

With a full load of passengers and in a high temperature area, how should the pack flow be set?

A

To LOW, in order to minimize the amount of hot air sent to the cabin zones.

B

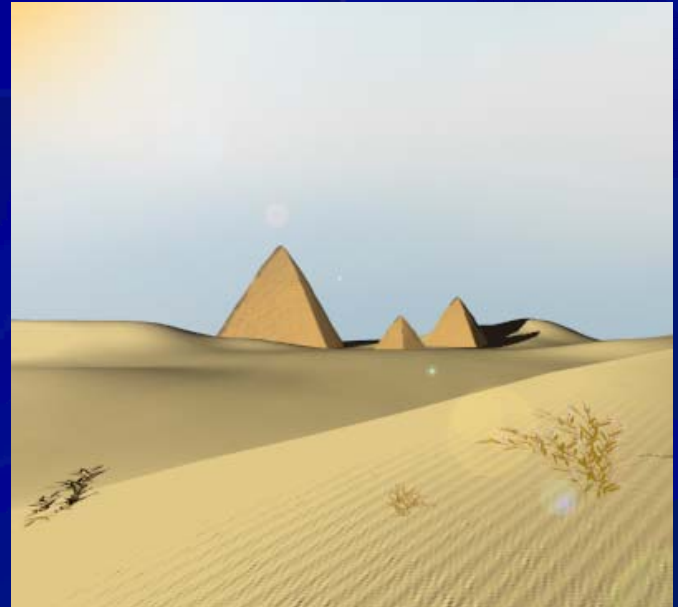
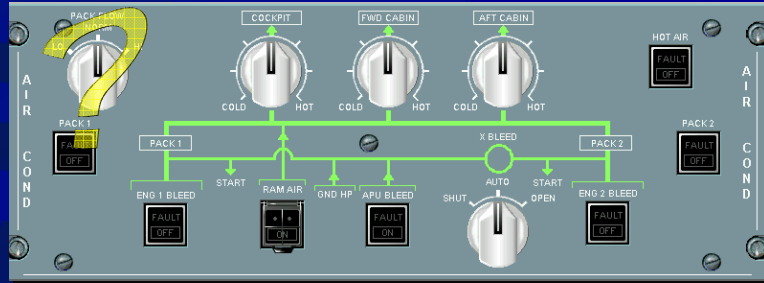
To NORM, as the system is fully automatic apart from temperature settings.

C

To HIGH, in order to help reduce the cabin temperature.

D

To HIGH and cockpit TEMP SELECTOR to HOT in order to have maximum cooling air to the cabin.



In the AIR COND system what is the function of the TRIM AIR valve?

A

To optimize the zone temperature by adding cold air.

B

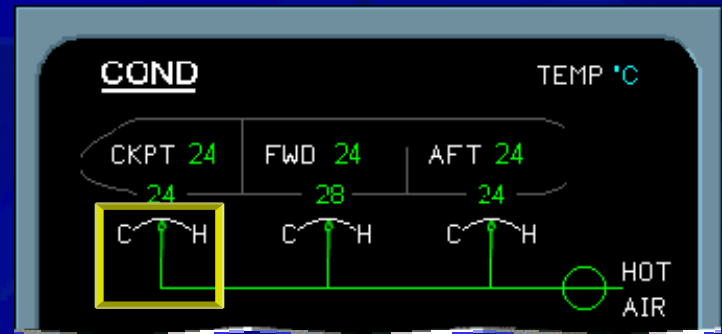
To optimize the zone temperature by adding hot air.

C

To regulate the hot air pressure.

D

To regulate the pack outlet pressure to each zone.



With reference to the AIR COND panel, which statement is correct?

A

Pack flow selector is used to select a comfortable temperature.

B

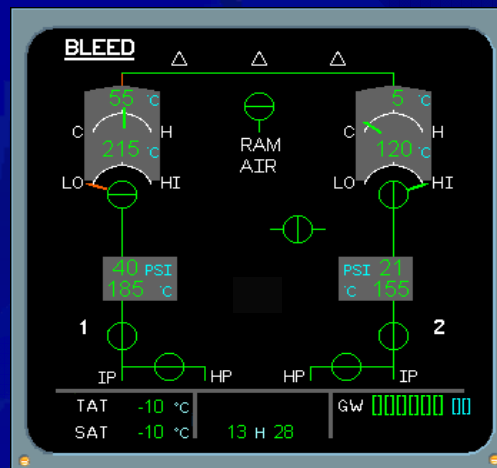
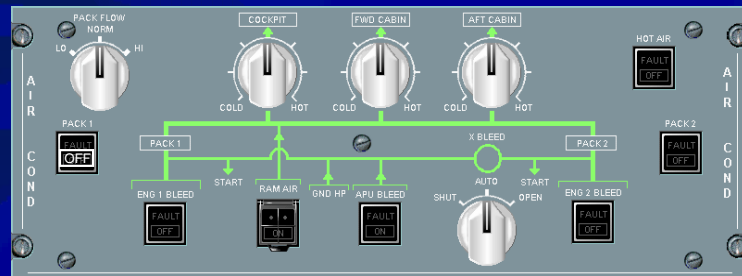
On the ECAM BLEED page, the left system pack compressor outlet temperature should be in amber.

C

All the indications on ECAM BLEED page and AIR COND panel are correct according to the configuration.

D

It is necessary to select the ENG 1 Bleed pb sw to OFF.



For the Normal Operation of the CARGO COND SYSTEM :

A

The pilot ensures that there are no lights illuminated on the pb sw and that the temperature is set as required.

B

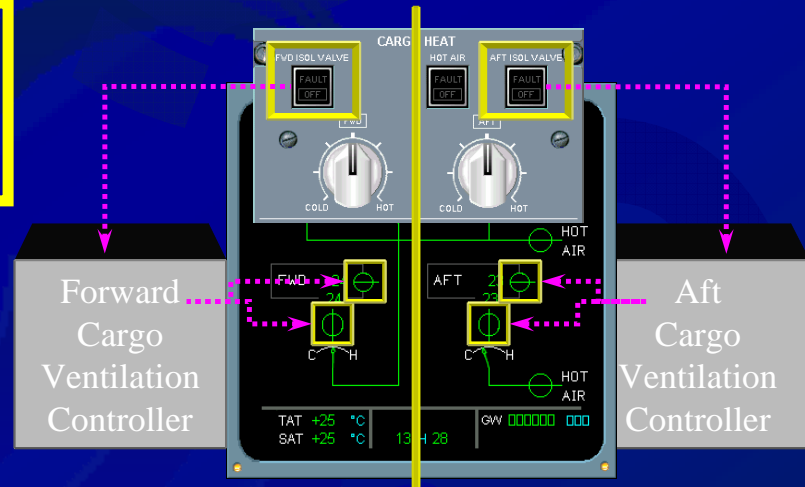
The system display will be found on the ECAM BLEED page.

C

The pilot has no control of the system temperature.

D

The system display will be found on the ECAM PRESS page.



Which of the following statements is correct?

A

Crew should SWITCH OFF both packs just before engines start.

B

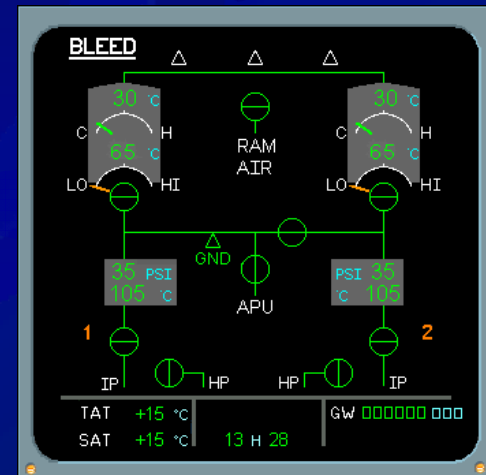
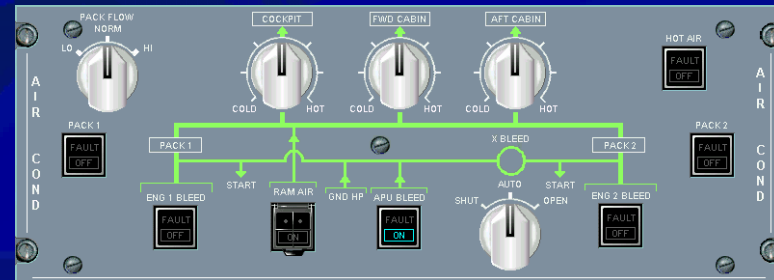
Crew should SWITCH OFF both engine bleed valves just before engine start.

C

During engine start, all the current indications on ECAM BLEED page and COND overhead panel are correct.

D

Crew should select X bleed valve selector to SHUT position to pressurize the left side first.



Both engines are running and the APU bleed has been switched OFF.
Which statement is correct?

A

Nothing happens until APU shut down is complete.

B

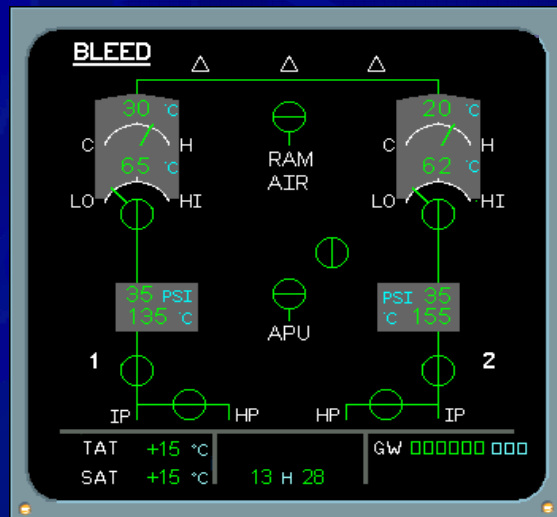
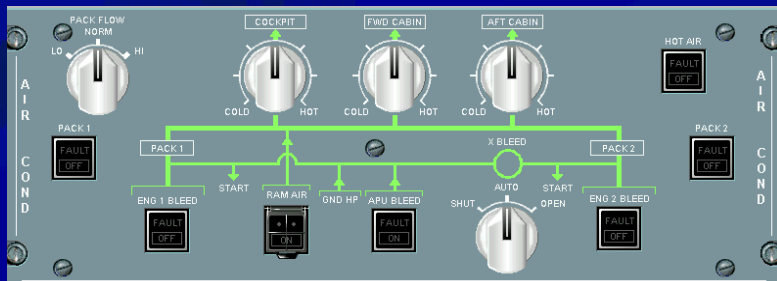
All the indications are correct.

C

The crew should set X bleed valve selector to SHUT position.

D

The ENGINE H.P. valve should be closed with the engine at idle power.



If the PACK FLOW CONTROL valves close, what will be the subsequent position of the TRIM AIR valves and the HOT AIR valve?

A

- The TRIM AIR valves remain open.
- The HOT AIR valve closes.

B

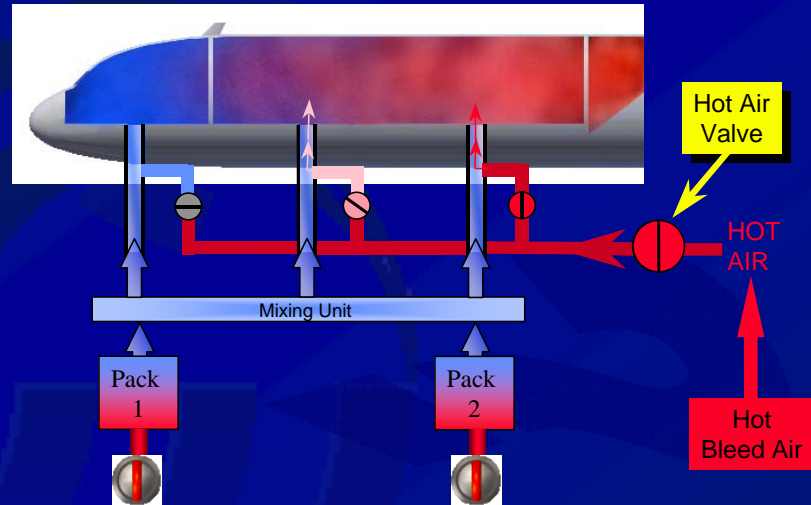
- The TRIM AIR valves remain open.
- The HOT AIR valve remains open.

