

RYANAIR TECHNICAL PRACTICE EXAM (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. What components are involved in the pressurization system of a 737-800?**
 - A. Bleed compressors and pressure controllers
 - B. Only bleed compressors
 - C. Pressure controllers and fuel pumps
 - D. Outflow valves and cabin humidity systems
- 2. What primarily determines the center of gravity (CG) of an aircraft?**
 - A. The length of the aircraft
 - B. The distribution of weight within the aircraft
 - C. The type of fuel used
 - D. The position of passengers on board
- 3. What is the bypass ratio of the CFM56-7B engine?**
 - A. 4:1
 - B. 3:1
 - C. 6:1
 - D. 5:1
- 4. Define "glide slope."**
 - A. The trajectory of the aircraft during takeoff
 - B. The vertical descent path for an aircraft approaching a runway
 - C. The altitude the aircraft must maintain during flight
 - D. The angle of ascent of an aircraft
- 5. What is the pre-charge pressure for the brake accumulator on a 737-800?**
 - A. 500 psi
 - B. 750 psi
 - C. 1000 psi
 - D. 1500 psi
- 6. What does the term "extended range" refer to in aviation?**
 - A. An aircraft's ability to fly shorter distances
 - B. An aircraft's ability to perform more takeoffs and landings
 - C. An aircraft's ability to fly longer distances efficiently
 - D. An aircraft's capacity for extra passengers

7. What regulatory body requires aircraft to be equipped with transponders?

- A. Federal Aviation Administration (FAA)
- B. European Union Aviation Safety Agency (EASA)
- C. International Civil Aviation Organization (ICAO)
- D. All of the above

8. What is the primary source of thrust in a jet aircraft?

- A. Propellers
- B. Jet engines
- C. Rocket boosters
- D. Airborne turbines

9. What is the maximum takeoff weight (MTOW) of the 737-800?

- A. 70,000 kg
- B. 75,000 kg
- C. 78,000 kg
- D. 80,000 kg

10. How are probes and sensors heated on the 737-800?

- A. All are heated electrically
- B. Only static ports are heated
- C. Pitot probes and temperature probes are heated electrically
- D. Only temperature probes are heated electrically

Answers

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

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Explanations

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1. What components are involved in the pressurization system of a 737-800?

A. Bleed compressors and pressure controllers

B. Only bleed compressors

C. Pressure controllers and fuel pumps

D. Outflow valves and cabin humidity systems

The pressurization system of a 737-800 involves various components, and the inclusion of bleed compressors and pressure controllers is fundamental to its operation. Bleed compressors play a critical role by extracting compressed air from the engines or auxiliary power unit (APU), which is necessary for creating the pressurized environment in the cabin during flight. This compressed air is vital for maintaining a safe and comfortable atmosphere for passengers and crew at high altitudes. Pressure controllers are responsible for monitoring and adjusting the cabin pressure based on changes in altitude, ensuring that the cabin remains at a comfortable pressure level regardless of the external atmospheric conditions. Together, these components work in harmony to effectively manage cabin pressurization, providing safety and comfort throughout the flight. The other choices do not encompass the complete system necessary for cabin pressurization. For instance, simply having bleed compressors does not account for the need for pressure regulation, which is crucial for safe operation. Additionally, pressure controllers are distinct from components such as fuel pumps or humidity systems, which serve different functions within the aircraft.

2. What primarily determines the center of gravity (CG) of an aircraft?

A. The length of the aircraft

B. The distribution of weight within the aircraft

C. The type of fuel used

D. The position of passengers on board

The center of gravity (CG) of an aircraft is primarily determined by the distribution of weight within the aircraft. The CG is the point where the total weight of the aircraft is considered to act, and it is crucial for the stability and control of the aircraft during flight. When the weight is distributed unevenly, it can lead to a change in the CG, affecting how the aircraft handles. Factors that influence the distribution of weight include the position of the payload (cargo and passengers), the configuration of the aircraft (such as the locations of the engines and wings), and any additional equipment on board. Understanding the significance of weight distribution is essential for pilots and engineers, as improper balance can result in adverse flight characteristics and complicate maneuverability. While the length of the aircraft, the type of fuel used, and the position of passengers can have effects on overall performance, they do not primarily determine the CG. The critical factor is how weight is spread throughout the aircraft, as that directly impacts stability and control moments.

