

Widebody Aircraft Week 5 Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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 statement about Purser/FL indicators on the 1L FA panel during arming is true?**
 - A. Arming lever is in ARMED position**
 - B. Door pin and streamer stowed**
 - C. Access cover closed**
 - D. Purser/FL only: Door status indicators on 1L FA panel are green**

- 2. Where is the crew rest escape hatch located on the A330-200?**
 - A. Above FA bunk 4**
 - B. Above FA bunk 3**
 - C. In the aft cargo area**
 - D. Above pilot bunk 2**

- 3. Which is a visual check when arming the 767 1L door?**
 - A. Slide light extinguished**
 - B. Arming lever in armed position**
 - C. Emergency placard extended**
 - D. Girt bar indicators are blank**

- 4. During disarming, which condition confirms the door pin is in place with streamer displayed?**
 - A. Arming lever is in ARMED position**
 - B. Door pin in place with streamer displayed**
 - C. Access cover closed**
 - D. Purser/FL indicators amber**

- 5. Who is the door safety FA on the 767z-300 ER (6 doors)?**
 - A. 3L**
 - B. 2L**
 - C. 1L**
 - D. 3R**

- 6. What sequence activates the crew rest call on the A330-300/900 aircraft?**
- A. INTPH+CREW REST+2**
 - B. INTPH+ALL**
 - C. INTPH+REST+2**
 - D. INTPH+CREW REST**
- 7. To call crew rest on A350?**
- A. Press 1; Press send**
 - B. Hold EMER until call activates**
 - C. Use soft key to select CCRC; Press send**
 - D. Press CAPT; Press send**
- 8. Which statement about the green running man exit signs of the A330 and A350 is accurate?**
- A. Exit signs extinguish after takeoff when the landing gear retracts.**
 - B. Exit signs illuminate during landing when the landing gear extends.**
 - C. A chime sounds in the cabin when the landing gear retracts or extends.**
 - D. A specialty announcement must be made for all aircraft with this exit sign.**
- 9. Which action signals an emergency to the Flight Deck on the A330?**
- A. Push PRIO CAPT**
 - B. INTPH+ALL**
 - C. Hold PPT bar**
 - D. PA+ALL**
- 10. Where is the Cabin Crew Rest Compartment (CCRC) door located on the A350?**
- A. Near 4R**
 - B. Near 4L**
 - C. Near 1L**
 - D. Near 2R**

Answers

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

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Explanations

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1. Which statement about Purser/FL indicators on the 1L FA panel during arming is true?

- A. Arming lever is in ARMED position**
- B. Door pin and streamer stowed**
- C. Access cover closed**
- D. Purser/FL only: Door status indicators on 1L FA panel are green**

Door status indicators on the 1L FA panel are the cue used during arming to confirm readiness. For the Purser/Flight Leader, these indicators should be green, signaling that the doors assigned to this role are closed and secured and that arming can proceed. This color cue is specific to the Purser/FL's panel during the arming sequence, which is why it's the correct statement. The other items refer to different steps or checks and don't describe the indicator state used to authorize arming for the Purser/FL.

2. Where is the crew rest escape hatch located on the A330-200?

- A. Above FA bunk 4**
- B. Above FA bunk 3**
- C. In the aft cargo area**
- D. Above pilot bunk 2**

The item tests where the crew rest escape hatch is situated in the A330-200. In this aircraft's forward crew rest layout, the escape hatch is placed directly above the second pilot bunk. This spot lines up with the primary escape route from the crew rest area toward the flight deck and then out, giving the quickest, most direct egress in an emergency. Choosing a location above FA bunk 3 or 4 would position the exit farther from the main egress path, and the aft cargo area isn't part of the crew rest escape route. So the hatch above the pilot bunk 2 is the configuration that best supports rapid and direct evacuation from the crew rest.

3. Which is a visual check when arming the 767 1L door?

- A. Slide light extinguished**
- B. Arming lever in armed position**
- C. Emergency placard extended**
- D. Girt bar indicators are blank**

Arming the 1L door is about preparing the evacuation slide to deploy in an emergency, and the clearest visual cue for that is the arming lever itself. When the lever is in the armed position, it indicates the girt bar is engaged and the slide is ready to deploy if the door is opened in an evacuation. This lever position is the direct, reliable check crew perform to confirm the door is properly armed. Other indicators like a slide light, emergency placard status, or girt bar indicators aren't the primary visual cue for arming on this door, so they don't serve as the definitive confirmation.

4. During disarming, which condition confirms the door pin is in place with streamer displayed?

- A. Arming lever is in ARMED position**
- B. Door pin in place with streamer displayed**
- C. Access cover closed**
- D. Purser/FL indicators amber**

The main check here is that the safety pin is installed and its streamer is visible. When you insert the door safety pin during disarming, a streamer is attached so that a visible display confirms the pin is in place and the door's arming latch is blocked. Seeing the streamer means the pin is secured, so the door cannot re-arm accidentally. The other signs don't provide the same guarantee. The arming lever position relates to arming status, not whether the pin is installed. The access cover status and any amber indicators may indicate other conditions, but they don't confirm that the door safety pin is in place with the streamer displayed.