C

- The TRIM AIR valves close.
- The HOT AIR valve remains open

D

- The TRIM AIR valves close.
- The HOT AIR valve closes.



Have a look at the ECAM "COND" page. Why are two different temperature values displayed for each zone of the aircraft?

A

The lower value is the pack outlet temperature. The upper value is the actual zone temperature monitored by the zone control temperature.

B

The lower value is the temperature of the air controlled by the HOT AIR valve. The upper value is the pack outlet air temperature.

C

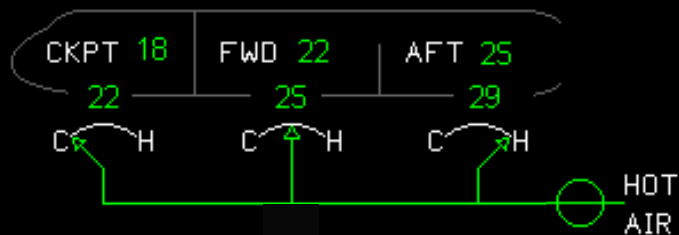
The lower value is the temperature of the air entering a zone (DUCT INLET temperature). The upper value is the actual zone temperature monitored by the zone control computer.

D

The lower value is the BLEED AIR temperature. The upper value is the pack temperature of the MIXED AIR in the zone.

COND

TEMP °C



What is the function of the CABIN AIR FANS?

A

Extracting air from the AVIONICS BAY.

B

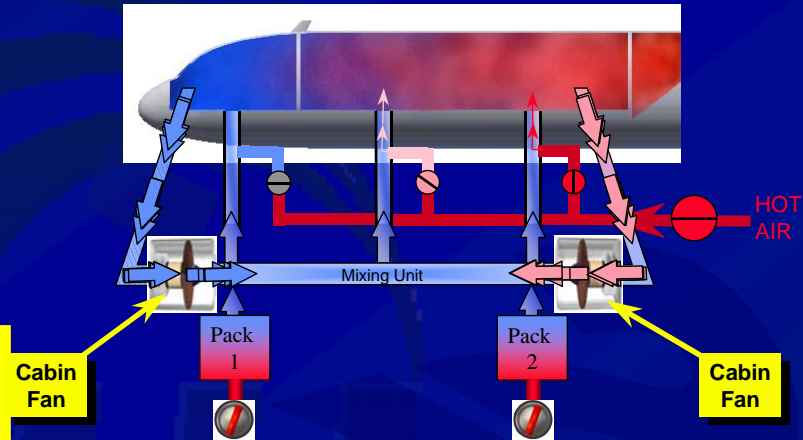
Reducing the BLEED AIR requirement and therefore saving fuel.

C

Accelerating the cabin zones pressurization.

D

Accelerating the removal of cabin smoke.



With only a few passengers on the aircraft, the pack flow control selector should be set to LO:

A

To decrease the BLEED AIR demand from the engines and therefore to save fuel.

B

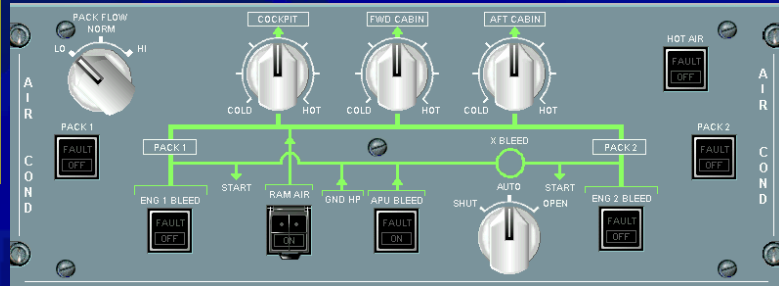
To decrease the BLEED AIR demand from the APU.

C

To decrease the cabin temperature.

D

To decrease the HOT AIR demand from the engine bleeds.



Have a look at the ECAM "COND" page : "ALTN MODE" is displayed.
What happened?

A

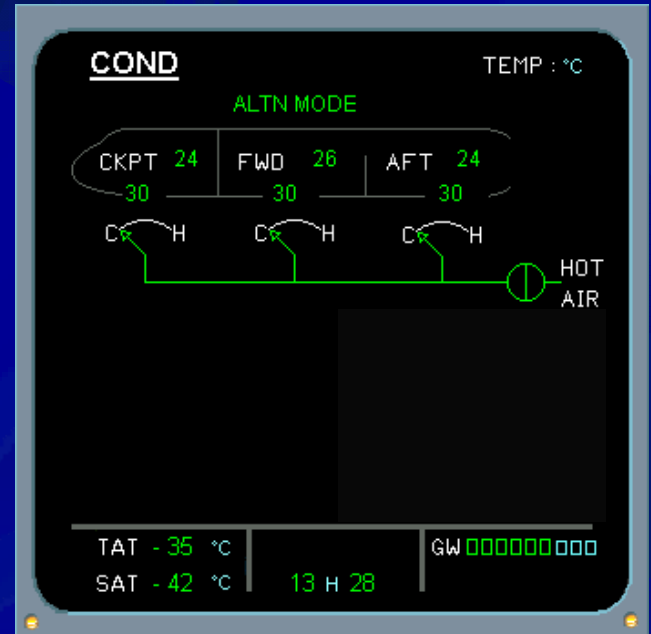
Channel 1 of ZONE CONTROLLER has failed and the pilot has closed the HOT AIR and TRIM AIR valves.

B

Channel 1 of ZONE CONTROLLER has failed and channel 2 has taken over, thus the HOT AIR and TRIM AIR valves have closed automatically.

C

Temperature regulation is completely lost.



Have a look at the ECAM "COND" page : "PACK REG" is displayed.
What does it mean?

A

The ZONE CONTROLLER has failed, temperature regulation is not done via the HOT AIR valve.

B

The ZONE CONTROLLER has failed and the two packs deliver a fixed temperature

C

The two packs are lost and there is no more air conditioning.

D

All the valves are closed and the RAM AIR must be used for the cabin air conditioning.



Looking at the ECAM BLEED page and AIR COND overhead panel, what can be concluded?

A

The RAM AIR pb has been pressed.

B

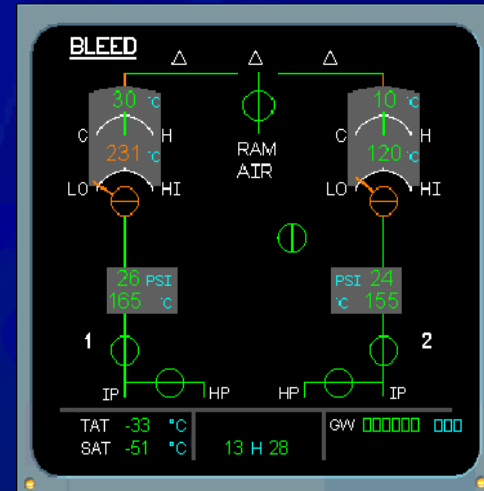
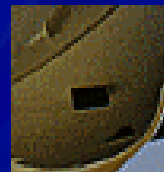
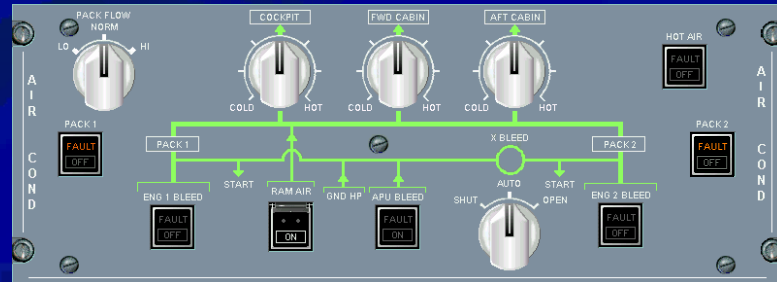
On the ECAM SD, the RAM AIR inlet valve should be amber if it is fully open in flight.

C

Aircraft is depressurized, but after the RAM AIR valve opens at least one pack should be pressurized again.

D

Aircraft is depressurized, but the X bleed valve should be open since both engines are running.



In the CABIN PRESSURIZATION system, the function of the safety valves is...

A

To provide backup pressure if the cabin pressure controllers should fail.

B

Monitor the function of the outflow valve.

C

Protect against excessive cabin altitude.

D

Protect against excessive differential pressure.



On the CABIN PRESS panel with a LDG ELEV set manually, is there still an automatic control of the cabin altitude?

A

No, in this case the cabin altitude has to be controlled through the MAN V/S CTL.

B

Yes, SYS1 is still controlling the cabin altitude through the outflow valve.

C

Yes, SYS1 is still controlling the cabin altitude through the safety valve.

D

No, in this case the cabin altitude has to be controlled through the LDG ELEV selector.



In the CABIN PRESSURIZATION system, what is the maximum allowable differential pressure?

A

5.3 psi

B

6.9 psi

C

7.6 psi

D

8.6 psi



Regarding the CABIN PRESSURIZATION system, what should the differential pressure be on the ground?

A

0 psi

B

0.5 psi

C

1.0 psi

D

8.6 psi

On the CABIN PRESSURIZATION system, the safety valves....

A

Are controlled with the MAN V/S CTL.

B

Are controlled with the MODE SEL pb.

C

Are controlled with the DITCHING pb.

D

Can not be controlled manually and are fully automatic.



On the CABIN PRESS panel, the LDG ELEV has been set manually.
What is the approximate value ?

A

6 ft.

B

60 ft.

C

600 ft.

D

6000 ft.



On the CABIN PRESS panel, pushing on the MODE SEL pb sw gives control over

A

The outflow valve.

B

The air intake valve.

C

The air outlet valve.

D

The safety valve.



On the ECAM STATUS page, as you can see cabin pressure control is manual. You want descend from FL 390 to FL 330. What is your target CABIN ATL?

A

0 ft.

B

5000 ft.

C

5900 ft.

D

6500 ft.

STATUS		
MAN CAB PR CTL		INOP SYS
TGT V/S : CLIMB 500FT/MN		CAB PR 1 + 2
: DESC 300FT/MN		
A/C FL	CAB ATL TGT	
390	8000	
350	6500	
300	5000	
250	2500	
≤200	0	
. DURING FINAL APPR :		
-V/S CTL.....FULL UP		
TAT	-29 °C	GW 000000 000
SAT	-49 °C	13 H 28

On the CABIN PRESS panel, with the MAN V/S CTL held in the DN, the position, the outflow valve...

A

Opens, the cabin altitude raises.

B

Opens, the cabin altitude drops.

C

Closes, the cabin altitude raises.

D

Closes, the cabin altitude drops.



What ventilation configuration is displayed on the CAB PRESS page?

A

Open configuration (a/c on ground).

B

Closed configuration (a/c in flight).

C

Intermediate configuration (a/c in flight, high skin temperature).



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What ventilation configuration is displayed on the CAB PRESS page?