3. What is the bypass ratio of the CFM56-7B engine?

A. 4:1

B. 3:1

C. 6:1

D. 5:1

The bypass ratio of the CFM56-7B engine is indeed 5:1. The bypass ratio is defined as the ratio of the mass of air bypassing the engine core (the fan) to the mass of air that passes through the engine core (for combustion). A bypass ratio of 5:1 indicates that for every unit of air passing through the core, five units of air are bypassed around the core, which is characteristic of a high-bypass turbofan engine. This configuration is efficient for modern commercial aircraft as it contributes to reduced fuel consumption and noise levels, making the CFM56-7B a popular choice for many airliners. Other choices might represent different engine types or designs that do not align with the specifications for this particular engine model, which is recognized for its optimal balance of thrust and efficiency.

4. Define "glide slope."

- A. The trajectory of the aircraft during takeoff
- B. The vertical descent path for an aircraft approaching a runway**
- C. The altitude the aircraft must maintain during flight
- D. The angle of ascent of an aircraft

The term "glide slope" refers specifically to the vertical descent path that an aircraft follows as it approaches a runway for landing. This path is crucial for pilots as it helps them align their descent with the runway at a safe and optimal angle. The glide slope is a key component of the Instrument Landing System (ILS), allowing for precision in landing, particularly in low visibility conditions. By maintaining the correct glide slope, pilots ensure that they reach the runway threshold at an appropriate altitude and configuration, which is essential for a safe and effective landing. This concept differs significantly from the other choices, which relate to different phases and aspects of flight, such as takeoff trajectory, in-flight altitude maintenance, or ascent angles.

5. What is the pre-charge pressure for the brake accumulator on a 737-800?

- A. 500 psi
- B. 750 psi
- C. 1000 psi**
- D. 1500 psi

The pre-charge pressure for the brake accumulator on a Boeing 737-800 is 1,000 psi. This pressure ensures that the accumulator is adequately charged with nitrogen, enabling it to store hydraulic energy for the braking system operation. When the brake system is engaged, the accumulator releases this stored energy to assist in providing braking pressure, particularly during normal operations or in case of a failure in the hydraulic system. Having the correct pre-charge pressure is crucial, as it affects the brake system's responsiveness and overall functionality. If the pre-charge pressure is too low, the accumulator will not function effectively, potentially leading to insufficient braking force. Conversely, if the pressure is too high, it could lead to excessive wear on components or system failures. Therefore, knowing that 1,000 psi is the standard ensures optimal performance of the aircraft's braking capabilities.

6. What does the term "extended range" refer to in aviation?

- A. An aircraft's ability to fly shorter distances
- B. An aircraft's ability to perform more takeoffs and landings
- C. An aircraft's ability to fly longer distances efficiently**
- D. An aircraft's capacity for extra passengers

The term "extended range" in aviation specifically refers to an aircraft's capability to fly longer distances efficiently and effectively. This characteristic is critical for airlines to operate on routes that require more significant travel distances without the need for frequent refueling stops. Aircraft designed with extended range tend to have larger fuel tanks or more efficient engines, allowing them to cover greater distances while maintaining fuel efficiency. This ability is especially important for carriers that operate long-haul flights or serve routes that connect remote regions. The extended range contributes not only to operational flexibility but also to scheduling efficiencies, as it can reduce overall flight durations and optimize routes. In contrast, the incorrect answers highlight aspects that are not aligned with the definition of "extended range." For instance, the idea of an aircraft being able to fly shorter distances contradicts the very essence of the term. Similarly, while the ability to perform more takeoffs and landings is a feature of some aircraft, it does not equate to the extended range concept. Lastly, while increased passenger capacity may be a desirable feature for an airline, it does not pertain to the range or distance capabilities of the aircraft.

