

# WIDEBODY AIRCRAFT WEEK 5 PRACTICE TEST (SAMPLE)

**STUDY GUIDE**



**SAMPLE STUDY GUIDE  
WITH LIMITED QUESTIONS**

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

<https://widebodyaircraftweek5.examzify.com>



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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. Where is the crew rest escape hatch located on the A330-300?**
  - A. Above pilot bunk 2
  - B. Above FA bunk 4
  - C. In the forward avionics bay
  - D. Behind the crew rest door
- 2. Which statement is true about doors 3L/R on the 767?**
  - A. Doors 3L/R are always armed
  - B. Doors hinge on bottom
  - C. Doors open inward toward cabin
  - D. Doors have no emergency slides
- 3. To page the flight deck on the 767, which control is pressed?**
  - A. PPT
  - B. PA
  - C. ALERT
  - D. PILOT
- 4. Which statement about doors 3L/R is true?**
  - A. Doors 3L/R are always armed
  - B. Doors hinge on top
  - C. Doors open outward toward cabin
  - D. Doors have no emergency slides
- 5. What is the minimum crew on the 767D-400 ER?**
  - A. 6
  - B. 7
  - C. 8
  - D. 9
- 6. How do you call the Purser on the A330 interphone?**
  - A. Press CAPT
  - B. Press INTPH
  - C. Press PURS
  - D. Press INTPH+PURS

**7. What sequence signals an emergency call to all flight attendant stations?**

- A. INTPH+CABIN
- B. INTPH+ALL+1
- C. INTPH+ALL
- D. INTPH+ALERT

**8. What is the minimum crew number for the A330-200?**

- A. 5
- B. 6
- C. 7
- D. 8

**9. Which exits are available on the 767-400 ER (764)?**

- A. 1 FD and 6 cabin doors
- B. 2 FD and 8 cabin doors
- C. 2 FD and 6 cabin doors
- D. 3 FD and 8 cabin doors

**10. Where is the lower lobe crew rest facility located?**

- A. Located near aft galley
- B. Located near forward galley
- C. Located above the wings
- D. Located in the cargo hold

## **Answers**

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

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## **Explanations**

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### 1. Where is the crew rest escape hatch located on the A330-300?

- A. Above pilot bunk 2
- B. Above FA bunk 4**
- C. In the forward avionics bay
- D. Behind the crew rest door

Emergency egress design for crew rest areas is laid out so there is a clearly designated exit from the rest area. On the A330-300, the escape hatch for the crew rest is positioned in the ceiling above the FA bunk 4. This placement provides a direct, quick path to the outside for crew members who are resting in that bunk, fitting the rest of the cabin layout and the required evacuation routes. That's why the hatch isn't above a pilot bunk, nor in the forward avionics bay, and it isn't behind the rest door—the escape hatch must be accessible from the rest area itself and lead to the exterior, which is accomplished by being above FA bunk 4.

### 2. Which statement is true about doors 3L/R on the 767?

- A. Doors 3L/R are always armed**
- B. Doors hinge on bottom
- C. Doors open inward toward cabin
- D. Doors have no emergency slides

Arming status of emergency exits is about making sure the evacuation slides are ready to deploy the moment a door is opened in an emergency. For the 767, the rear pair of passenger doors (3L and 3R) are configured so their evacuation slides are always armed when the door is closed and the aircraft is in passenger service. This ensures rapid, reliable deployment of the slides without requiring separate arming steps before every flight, which is crucial for the primary evacuation routes. The other options don't fit the typical door design: doors on these aircraft usually hinge on the side and swing outward, not from the bottom; they open outward away from the cabin rather than inward toward it; and they do have emergency slides as part of their exit capability.

### 3. To page the flight deck on the 767, which control is pressed?

- A. PPT
- B. PA
- C. ALERT
- D. PILOT**

Paging the flight deck uses the cockpit interphone channel. On the 767, you select that channel by pressing the control labeled PILOT, which routes your voice directly to the pilots. The PA control is for cabin announcements, not the cockpit; ALERT is for alerting crew, and PPT is just the push-to-talk trigger after a channel has been chosen. Pressing PILOT is what targets the flight deck.