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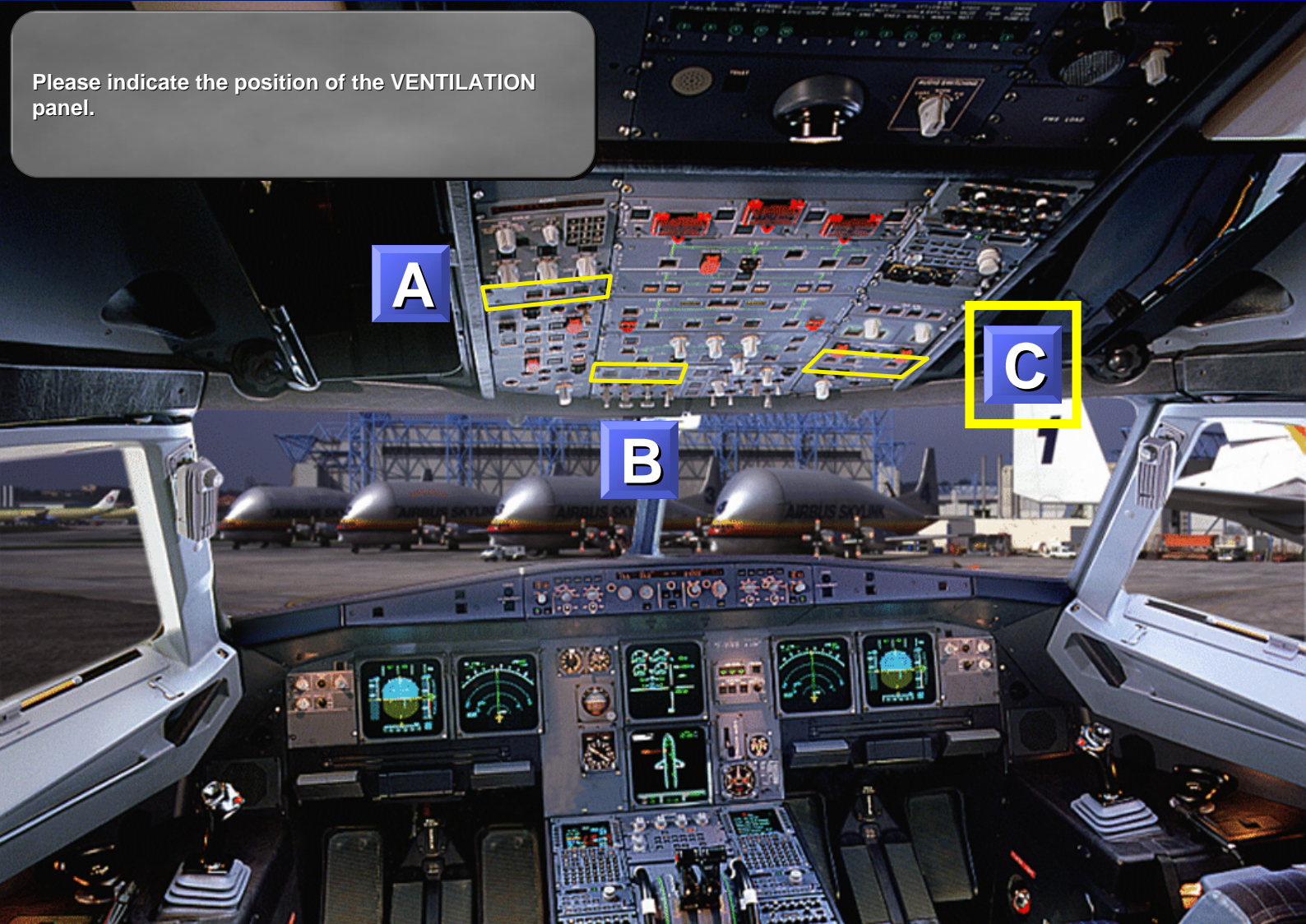
Closed configuration (a/c in flight).

C

Intermediate configuration (a/c in flight, high temperature).



Please indicate the position of the VENTILATION panel.



You are climbing to the altitude set in FCU. What happens if the V/S-FPA selector knob is pushed?

A

The aircraft immediately levels off.

B

The V/S-FPA target is unchanged.

C

The aircraft follows the selected V/S-FPA.



What happens if the HDG selector knob is pushed?

A

The aircraft reverts to TRK.

B

The HDG/TRK target changes.

C

Nothing, the aircraft follows indefinitely the selected HDG/TRK.

D

The aircraft continues to follow the current HDG until F-PLN interception.



What happens if the HDG selector knob is pulled?

A

The aircraft reverts to the original F-PLN.

B

The HDG target changes to TRK.

C

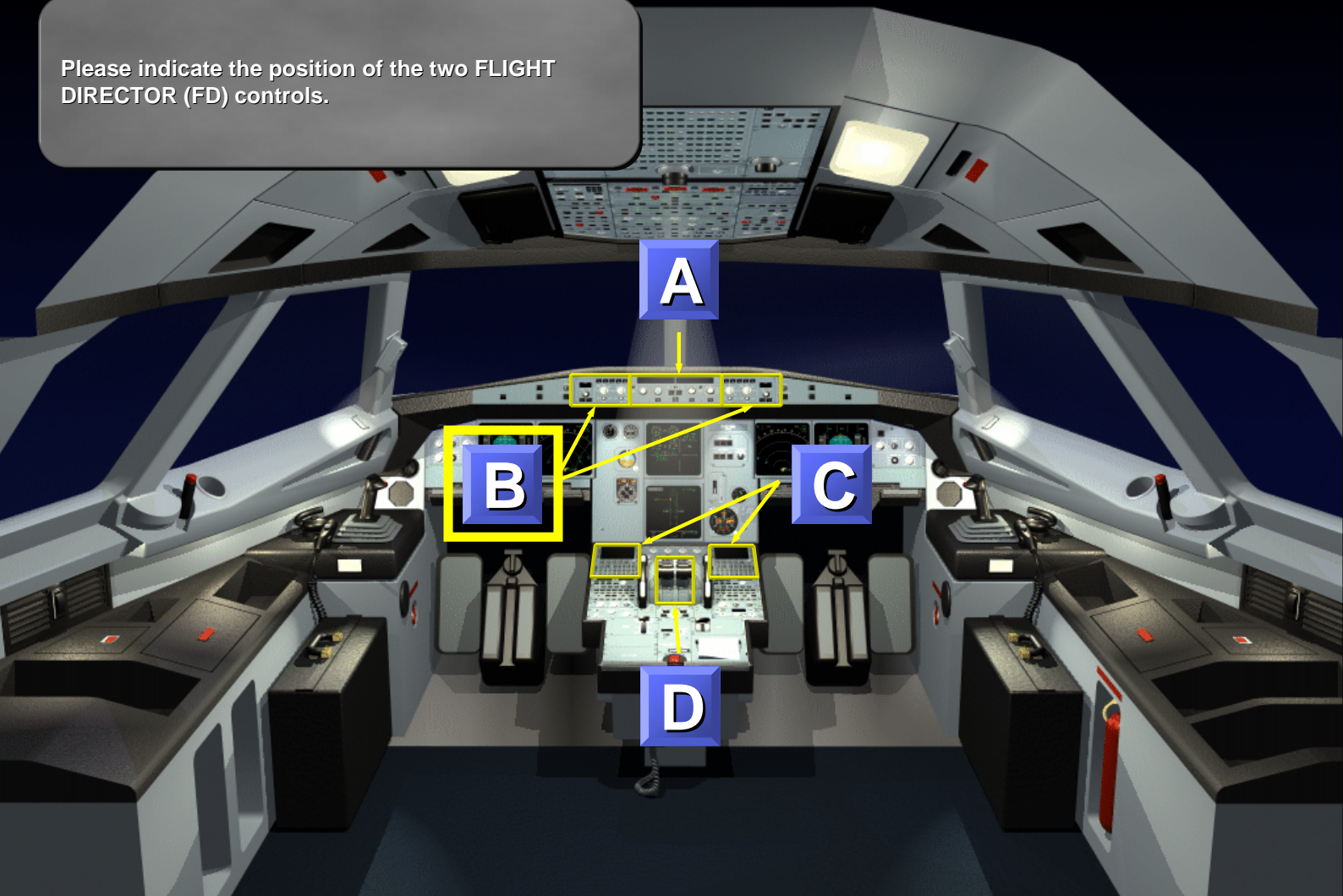
The aircraft follows the selected HDG until intercepting the lateral F-PLN.

D

Nothing, the aircraft continues on HDG 140 indefinitely.



Please indicate the position of the two FLIGHT DIRECTOR (FD) controls.



Is the aircraft following a track or a heading?

A

Track

B

Heading



Look at the FMA. LOC in blue is...

A

The active lateral mode which is a constraint.

B

The armed lateral mode.

C

The armed lateral mode which is a constraint.

D

The active lateral mode.

SPEED

DES
ALT G/S

NAV
LOC

CAT3
DUAL
DH 20

AP1+2
1FD2
A/THR

Look at the FMA. NAV in green is...

A

The active lateral mode which is a constraint.

B

The armed lateral mode.

C

The armed lateral mode which is a constraint.

D

The active lateral mode.

SPEED	DES ALT G/S	NAV LOC	CAT3 DUAL DH 20	AP1+2 1FD2 A/THR
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A/THR in blue means it is...

A

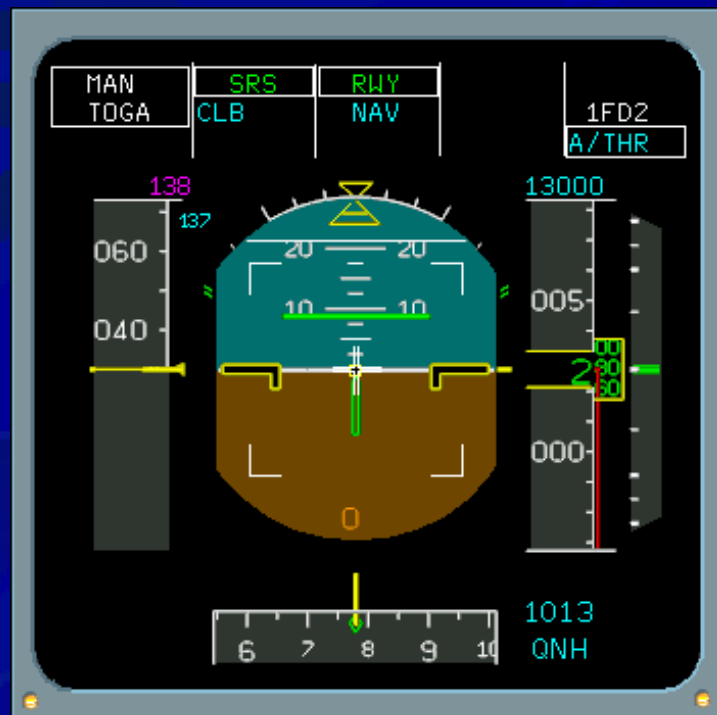
disconnected.

B

armed.

C

active.



ATC cleared you to FL 150. The PF sets the new altitude on the FCU. What will happen if he pulls the ALT selection knob?



The aircraft will stop the climb at FL 60 until passing the constraint then continue climb to FL 150.



The aircraft will disregard the constraint and climb to FL 150.



As soon as the aircraft passes FL 60, the target altitude on the PFD will change to FL 150 and the aircraft continues to climb.

D

The aircraft will level off at FL 60. The PF must pull the ALT selection knob a second time to climb to FL 150.



The FCU target altitude is FL 150, you are climbing toward an ALT constraint.

What will happen if the PF pushes the ALT selection knob?

NOTE: The constraint alt is FL60.

A

The aircraft will level off at FL 60. The PF must push or pull the ALT selection knob a second time to climb to FL 150.

B

The aircraft will disregard the constraint and climb to FL 150.

C

As soon as the aircraft passes FL 60, the target on the PFD will change to FL 150 and the aircraft continues to climb.

D

No change, the aircraft will stop the climb at FL 60 until passing the constraint then continue climb to FL 150.



The FCU target altitude is FL 150, you are climbing toward an ALT constraint.
What will happen if the PF pulls the HDG/TRK selection knob now?

A

The aircraft will continue on the present heading, stop the climb at FL 60.

