B. Autoland allows automated landing with minimal pilot input; certified for specific aircraft/airport/meteorological conditions and with appropriate sensors and redundancy.
 - C. Autoland is used for takeoff only; only in military operations.
 - D. Autoland automatically handles fuel management in flight; certified for any weather.

- 4. Within the environmental control system, how is conditioned air produced for cabin conditioning?**
 - A. Bleed air from engines or the APU is routed through packs to condition air for cabin.
 - B. The packs generate bleed air themselves without external bleed sources.
 - C. Air is produced by ambient air directly without packs.
 - D. Oxygen is used to condition cabin air.

- 5. If a single engine exhibits abnormal fuel flow during start, what is the immediate action?**
- A. Continue the start and monitor for improvement.
 - B. Abort the start and follow engine start abort procedures; investigate fuel system for blockage or pump failure.
 - C. Switch to the other engine.
 - D. Disable the fuel system.
- 6. Which action should you perform before starting an engine on a narrowbody?**
- A. Engage ignition before selecting power source.
 - B. Set parking brake and verify the area is clear.
 - C. Start engines without any checks.
 - D. Begin with a high-power start while the aircraft is not secured.
- 7. How is landing weight managed on narrowbody aircraft that do not have a fuel jettison capability?**
- A. Burn-off and planning.
 - B. Transfer fuel to a cargo hold.
 - C. Use a dedicated fuel-jettison system.
 - D. Fuel is vented overboard.
- 8. What are the basic steps in a go-around procedure at a non-stabilized approach?**
- A. Apply go-around thrust, pitch to go-around attitude, retract flaps per schedule, configure gear if needed, and continue the climb on the missed approach path.
 - B. Immediately descend to land.
 - C. Disconnect autopilot and pitch down.
 - D. Reduce thrust and maintain current configuration.
- 9. What would you attach the survival kit to prior to opening the exit in a ditching on the A321?**
- A. White lanyard
 - B. D Ring
 - C. Red strap
 - D. Black hook

10. Where is the manual inflation handle located on A321 2L/R and 3L/R cabin doors?

- A. Bottom left corner
- B. Upper right corner
- C. Center of the door
- D. Outside of the door frame

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Answers

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

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Explanations

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1. Which minimum crew position on the A220 is responsible for exit seat verification of the window exits?

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

The correct answer is that the crew position responsible for exit seat verification of the window exits on the A220 is the position at 2R. This crew member plays a crucial role in ensuring safety by verifying that all passengers seated in the exit rows meet the requirements to occupy those seats, particularly for the window exits. This verification is essential for adherence to safety protocols, as passengers seated in exit rows must be capable of performing the functions required in an emergency evacuation scenario. Each crew position on an aircraft has specific responsibilities in relation to safety and passenger needs. The role at 2R is strategically located to oversee the rear section of the cabin, which includes the exit rows. This position facilitates quick access to the exit doors and ensures that the crew member can adequately assess and confirm the readiness and eligibility of passengers for those seats. In contrast, the responsibilities of crew positions at other locations on the aircraft do not include the direct verification of exit seat passengers for the window exits, focusing instead on safety protocols relevant to their respective sections of the cabin.

2. Why is proper torque sequencing important during component installation?

- A. To ensure uniform clamping loads, avoid distortion, and ensure proper seating and alignment of parts.**
- B. To speed the assembly by skipping lubrication steps.
- C. To maximize torque by using larger fasteners.
- D. To reduce the number of fasteners needed.

Torque sequencing ensures clamping force is spread evenly across all fasteners, keeping the parts flat and properly aligned. Tightening in the recommended order and in steps lets the surfaces seat evenly, prevents distortion, and achieves a uniform preload so the joint seals and functions as intended. If the sequence is ignored or tightened randomly, one area can take more load early, leading to bending, uneven gasket compression, leaks, or misalignment. This approach also helps account for friction and thermal effects, so the final torque reflects the true preload rather than being biased by an uneven tightening pattern. Other options don't address these outcomes because merely speeding assembly, using larger fasteners, or removing fasteners doesn't guarantee uniform preload, seating, or alignment.