#### 4. Which statement about doors 3L/R is true?

- A. Doors 3L/R are always armed
- B. Doors hinge on top
- C. Doors open outward toward cabin
- D. Doors have no emergency slides

*The main idea here is how door slides are managed for quick evacuation. Doors that have slides are arming-dependent: arming sets the door so that if it's opened during an emergency, the slide automatically inflates and provides a rapid escape route. For doors designated as the aft passenger exits (the 3L and 3R doors), the evacuation path is a primary concern, and the system is designed so these doors are kept ready for immediate use. In this aircraft configuration, those aft doors are configured to be always armed, so the slides will deploy if the door is opened in an emergency. That's why the statement about them being always armed is considered true. In contrast, other door characteristics can vary by design and type, such as how a door is hinged, whether it opens inward or outward, and whether any door has a slide at all—these details aren't universal across all aircraft. But for the specific 3L/3R doors in this context, the requirement is that they stay armed to ensure a rapid, ready evacuation.*

#### 5. What is the minimum crew on the 767D-400 ER?

- A. 6
- B. 7
- C. 8
- D. 9

*Two pilots are required to operate the cockpit, and there is a certified need for cabin crew to handle safety duties, service, and potential emergencies for a typical long haul 767-400ER. For this aircraft, the standard minimum cabin crew is five flight attendants, so the lowest overall crew that meets both flight-safety staffing and regulatory needs is seven people: two pilots plus five cabin attendants. That's why seven is the correct minimum. In practice, airlines may staff more based on route, occupancy, or company policy, but seven is the certified minimum for this aircraft configuration.*

#### 6. How do you call the Purser on the A330 interphone?

- A. Press CAPT
- B. Press INTPH
- C. Press PURS
- D. Press INTPH+PURS

*To reach a specific cabin station on the A330 interphone, you must set up both the interphone path and the target line. The interphone system uses separate controls to route a call to a particular recipient, so you don't simply "open" the line or "press" the target alone—you need to activate the interphone and select the Purser's line at the same time. Pressing the interphone key (to enable the interphone circuit) and the Purser key (to address the Purser) together establishes the correct audio path and routes the call to the Purser's set. This ensures the Purser receives the alert and can answer, rather than a general or misrouted call.*

## 7. What sequence signals an emergency call to all flight attendant stations?

- A. INTPH+CABIN
- B. INTPH+ALL+1
- C. INTPH+ALL**
- D. INTPH+ALERT

*In an in-flight emergency you want every flight attendant to receive the call at the same moment, so the interphone paging must be directed to all stations. The interphone signal is started with the interphone identifier and then targeted to all by selecting ALL. That combination—INTPH+ALL—broadcasts the emergency call to every FA station simultaneously, ensuring coordinated response and announcements. Other sequences would reach only a subset (for example, just the cabin crew) or use a form that doesn't page all stations, so they wouldn't achieve the same broad, immediate alert needed in an emergency.*

## 8. What is the minimum crew number for the A330-200?

- A. 5
- B. 6**
- C. 7
- D. 8

*The question tests how many people are required on board to operate an A330-200 in its basic, standard setup. For this aircraft, two pilots are required to fly the plane, fulfilling the two-person flight deck requirement for long-range operations and safety oversight. In addition, four cabin crew are considered the minimum to safely service the cabin and cover emergency evacuation needs for typical passenger loads. Add those together and the smallest crew you'd expect on an A330-200 is six people: two in the cockpit plus four in the cabin. While some operators may have more depending on seating or regulatory rules, six is the standard minimum.*

## 9. Which exits are available on the 767-400 ER (764)?

- A. 1 FD and 6 cabin doors
- B. 2 FD and 8 cabin doors**
- C. 2 FD and 6 cabin doors
- D. 3 FD and 8 cabin doors

*The question is about how exits are counted and arranged on a widebody airliner. For the 767-400ER, there are two flight-deck exits (these are the crew doors near the cockpit) plus eight passenger cabin doors (the doors used for passengers to enter and exit). So you end up with two exits dedicated to the flight deck and eight cabin doors, totaling ten exits overall. This layout matches the aircraft's safety and evacuation requirements, giving the crew a quick egress path while providing ample passenger egress capacity. Fewer crew exits would not meet evacuation needs, and fewer passenger doors would not provide enough capacity for a widebody of this size.*

## 10. Where is the lower lobe crew rest facility located?

- A. Located near aft galley
- B. Located near forward galley
- C. Located above the wings
- D. Located in the cargo hold

*Lower lobe crew rest facilities are placed in the lower deck near the aft galley to give crews a quiet, private space that's still easy to access from the back of the aircraft. Being adjacent to the aft galley links the rest area to the main crew service corridors and provisioning area, so flight attendants and crew can move quickly to meals, updates, or breaks without passing through the passenger seating. This placement also keeps the rest area out of the passenger cabin, reducing noise and disruption for passengers while still staying close to the crew who operate mainly from the rear of the aircraft. Choosing another spot, like near the forward galley or in the cargo hold, would either put the rest in a more passenger-traffic-heavy area, increase disturbances, or fail to meet the designed separation and environmental controls required for a restful, secure crew space. Being above the wings would imply a different deck level than the lower lobe, which isn't consistent with the configuration described.*

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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](mailto: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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