B

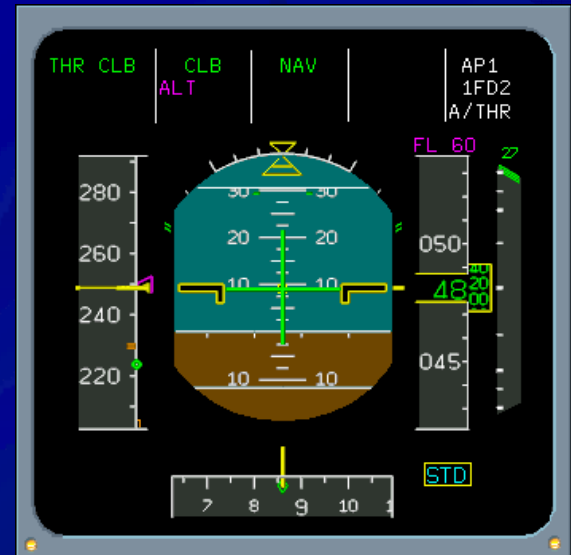
The aircraft will stay on the present heading, disregard the constraint and climb to FL 150.

C

The aircraft will follow the F-PLN, stop the climb at FL 60 until passing the constraint then continue climb to FL 150.

D

The aircraft will follow the F-PLN, disregard the constraint and climb to FL 150.



On the MCDU, you notice that some waypoints have a small triangle behind the name. What does it stand for?

A

It means these waypoints will be overflown.

B

It means these waypoints are compulsory reporting points.

C

It indicates altitude constraints at these waypoints.

D

It indicates speed constraints at these waypoints.



You get the message DECCELERATE on the FMA. What does it mean?

A

The FMGC warns you about a possible overspeed.

B

TCAS discovered a possible traffic conflict and warns you to decelerate to keep your separation.

C

Due to some environmental circumstances, the aircraft missed a speed constraint.

D

You are advised to slow the aircraft to loose energy so that you will be able to intercept the descent path.



The a/c is climbing to FL250 as set on the FCU, an altitude constraint has been inserted at FL90. What is the procedure when the a/c reaches FL90?

A

The pilot flying must push the ALT knob.

B

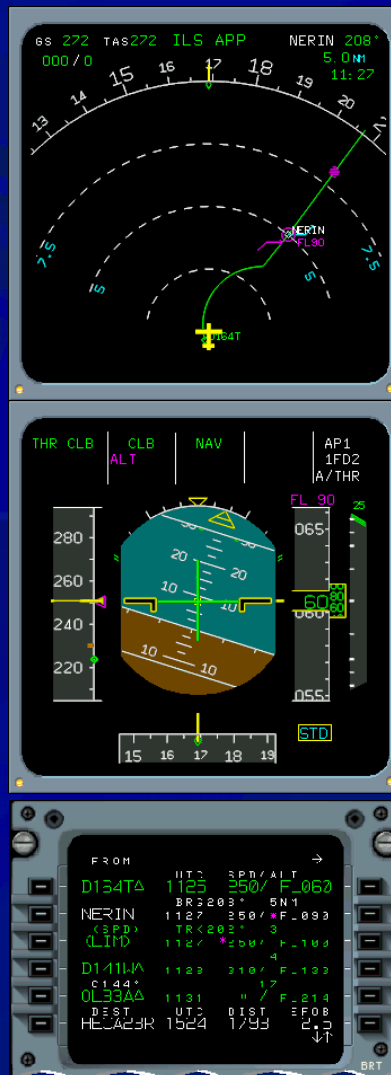
The pilot flying must turn the ALT knob.

C

No procedure, the a/c will automatically resume the climb after having sequenced the constrained waypoint.

D

The a/c will not match the constraint, the pilot has to climb by using V/S mode.



In dual mode of operation, one FMGC is the master.
How is the master FMGC determined ?

A

It is the FMGC corresponding to the AP engaged or FMGC1 when both AP engaged.

B

Randomly at power up.

C

It is the FMGC corresponding to the Pilot Flying side.

D

It is always FMGC1.



The autothrust system has two channels. Which FMGC controls the A/THR (both FMGCs being operative)?

A

The FMGC1.

B

The FMGC2.

C

The randomly chosen FMGC.



Setting the thrust levers onto TOGA will arm the A/THR.
Where do you check that the A/THR is armed?

A

On the FMA, in the Autothrust mode column.

B

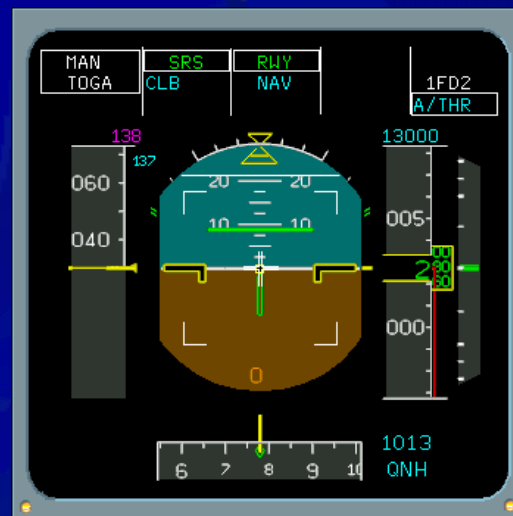
On the FMA, in the AP/FD and A/THR engagement status column.

C

On the thrust levers FLEX detent.

D

On the MCDU takeoff page.



Dashes in the FCU window indicate the system has enough information to manage the settings of the targets.

Why is the altitude window not dashed?

A

The altitude window shows digits as the target altitude is always set manually by the pilot.

B

The altitude selector knob has not been pushed.

C

The altitude selector knob has not been pulled.

D

Both autopilots must be engaged.



The speed window on the FCU is dashed. What does it mean?

A

The target speed is managed by the FMGC.

B

A speed target is selected.

C

The pilot has pulled the speed selector knob.

D

The autothrust mode is speed.



You are in managed speed mode. If you pull the speed selector knob, which speed value will appear on the FCU window ?

A

The max limit speed according to the aircraft configuration.

B

VLS + 20 kt.

C

The current speed or mach that is used by the FMGC.

D

VMO or MMO.



When can you engage autopilots 1+2 at the same time?

A

Never.

B

For any kind of approach.

C

As soon as the APPR mode is armed for an ILS approach.

D

As soon as the APPR mode is armed for a non precision approach on managed mode.



ALT magenta is displayed on the FMA.
What does it mean?

A

ALT is armed, a constraint has been inserted in the F-PLN.

B

ALT is armed, the target altitude is given by the ALT window in the FCU.

C

The aircraft is on descent and the target altitude is higher than the current aircraft altitude.

D

The target altitude is above the glide slope altitude capture.

SPEED	DES	NAV	CAT3	AP1+2
	ALT G/S	LOC	DUAL	1FD2
			DH 20	A/THR

What is the meaning of A/THR white?

A

A/THR is armed.

B

A/THR is disconnected.

C

A/THR is available.

D

A/THR is active.

SPEED	DES ALT G/S	NAV LOC	CAT3 DUAL DH 20	AP1+2 1FD2 A/THR
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The yaw bar when displayed on the PFD instead of the flight director roll bar is used to :

A

Provide guidance, if a localizer is available for take-off and roll-out phases.

B

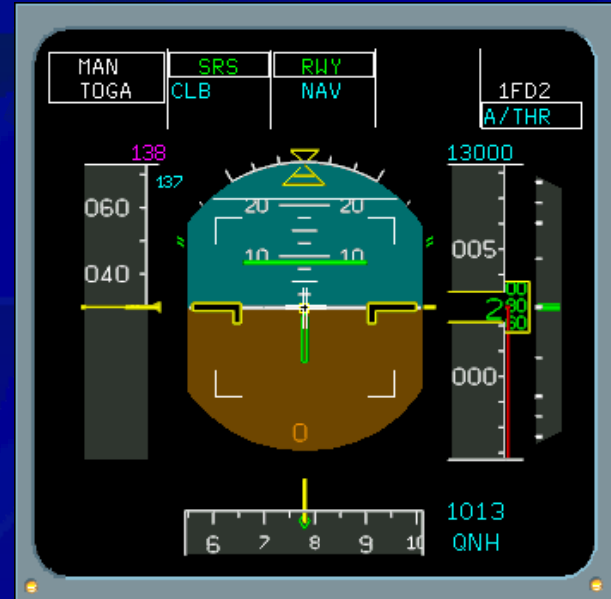
Provide guidance after take-off up to 1000 feet AGL to maintain the runway center line.

C

Confirm that the aircraft is well established in the glide slope on ILS final approach.

D

Change over automatically in case of localizer failure on ILS final approach.



What does MAN TOGA indicate on the FMA column?

A

The thrust has been manually set to TOGA.

B

The autothrust system is inoperative.

C

The FMGC guidance autothrust command is unserviceable.

D

The pilot has disconnected the autothrust system.



A/THR is armed. What does it mean?

A

The autothrust will be automatically activated by the FMGC without any pilot action when crossing the thrust reduction altitude.

B

The autothrust will become active when the pilot sets the thrust levers in the climb detent.

C

The thrust levers must be set to idle and then in the climb detent to activate the autothrust.



“LVR CLB” white flashing on the FMA indicates :

A

We have reached the thrust reduction altitude.



B

The autothrust levers are stuck and can not be put in the climb detent.

C

The pilot has forgotten to enter the FLEX temperature on the MCDU take-off page before taking off.

D

The thrust levers will automatically move to the climb detent.



You are established in climb, THR CLB mode is active :

A

The speed is controlled by the thrust and the rate of climb by the autopilot.

B

The speed and the rate of climb are maintained by the autopilot.

C

The climb is controlled by the thrust and the target speed is maintained by the autopilot which adjust the pitch.

D

The speed and the rate of climb are controlled by the thrust.



The aircraft levels off at 13000 feet ALT green on the FMA, the autothrust is in SPEED mode:

A

The target speed and the altitude are maintained by the autopilot.

B

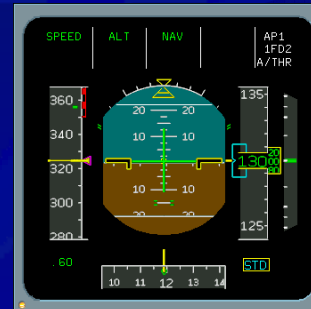
The target speed is maintained by the autopilot and the altitude is controlled by the autothrust.

C

The autothrust system controls the thrust to maintain the target speed and the autopilot maintain the altitude by adjusting the pitch.

D

The altitude and speed are maintained by the A/THR.



Why do you set the thrust levers to IDLE for landing?

A

To engage the manual mode of the autothrust.

B

To be prepared in case of touch and go.

C

To disconnect the A/THR.



According to FCU and FMA indications, what happened?

A

The pilot flying has set the thrust levers to IDLE to reduce the thrust for landing.

B

The autothrust is now disconnected.

C

The autothrust manual mode is engaged.

D

A and B are correct.



Have a look at the MCDU F-PLN page. Notice the small white arrow shown on the right top. It indicates that :

A

We can move this page to the right.

B

Another page is automatically displayed in relation to the phase of the flight.

C

We can access to another page by acting on NEXT PAGE key.



As soon as a CO RTE or a CITY PAIR is entered in the INIT PAGE A, the displayed coordinates are:

A

The runway threshold position.

B

The aircraft present position.

C

The airport reference point position.

D

The alternate airport position



The F-PLN page shown in the MCDU is :

A

The F-PLN page A.

B

The F-PLN page B.

FROM	TIME	AIB101 → SPD/ALT
LFP008	---	280
C078°	---	BRG078° 4NM
D086C	---	690
C086	---	TRK086° 4
D0804A	---	---
C164°	---	6
D1641A	---	---
C209°	---	13
D141WA	---	---
DEST	TIME	DIST
HECA23R	---	1809
		EF0B
		↓↑

MOU	---	---
FIR	---	9.8
PAS	---	5
ROCCA	---	3.7
FIR1	---	2.2
TOP	---	5.0
GEN	---	6.0
BEROK	---	5.7
FRZ	---	2.9
URBAN	---	6.0

The standard instrument departure is shown on the navigation display, however an amber line can be seen:

A

It is the secondary F-PLN.

B

It is a temporary F-PLN.