3. What is autoland capability and under what conditions is it typically certified on a narrowbody?

- A. Autoland is a feature that reduces taxi time after landing; certified everywhere.
- B. Autoland allows automated landing with minimal pilot input; certified for specific aircraft/airport/meteorological conditions and with appropriate sensors and redundancy.**
- C. Autoland is used for takeoff only; only in military operations.
- D. Autoland automatically handles fuel management in flight; certified for any weather.

Autoland is the system that allows an airplane to perform an automated landing with minimal pilot input, using the airplane's autoland and flight-control/navigation systems. It is not a universal capability; it's certified for specific aircraft models, for particular runways and airports that have compatible instrumentation (like CAT II/III ILS or equivalent), and for defined meteorological conditions. It also relies on redundancy and proper sensors and systems (multiple autopilot channels, flight-control computers, radio altimeters, ILS receivers, etc.) to ensure a safe landing. This is why the best answer says autoland enables an automated landing with minimal input and is certified only for certain aircraft, airports, and weather conditions, with the necessary sensors and redundancy.

4. Within the environmental control system, how is conditioned air produced for cabin conditioning?

- A. Bleed air from engines or the APU is routed through packs to condition air for cabin.**
- B. The packs generate bleed air themselves without external bleed sources.
- C. Air is produced by ambient air directly without packs.
- D. Oxygen is used to condition cabin air.

Conditioned air for the cabin is produced by taking bleed air from the engines or the APU and routing it through the air conditioning packs. These packs cool and regulate the bleed air, using heat exchangers (often with ram air) and, in many designs, an air-cycle machine to drop the temperature and set the proper pressure. The conditioned air is then distributed to the cabin, typically with some recirculated, filtered air mixed in to maintain quality. Oxygen is not used to condition cabin air, and the packs do not generate bleed air themselves; they only treat the bleed air supplied from the engines or APU.

5. If a single engine exhibits abnormal fuel flow during start, what is the immediate action?

- A. Continue the start and monitor for improvement.
- B. Abort the start and follow engine start abort procedures; investigate fuel system for blockage or pump failure.**
- C. Switch to the other engine.
- D. Disable the fuel system.

When an engine shows abnormal fuel flow during start, the immediate action is to abort the start and follow the engine start abort procedures. Abnormal flow signals a possible fuel system fault, such as a blockage or pump failure, and continuing the start could allow damaged fuel delivery or an unsafe mixture, risking engine damage or a stray fuel/ignition event. Aborting promptly secures the engine, stops fuel flow in a controlled way, and gives you a clear point to investigate the fault before attempting another start. Investigating the fuel system for blockage or pump failure is the next, logical step after the stop. Look for obstructions in the fuel lines, filters, or injectors, and verify the fuel pumps and their electrical/controls are functioning as required. This approach targets the root cause without exposing the engine to further risk. Switching to the other engine isn't the correct immediate action because the issue is with the fuel delivery to the current engine and may affect overall system integrity or power availability. Simply moving to another engine doesn't address a potential blockage or pump fault and could create new complications. Disabling the fuel system isn't appropriate either as a first response; you follow the abort procedure to stop safely and then diagnose.

6. Which action should you perform before starting an engine on a narrowbody?

- A. Engage ignition before selecting power source.
- B. Set parking brake and verify the area is clear.**
- C. Start engines without any checks.
- D. Begin with a high-power start while the aircraft is not secured.