5. Who is the door safety FA on the 767z-300 ER (6 doors)?

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

The concept tested is how door safety responsibilities are assigned in a multi-door widebody. In a 767-300ER with six doors, the flight attendant designated as the door safety FA is the person responsible for the aft-left exit—the door at the rear left side of the aircraft. This arrangement puts the safety oversight on the attendant closest to that door, ensuring they can supervise arm/disarm status, slide deployment, and the clear area for that primary exit. Therefore, the door safety FA is the crew member responsible for the aft-left door (the rear left exit), which is why the aft-left position is the correct choice.

6. What sequence activates the crew rest call on the A330-300/900 aircraft?

- A. INTPH+CREW REST+2**
- B. INTPH+ALL**
- C. INTPH+REST+2**
- D. INTPH+CREW REST**

The function being tested is how to route a targeted crew rest call through the aircraft interphone system. To reach the crew rest, you must first access the interphone, then specify the crew-rest function, and finally choose the correct rest zone with a digit. On the A330-300/900, the sequence is INTPH, then CREW REST, then the zone number (2). The final digit selects the specific crew-rest area you want to alert; without it, the call wouldn't reach the correct rest area. Using ALL would broadcast to everyone, and using REST (instead of CREW REST) or omitting the zone would not route to the intended crew-rest location.

7. To call crew rest on A350?

- A. Press 1; Press send**
- B. Hold EMER until call activates**
- C. Use soft key to select CCRC; Press send**
- D. Press CAPT; Press send**

On the A350, alerting the crew in the rest area uses a dedicated Crew Rest Call feature. The correct approach is to use the soft key to select Crew Rest Call (CCRC) on the interphone/cabin messaging interface, then press send to transmit the alert. This targets the rest area with the proper signaling and routing. Other options don't fit the intended use: contacting the Captain directly or triggering an emergency would bypass the rest-area notification or escalate the alert unnecessarily, and a plain numeric press-and-send action isn't the designated Crew Rest Call path. The dedicated CCRC path ensures the rest area receives the alert in the correct format and priority.

8. Which statement about the green running man exit signs of the A330 and A350 is accurate?

- A. Exit signs extinguish after takeoff when the landing gear retracts.**
- B. Exit signs illuminate during landing when the landing gear extends.**
- C. A chime sounds in the cabin when the landing gear retracts or extends.**
- D. A specialty announcement must be made for all aircraft with this exit sign.**

The key idea is that these green running-man exit signs are part of a mandatory safety communication practice on widebody jets like the A330 and A350. When this exit sign is present, flight crew are required to make a specialty safety announcement for that exit to ensure passengers understand its location and use. That makes the statement about needing a specialty announcement the correct one. The other options imply behaviors (sign extinguishing after takeoff, lighting changes tied to landing gear, or a cabin chime tied to gear movement) that aren't how these signs operate on this aircraft; the sign behavior isn't gear-dependent and isn't tied to a chime in this context.

9. Which action signals an emergency to the Flight Deck on the A330?

- A. Push PRIO CAPT**
- B. INTPH+ALL**
- C. Hold PPT bar**
- D. PA+ALL**

In an emergency, you need the flight deck's attention immediately, so the signal must be direct and high priority. Pressing the PRIO CAPT control is a dedicated cabin-to-flight-deck alert that delivers a priority call specifically to the Captain's line. It bypasses regular interphone traffic and standard announcements, ensuring the Captain is alerted first and most quickly. Other options either broadcast more generally (to all or to cabin speakers) or use standard interphone or push-to-talk functions that don't guarantee immediate, cockpit-focused attention. Those paths can be slower or less urgent, which is not suitable for emergencies. So, the action that signals an emergency to the Flight Deck most effectively is pushing PRIO CAPT.

10. Where is the Cabin Crew Rest Compartment (CCRC) door located on the A350?

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

Understanding where the cabin crew rest compartment door sits is about separating the crew's rest area from the main passenger cabin while still giving quick, direct access for the crew. On the A350, the door to the crew rest area is placed at the rear right-hand side of the aircraft, next to the aft passenger exit. This location keeps the rest space away from busy passenger areas and service zones, helping to minimize noise and foot traffic disturbance for those resting. Having the door at the rear-right exit also supports efficient crew flow: crew members can reach the rest area without crossing through the main cabin, and the rest compartment stays isolated from forward galley and seating areas, which helps with privacy and compliance with rest regulations. Placing the door in forward or middle sections would increase disturbance and complicate access routes for rest breaks.

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://widebodyaircraftweek5.examzify.com>

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

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