C

It is the engine out standard instrument departure.

D

It is the standard departure for light airplanes.



Have a look at the MCDU, the ILS 23R is a currently selected approach, the green color means:

A

This approach is inserted into the active F-PLN.

B

This approach is displayed in green before insertion in the F-PLN.

C

This approach can not be selected.



The ILS 23L has been currently selected, the yellow fonts means:

A

The selection has been made on the secondary FPLN.

B

This selection is definitely done and cannot be erased.

C

The selection is temporary and must be inserted to become active or erased to be rejected.

D

The crew has made a wrong selection.



The lateral revision page from a F-PLN waypoint shows VIAGO/TO data field, it is used:

A

To build-up a F-PLN waypoint by waypoint.

B

To enter VIA a beacon TO a waypoint.

C

To build routes using airways.

D

To enter VIAGO/TO a new airport.



After engines start which page shall be used to enter any weight modification?

A

The PROG page.

B

The PERF takeoff page.

C

The A/C STATUS page.

D

The FUEL PRED page.



Which data do you need to enter in MCDU in order to obtain the operating speed computation?

A

The flaps lever moving onto the take off setting.

B

ZFWCG.

C

The ZFW and block fuel.

D

The block fuel only.

Have a look at the PFD, the magenta digit value displayed on the top of the speed scale is:

A

V2 as manually set on the FCU by the pilot flying.

B

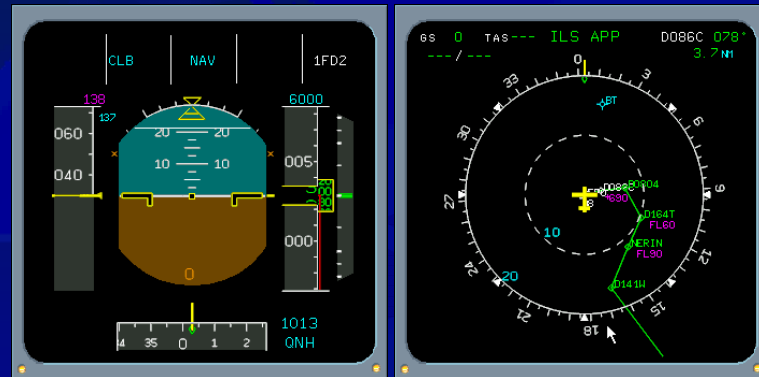
V1.

C

V2 as entered on the MCDU takeoff page by the PF.

D

V2 + 10.



What is the meaning of RWY green on the FMA ?

A

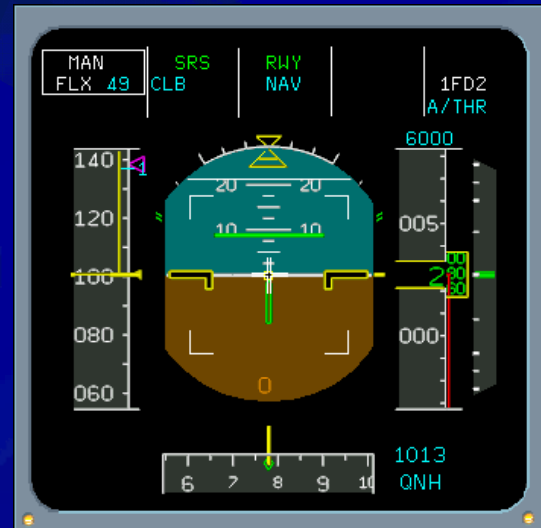
The lateral guidance during takeoff roll is linked to the ILS localizer signal.

B

The aircraft is automatically guided to maintain the runway center line.

C

The runway used for takeoff is confirmed by ATC.



FCU clearance is FL150, the aircraft is climbing toward FL60 as shown on PFD. Why is FL60 displayed in magenta?

A

This is an altitude constraint.

B

A speed constraint is entered.

C

The active vertical mode is not OP CLB.

D

The aircraft rate of climb is too low.



Have a look at the ND, ahead of the aircraft symbol and along the F-PLN, a small magenta arrow is shown.
What does it mean?

A

The aircraft is in OP CLB mode.

B

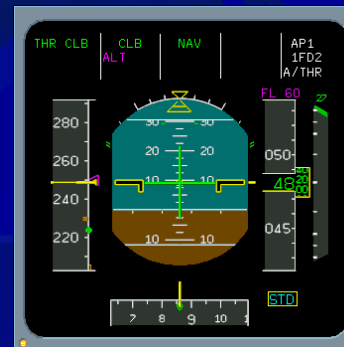
The altitude constraint cannot be satisfied.

C

The aircraft will level off at that point to satisfy the altitude constraint.

D

The aircraft will resume the climb at that point.



On the climb flight path, 2 engines running, the SRS (speed reference system) provides a pitch attitude to maintain:

A

V2.

B

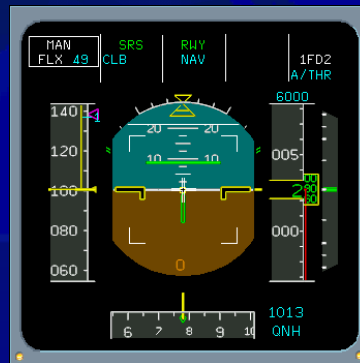
V2 + 10.

C

F speed.

D

The existing speed.



You are flying a selected HDG target. How do you proceed to resume the normal F-PLN?

A

I turn right to intercept the F-PLN after the TO waypoint.

B

I maintain the present heading and I push the heading selector knob to arm the NAV mode.

C

I maintain the present heading waiting for the automatic interception.

D

I pull the HDG selector knob.



You are flying a selected heading target. A white dot is displayed on the FCU beside the selected HDG. What does it mean?

A

The lateral managed mode has been selected and is armed.

B

The lateral selected mode is not satisfactory.

C

The managed mode is active.

D

The selected mode is not engaged.



ALT mode is engaged, MCDU PERF page indicates CLB. Why?

A

The FMGS is unable to control the climb.

B

FL290 is the FCU selection, and is below the CRZ FL.

C

The FMGS assumes that you will continue the CLB higher than 290.

D

B and C are correct.



ALT mode is engaged at FL290, MCDU PERF page indicates CLB. How do you obtain ALT CRZ on the FMA at that altitude (FL290) ?

A

Set the new altitude clearance FL290 on the MCDU PROG page.

B

Set the new altitude clearance on the FCU.

C

Push the altitude selector knob to continue the climb as programmed before.



We are in OP DES and THR IDLE modes :

A

The autothrust maintain the thrust at idle and the auto pilot adjust the pitch to maintain the target speed.

B

The autothrust adjust the thrust to maintain the target speed and the autopilot control the descent flight path.

C

The autothrust maintain the thrust at idle and the autopilot control the vertical speed.

D

The autothrust control the target speed and the rate of descent.



The approach phase activation can be done:

A

Automatically when the aircraft overfly the deceleration point or manually by the pilot on the PERF page

B

Only manually by the pilot through the MCDU PERF. Page.

C

Only automatically at the deceleration point.



As soon as the approach phase is activated, the managed speed will depend on:

A

Which autopilot is engaged.

B

The vertical mode previously flown.

C

Which FMGC is the master.

D

The aircraft configuration.



At about 400 feet RA the LAND mode engages.
How this mode can be disengaged:

A

By pulling the heading selector knob.

B

By pulling the V/S - FPA knob.

C

By pressing the approach mode pushbutton.

D

By setting TOGA to engage the go around mode.



You are in descent. A small magenta dot is displayed beside the altitude scale. It is used to:

A

Warn the pilot about a possible wrong altitude setting on the FCU.

B

Highlight any vertical deviation of the aircraft from the computed descent profile.

C

Warn the pilot that the speed must be reduced to regain the computed descent profile.

D

Indicate that the expedite mode must be engaged.



We are at go around, GA TRK is shown on the FMA lateral mode.
What does it mean?

A

The aircraft is guided by the autoflight system along the programmed missed approach navigation.

B

The aircraft is guided along a new route as the navigation accuracy level reverted to "low" at the time of go around.

C

The aircraft maintains the track followed at mode engagement.

D

The aircraft proceeds on the fastest way to come back for a new approach.



Any time the alpha floor protection is triggered, TOGA thrust is automatically set by the autothrust. When is this protection available?

A

Throughout the whole flight envelope.

B

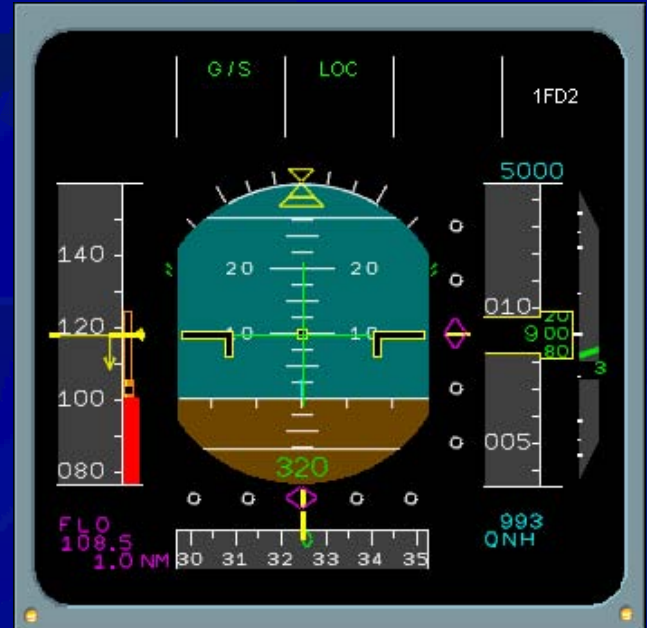
Only available on configuration 2, 3 or full (with flaps extended).

C

From lift off until 20 feet on approach.

D

From lift off until 100 feet on approach.



Why must the pilot press the take over pushbutton on the side stick twice to disconnect the autopilot?

A

First time to disconnect the autopilot.
Second time to confirm the disconnection.

B

For the first time to disconnect the autopilot for the second time to get a definite priority on his side.

C

For the first time to disconnect the autopilot for the second time to reset all the related warnings.

D

For the first time to disconnect the autopilot for the second time to reset the master FMGC.



What does the autopilot “ATHR limited” amber message displayed on the ECAM E/WD mean?

A

The autothrust is still active but can control the thrust to IDLE only.

B

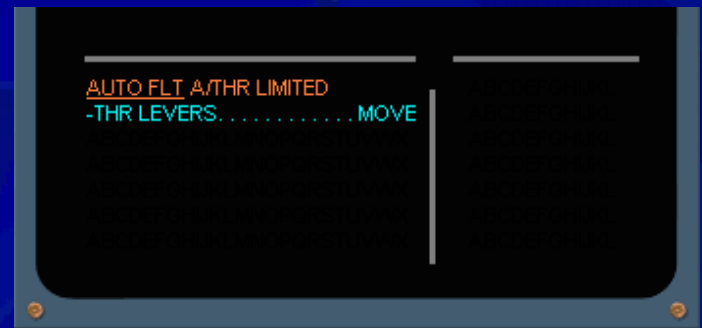
The autothrust is active but the thrust is limited by the thrust levers position.

C

The autothrust is active but only one channel is operative.

D

The maximum engine thrust has been automatically reduced by the FADECs.



Both autopilots are engaged which FMGC is master?

A

FMGC1.

B

FMGC2.

C

It depends on the active flight phase.

D

None as the two FMGC's are acting independently.



FD1 +2 are ON, no AP is engaged, which FMGC is master?

A

The switching occurs at every FMGC power up.

B

It depends on which ATHR channel is engaged.

C

FMGC2.

D

FMGC1.



In independent operation mode which FMGC is master?

A

FMGC1.

B

FMGC2.

C

None, the two FMGC's are acting independently.

D

It depends on which FMGC was the master at the time of dual mode failure.



The “OPP FMGC IN PROCESS” message is displayed in amber on the scratchpad of the MCDU1.
What does it mean?