7. What regulatory body requires aircraft to be equipped with transponders?

- A. Federal Aviation Administration (FAA)
- B. European Union Aviation Safety Agency (EASA)
- C. International Civil Aviation Organization (ICAO)
- D. All of the above**

The requirement for aircraft to be equipped with transponders falls under various regulatory organizations, each with its own jurisdiction and authority. The Federal Aviation Administration (FAA) in the United States mandates transponder use to enhance air traffic control capabilities and improve aircraft safety in U.S. airspace. Similarly, the European Union Aviation Safety Agency (EASA) enforces regulations governing aviation safety across Europe, which includes the stipulation that aircraft operating within European airspace must have transponders. Additionally, the International Civil Aviation Organization (ICAO) sets global standards for aviation safety and efficiency, which encompasses the requirement for transponder systems as a means of tracking and managing air traffic internationally. Given the roles of these organizations in overseeing aviation safety and operational standards, it's clear that the requirement for transponders is not limited to just one regulatory body. Instead, it is a shared requirement among all of them, making the conclusion that all the mentioned agencies necessitate the installation of transponders in aircraft completely valid.

8. What is the primary source of thrust in a jet aircraft?

- A. Propellers
- B. Jet engines**
- C. Rocket boosters
- D. Airborne turbines

The primary source of thrust in a jet aircraft is generated by jet engines. These engines function based on Newton's third law of motion, which states that for every action, there is an equal and opposite reaction. Jet engines intake air, compress it, mix it with fuel, and combust the mixture to produce high-speed exhaust gases that are expelled out of the rear of the engine. This expulsion of gases creates forward thrust, propelling the aircraft through the air. In contrast, while propellers do produce thrust, they are typically associated with turboprop or piston-engine aircraft rather than pure jet aircraft. Rocket boosters generate thrust for spacecraft and are not commonly used in jet aircraft. Airborne turbines, which may refer to parts of engines or other rotating machinery, do not directly generate thrust on their own but contribute to the overall functioning of some aircraft systems. Jet engines are a vital part of commercial aviation, providing the necessary power and efficiency for high-speed flight across long distances, culminating in their designation as the primary thrust source in this context.

9. What is the maximum takeoff weight (MTOW) of the 737-800?

- A. 70,000 kg
- B. 75,000 kg
- C. 78,000 kg**
- D. 80,000 kg

The maximum takeoff weight (MTOW) of the Boeing 737-800 is indeed 78,000 kg. This specification is crucial in aviation as it determines the maximum weight at which the aircraft is certified to take off, impacting various factors such as fuel capacity, passenger load, and cargo. The MTOW is a result of the aircraft's design and structural capabilities, allowing for optimal performance during takeoff, including sufficient thrust to lift the weight and efficient fuel consumption. Understanding the MTOW is essential for flight planning, as it ensures the aircraft does not exceed the safe operational limits defined by the manufacturer. This weight also influences takeoff distance required, climb performance, and overall safety margins. For the 737-800, the weight of 78,000 kg has been established through extensive testing and certification to ensure that the aircraft can operate safely under various conditions.

10. How are probes and sensors heated on the 737-800?

- A. All are heated electrically
- B. Only static ports are heated
- C. Pitot probes and temperature probes are heated electrically**
- D. Only temperature probes are heated electrically

In the Boeing 737-800, pitot probes and temperature probes are both heated electrically to ensure accurate readings in various weather conditions. The heating is crucial because it prevents ice formation on these critical instruments, which could otherwise lead to erroneous measurements of airspeed and temperature. Electric heating is employed for these probes since it offers a reliable way to maintain their functionality even in freezing conditions. The pitot probes measure the dynamic pressure of the atmosphere to determine airspeed, while the temperature probes are essential for accurately measuring outside air temperature, both of which are vital for safe and effective flight operations. This design choice is part of the overall aircraft systems' redundancy and safety measures, ensuring that pilots receive accurate data necessary for navigation and control, especially during takeoffs, landings, and flight through clouds or turbulent weather where icing could occur.

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://ryanairtechnical.examzify.com>

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

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