Before starting an engine on a narrowbody, the priority is to secure the aircraft and ensure the area around it is clear. Setting the parking brake keeps the aircraft from moving during the start, which is crucial because thrust, engine response, or a small unintended movement could otherwise cause damage or injuries. Verifying the area is clear protects everyone from jet blast or propwash and from hazards like ground equipment or obstacles that could be struck as the engine spools up. Once these safety checks are confirmed, you follow the established start procedures for power source and ignition. Skipping checks, starting with the aircraft unsecured, or attempting a high-power start in an unsecure position all pose clear safety risks.

7. How is landing weight managed on narrowbody aircraft that do not have a fuel jettison capability?

- A. Burn-off and planning.
- B. Transfer fuel to a cargo hold.**
- C. Use a dedicated fuel-jettison system.
- D. Fuel is vented overboard.

When a narrowbody doesn't have a fuel jettison system, you manage landing weight by adjusting the fuel on board rather than dumping it. In some aircraft configurations, there is a ballast or dedicated tank in the cargo area that can receive fuel from the wing tanks. Transferring fuel into that ballast reduces the total mass you must land with while keeping the aircraft's balance within safe limits. This method avoids venting or dumping fuel overboard and aligns with safety and environmental considerations. It's a practical option used when additional weight reduction is needed and the aircraft's fuel system and ballast tanks permit such transfer, though fuel planning and crew procedures will dictate when it's appropriate.

8. What are the basic steps in a go-around procedure at a non-stabilized approach?

- A. Apply go-around thrust, pitch to go-around attitude, retract flaps per schedule, configure gear if needed, and continue the climb on the missed approach path.**
- B. Immediately descend to land.
- C. Disconnect autopilot and pitch down.
- D. Reduce thrust and maintain current configuration.

When a descent isn't stabilized, the immediate goal is to transition to a safe flight path by going around and configuring the airplane for a climb on the published missed approach path. The best sequence starts with applying go-around thrust to ensure immediate positive thrust for a climb, then pitching to the go-around attitude to establish a positive climb attitude. Retracting flaps per the established schedule helps reduce drag while preventing excessive pitch or stress, and configuring the gear if needed avoids drag and speed issues. Finally, you continue the climb along the missed approach path to reach a safe altitude and altitude/heading for re-clearance. This approach keeps you out of the flight-regime that caused the unstable approach, ensures a controlled and certified climb, and gets you onto the published missed approach path as soon as safely possible. Descending to land immediately contradicts the purpose of a go-around. Pushing the nose down or reducing thrust while maintaining the current configuration would prevent a proper climb and could jeopardize airspeed and obstacle clearance.

9. What would you attach the survival kit to prior to opening the exit in a ditching on the A321?

A. White lanyard

B. D Ring

C. Red strap

D. Black hook

The survival kit should be attached to the white lanyard prior to opening the exit in a ditching scenario on the A321. The white lanyard is specifically designed for this purpose, facilitating quick access to the survival kit upon evacuation. It ensures that the kit remains securely attached to the aircraft while providing easy retrieval for passengers. The use of a designated attachment point like the white lanyard is crucial in emergency situations, as it reduces the risk of losing vital equipment during an evacuation process. Other options such as the D Ring, red strap, and black hook might not be intended for securing the survival kit in a ditching scenario, potentially leading to confusion or complications during an emergency. Thus, the white lanyard is the correct choice for maintaining a secure and organized response in such critical moments.

10. Where is the manual inflation handle located on A321 2L/R and 3L/R cabin doors?

A. Bottom left corner

B. Upper right corner

C. Center of the door

D. Outside of the door frame

The manual inflation handle for the A321 cabin doors at the 2L/R and 3L/R positions is indeed located in the upper right corner of the door. This positioning is designed for ease of access when the doors are being used in an emergency situation, allowing crew members to reach the handle quickly and effectively when deploying the emergency slides. The handle's placement ensures that it is not obstructed and can be identified readily during an evacuation scenario. Each option outlines potential locations, but the upper right corner is specifically designed to optimize safety and efficiency in emergency operations.

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://narrowbody.examzify.com>

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

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