A

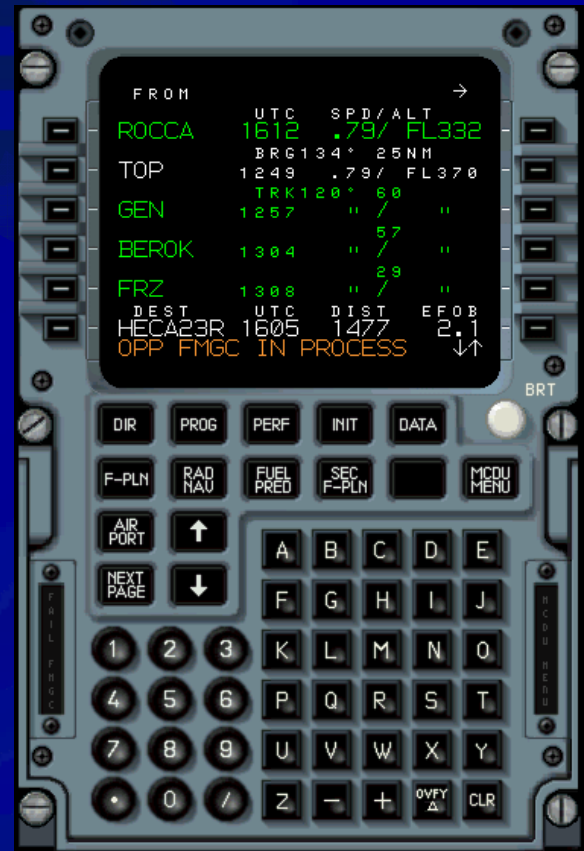
MCDU1 is driven by FMGC2.

B

The FMGC2 is now master.

C

The FMGC2 performance became better than the FMGC1.



The message “SET OFFSIDE RANGE MODE” amber appears on the ND1.
What does it mean?

A

The selection of the offside range mode will allow the display of the navigation map on this side.

B

The selection of the offside range mode will make the FMGC's resynchronisation shorter.

C

The selection of the offside range mode will make the return on FMGC dual mode easier.

D

The selection of the offside range mode will reduce the FMGC1 reset duration at one minute.



The FCU1 has failed, how can we use the FCU now?

A

Normal use of the FCU as the FCU channel 2 has taken over automatically.

B

The FCU is totally unserviceable.

C

Only the lateral modes can be set from the FCU panel.

D

Some FCU functions LOC and APP pushbuttons are not available.



The FCU 1 and 2 have failed, how the pilot can control the vertical and lateral modes?

A

Both AP's are lost but the FCU controls and indications are still available.

B

Only the FD1 and 2 are available.

C

The vertical and lateral modes cannot be controlled from the FCU. Only the manual flight on raw data is possible.

D

The pilot can control the lateral and vertical modes using the MCDU.

The message “independent operation” is displayed on both MCDU scratchpads. What does it mean?

A

The pilot can engage both AP in all phases of flight.

B

The cross talk function is lost, each FMGC will work independently, the same entry has to be made on both MCDUs.

C

There is no more radio updating of the FMGC position and only the mix IRS coordinates are provided for the navigation.



Due to a major mismatch (data base validity), we are on FMGC “independent operation” mode. When the discrepancy disappears, what will be your action to recover the dual mode?

A

I will reset the two FMGC circuit breakers.

B

I will select MCDU menu and FMGC on each FMGC.

C

As the FMGC1 is now the master, I will only reset the FMGC2 circuit breaker.

D

I do nothing as the system reverts automatically to “dual mode”.



The FMGC1 failed and “OPP FMGC IN PROCESS” is displayed on the MCDU1. The FMGC2 has taken over automatically :

A

The entry can be done from either MCDU.

B

The entry can be done from MCDU 1 only.

C

The entry can be done from MCDU 2 only.



You are in “THR IDLE/DES” modes with autopilot 1 engaged and the FCU 1 fails.
What is the action required?

A

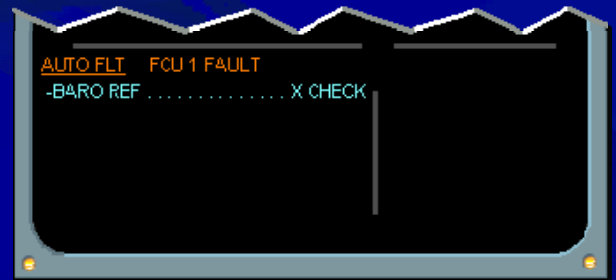
As the autopilot 1 disengages, engage autopilot 2.

B

The PFD barometric reference is now only available on standard and the pilot must set the current baro setting on the standby altimeter.

C

The FCU2 has taken over automatically and the baro reference must be cross checked.



You want to speak to the mechanic. He is somewhere around the aircraft but you can't see him. How do you get his attention?

A

I open the side window and try to get his attention.

B

I use the MECH pb sw on the CALLS panel.

C

I use VHF 3 to call him.

D

I select the MECH transmission key on the ACP.



During Preflight, check of the CVR operation is performed as follow.

A

The system being operative as soon as aircraft Elec Power network is powered, on the RCDR Control panel, press the CVR TEST pb, you get an audio signal for correct operation.

B

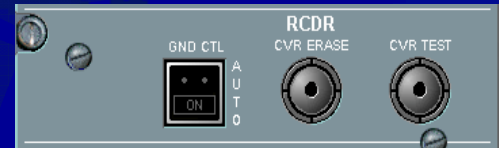
On the RCDR control panel, press the GND CTL pb to switch the CVR ON, then press the CVR TEST pb.

C

The CVR TEST can only be performed after one engine is started then "B" answer is applied.

D

Be sure the PARKING BRK is ON then repeat "B" answer.



After landing, to erase the CVR...

A

The aircraft must be on the ground with the parking brake set.

B

The aircraft must be on the ground with at least one engine running.

C

The aircraft must be off the ground.

D

The engines must be shut down for at least 5 minutes.



On the RMP control panel, what does the white SEL light mean?

A

It is an indication for a SELCAL.

B

It is an indication that the VHF used on RMP 2 is not the standard one.

C

It indicates that RMP1 is configured to tune VHF2.

D

It indicates that RMP2 is configured to tune VHF2.

RMP 1



RMP 2



How do you extinguish the white SEL light?

A

Pressing the SEL pb on RMP 1.

B

Pressing the VHF 1 and SEL pb on RMP 1.

C

Pressing the SEL pb on RMP 2.

D

Pressing the VHF 2 on RMP 2.

RMP 1



RMP 2



On the VHF system, in case of RMP 1 failure, VHF 1 is lost.

A

True.

B

False.



With the AUDIO SWITCHING knob in the CAPT 3 position, the captain substitutes ACP 3 for ACP 1.

A

True.

B

False.



On the communication control panel, the amber CALL light indicates that somebody is trying to reach you via VHF 3.

A

True.

B

False.



As you enter in the dark cockpit you first check the battery voltages.
What are the necessary checks before checking the voltages?

A

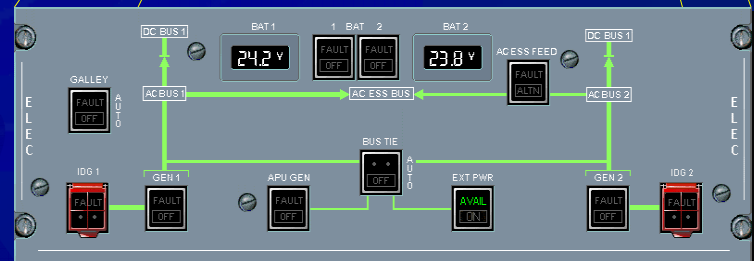
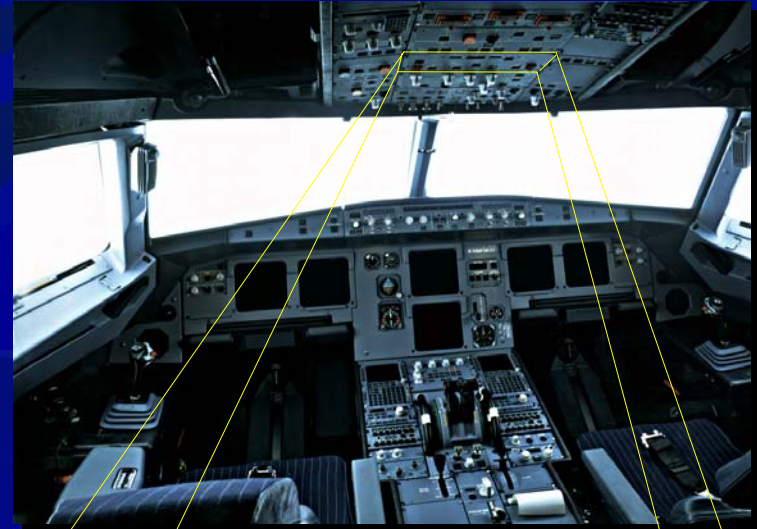
You must check that the external power is available and then switch it on.

B

You can read the battery voltages immediately. No actions are required.

C

You have to switch each battery on by its associated pb sw to check the voltage.



According to these indications, which statement is true ?

A

Both battery voltages are above the minimum of 20 V.

B

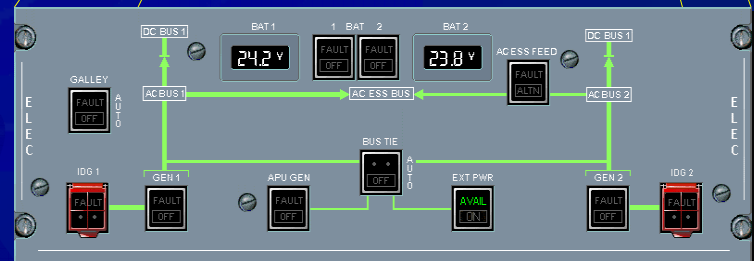
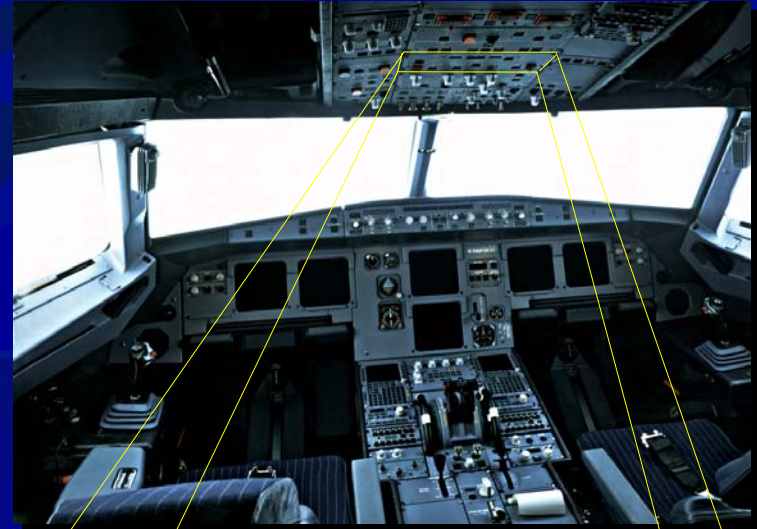
Both battery voltages are below the minimum of 25.5 V.

C

I can only check the battery voltages on the ECAM ELEC page.

D

I can only check the battery voltages, with batteries on.



You want to recharge the batteries.
How do you proceed?

A

External power is available. I only have to switch the batteries to on and they will be charged.

B

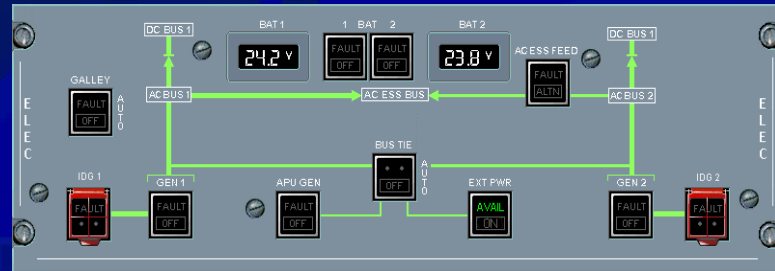
I have to switch the external power and the batteries to on and the batteries will be charged.

C

I have to switch the external power to ON and the batteries will be charged.

D

I have to call a mechanic because the batteries can only be charged by maintenance.



What is the meaning of the green AVAIL light ?

A

The external power is plugged in and the voltage and frequency parameters are normal.

B

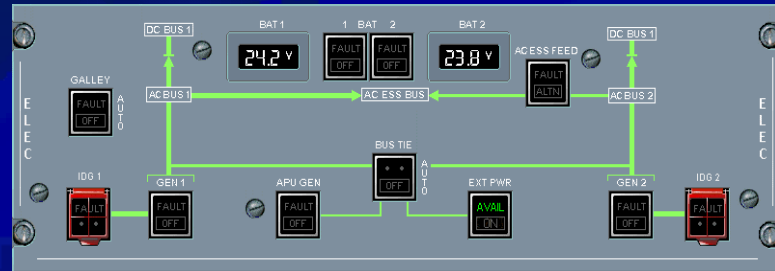
The external power is plugged in.

C

The external power panel door has been opened.

D

The AVAIL light always illuminates on ground.



After having switched the external power to ON, you get the following indications. How do you interpret the amber generator parameters and the generator fault lights ?

A

You have to switch the generators to ON.

B

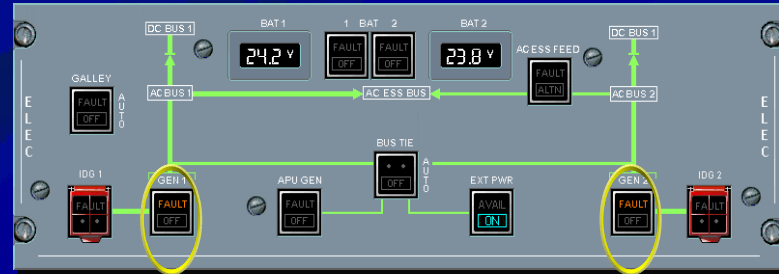
A failure has been detected. The generators will not be able to supply the electrical system after engine start

C

There is an internal self test in progress. The fault lights and the amber indications should disappear after 30 seconds.

D

On ground these indications are normal when the engines are not running.



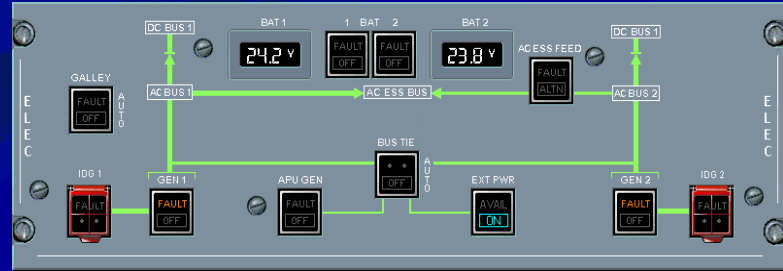
Both batteries are now being charged by the external power unit.
Approximately how long does the charging process take ?

10 minutes

One hour

20 minutes

Several hours



After 20 minutes you check the ECAM ELEC page again.
Which statement is true ?

A

Both battery voltages are still below the minimum voltage.

B

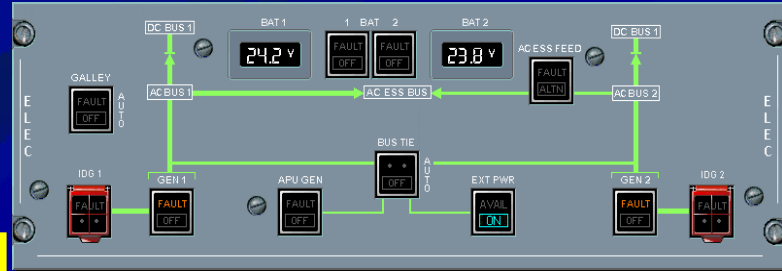
To check the battery voltages I have to switch them OFF first.

C

To check the battery voltages I have to disconnect external power first.

D

Both battery voltages are now above the minimum voltage.



You have started the APU.
Observe ECAM ELEC page !
Why is the electrical system still supplied by external power only ?

A

External power was connected first.

B

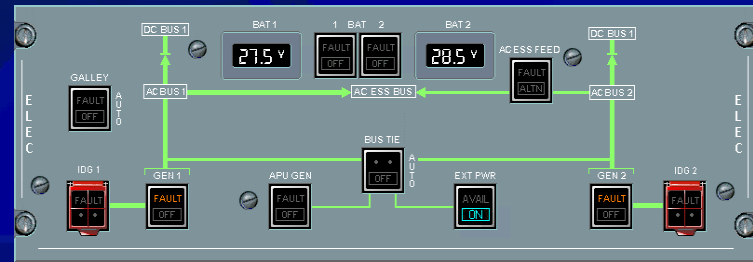
External power has priority over the APU generator.

C

The APU generator is still switched off.

D

The external power voltage is more stable.



The APU generator is supplying the electrical system.

By the way, do you know the order of priority for the different generators ?

A

engines, external power, APU.

B

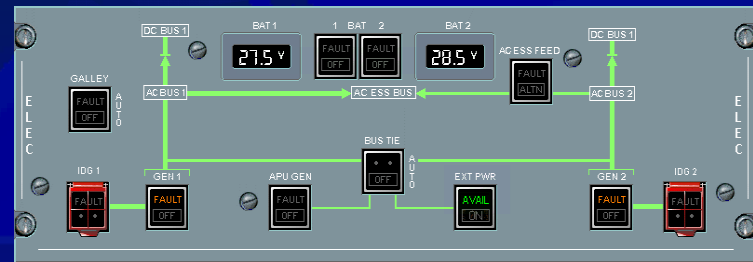
APU, engines, external power.

C

external power, engines, APU.

D

APU, external power, engines.



On the ELEC Panel, you have lifted the IDG red guard.
How do you disconnect the IDG now ?

A

I push the disconnect button and release it immediately in order to prevent the disconnect mechanism from being damaged.

B

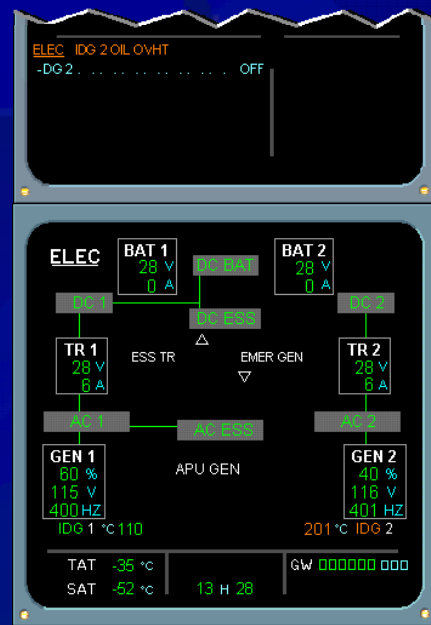
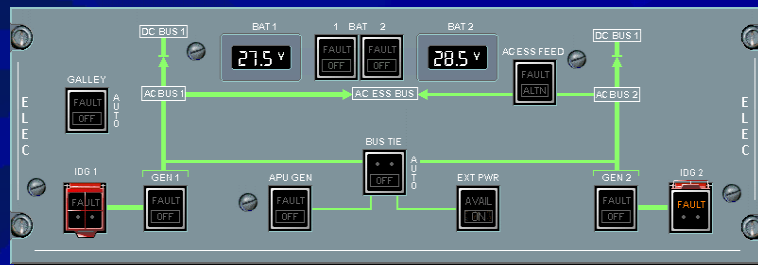
I push the disconnect button until the GEN FAULT light comes on and then for at least 3 more seconds in order to ensure the disconnection.

C

I push the disconnect button for at least 10 seconds to ensure the disconnection.

D

I push the disconnect button until the GEN FAULT light comes on but not more than 3 seconds otherwise the disconnect mechanism may be damaged.



You are in an ELECTRICAL EMERGENCY CONFIGURATION, shortly after the fault occurred, you notice the red FAULT light on the RAT & EMER GEN pushbutton.
How do you interpret this indication ?

A

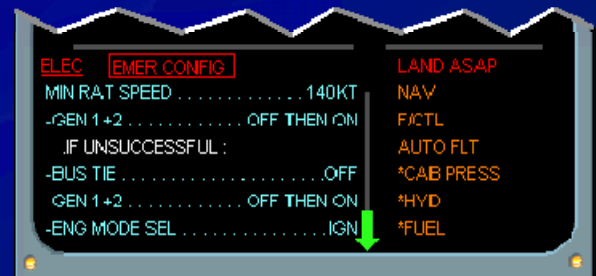
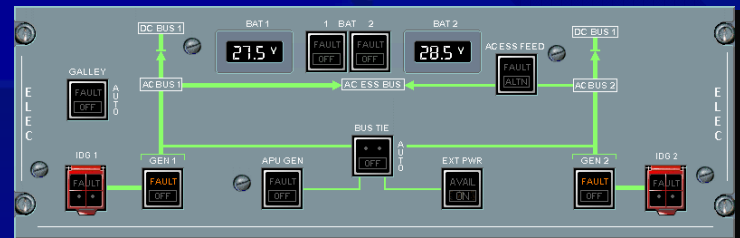
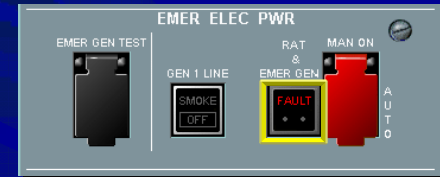
The EMER GEN is not supplying the system.

B

The fault light on the RAT & EMER GEN pb will extinguish by depressing it.

C

The FAULT light is always on when you are in ELEC EMER CONFIG.



You are in an ELECTRICAL EMERGENCY CONFIGURATION, on ELEC panel you have depressed the GEN 1 and GEN 2 pb for reset. The reset was unsuccessful. Why must you push the BUS TIE pb sw to OFF ?

A

To separate both sides of the electrical system.

B

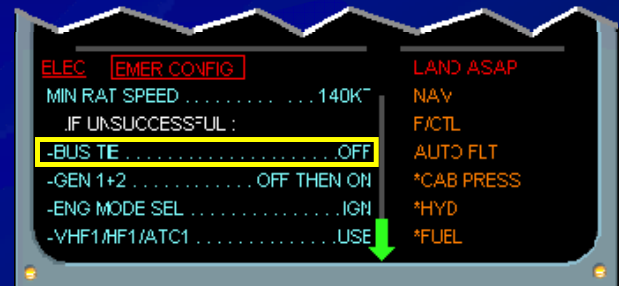
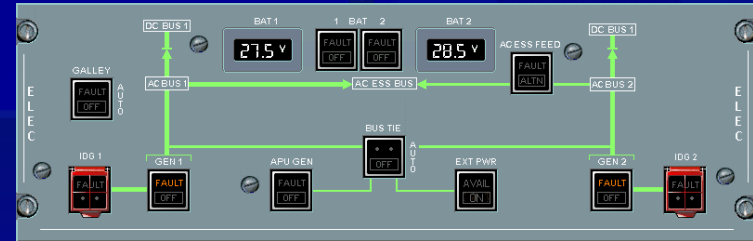
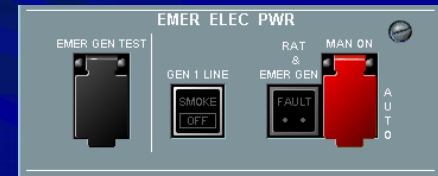
To connect both generators directly to the AC ESS BUS.

C

To connect both sides of the electrical system.

D

To switch both generators to the opposite side AC BUS.



In an ELECTRICAL EMERGENCY CONFIGURATION, after performing the initial ECAM procedure, you have separated both sides of the electrical system. Why do you have to try another generator reset ?

A

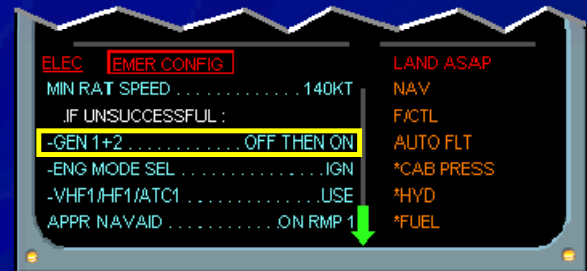
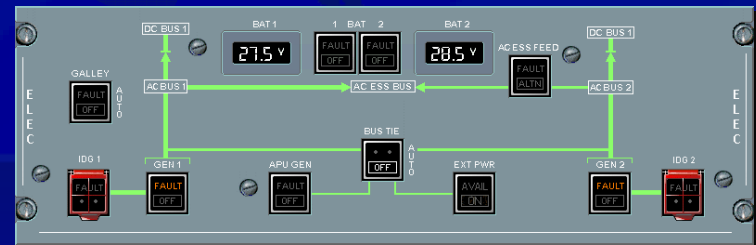
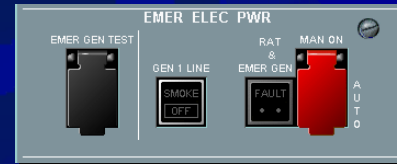
If there was a short circuit, you might recover one generator now.

B

Because the generators had time to cool down and now a reset might be successful.

C

You should always try two resets if you have a generator failure.



The purpose of the Integrated Drive Generator (IDG) pb sw is to:

A

Disconnect the corresponding generator from its drive shaft.

B

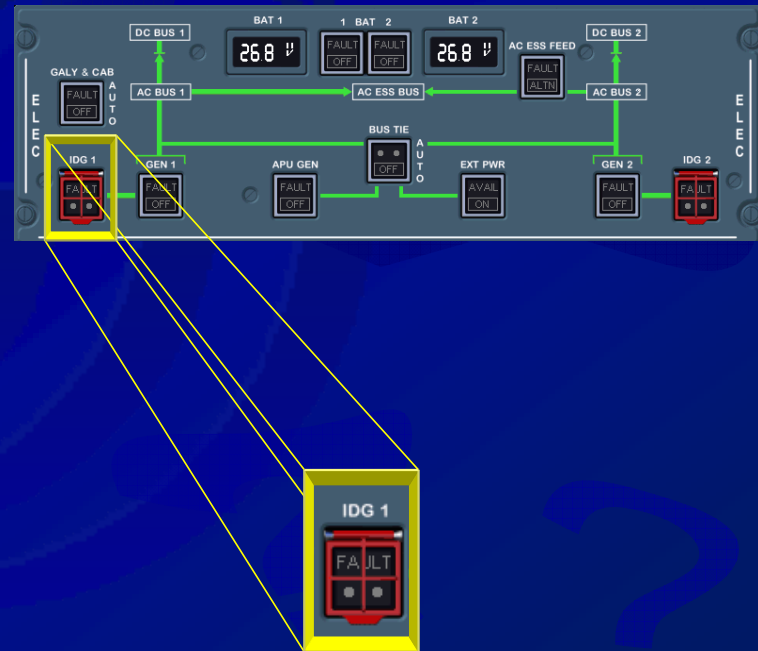
Reconnect the generator to its drive mechanism.

C

Cut the corresponding generator supply to AC bus 1 or 2.

D

Cut the corresponding generator supply to the ESS AC bus.



The engine driven generators are running.

A

At the engine RPM through their gearbox connection.

B

At constant speed by a drive mechanism between the generator and ENG gearbox.

C

At a intermediate speed controlled by an electronic computer.

D

No necessity to control the generator speed because the AC network operates under variable frequency.



The Electrical System includes two buses: AC ESS BUS and DC ESS BUS.
In normal configuration :

A

AC ESS bus is fed by AC bus 1.
DC ESS bus is fed by DC bus 1.

B

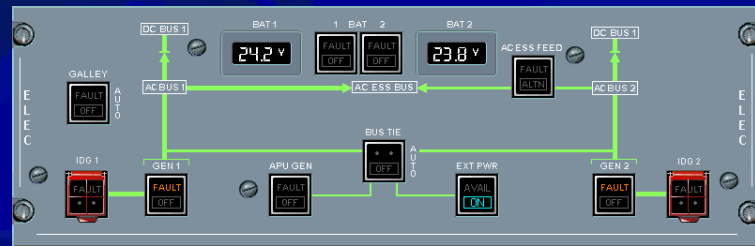
AC ESS bus is fed by AC bus 2.
DC ESS bus is fed by DC bus 1.

C

To balance the Elec load GEN 1 is directly supplying the AC ESS BUS.

D

To balance the Elec load GEN 2 is directly supplying the AC ESS bus.



The purpose of AC ESS FEED pb sw is to enable the pilot to switchover the supply of AC ESS bus.

A

From AC bus 2 to AC bus 1.

B

From AC bus 1 to AC bus 2.

C

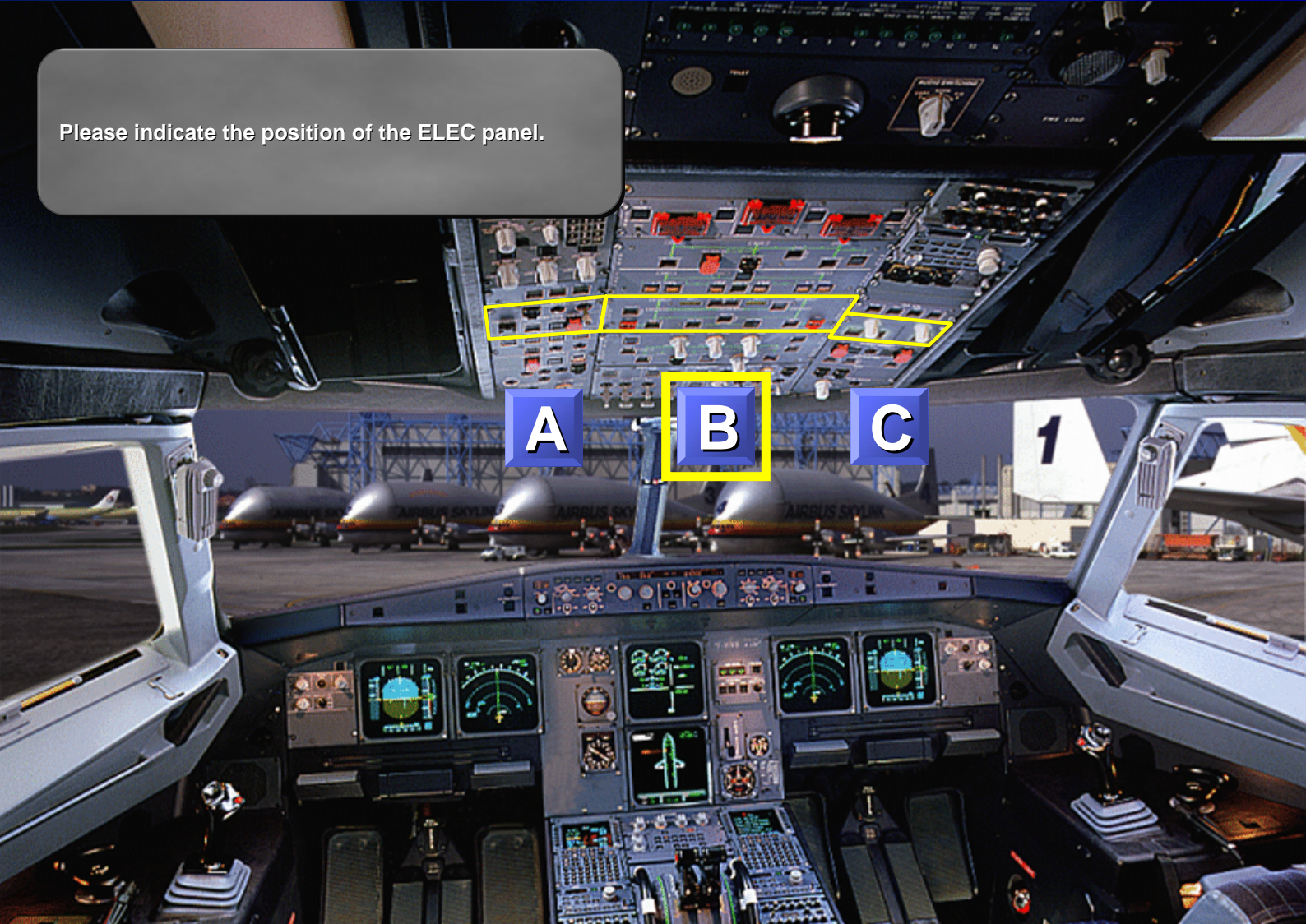
From the APU generator.

D

From ESS DC bus.



Please indicate the position of the ELEC panel.



Please indicate the position of the EMERG ELEC PWR panel.



The emergency electrical generator used as a back up is hydraulically driven by the RAT which automatically extends when both AC BUS 1 and AC BUS 2 are lost and the aircraft speed is above 100kts.

A

True.

B

False.



From ECAM ELEC page, the APU GEN box information indicates that:

A

The APU GEN does not have priority over the external power.

B

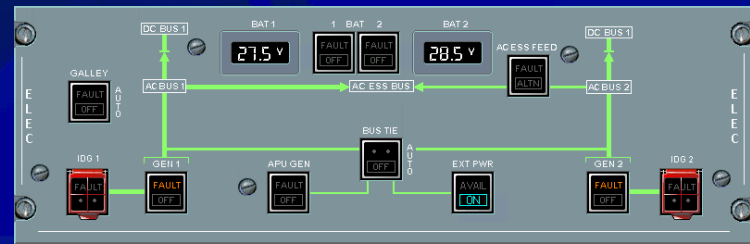
The APU GEN pb SW on overhead panel is off.

C

The APU is not fully available yet.

D

There is defect on the APU GEN out put.



Looking at the ECAM ELEC Page, to connect APU GEN:

A

Push APU GEN pb sw located overhead panel.

B

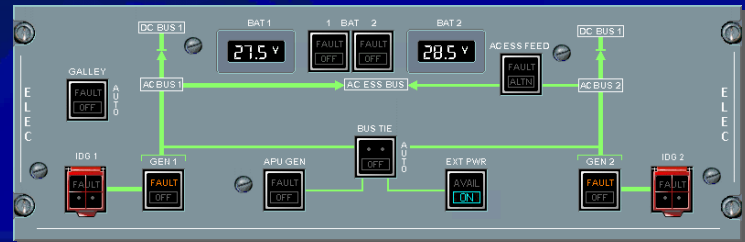
Wait until 1st Engine is Started.

C

Deselect EXT PWR.

D

SWITCH OFF BAT 1+2.



What does the APU GEN % indication mean ?

A

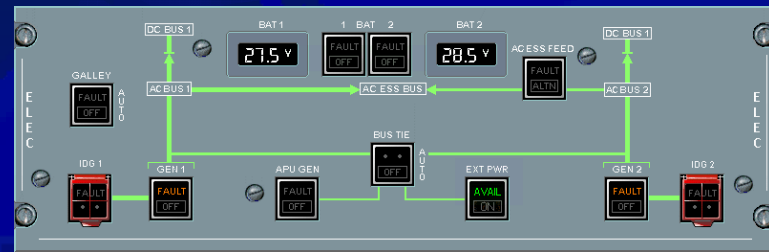
APU GEN shares 36% of the elec network load, the remaining 64% being taken by the external power.

B

APU GEN is supplying the network at 36% of its maximum load.

C

The external power is supplying the network.



During preliminary procedure to check the battery voltage, the associated BATT pb sw should be:

A

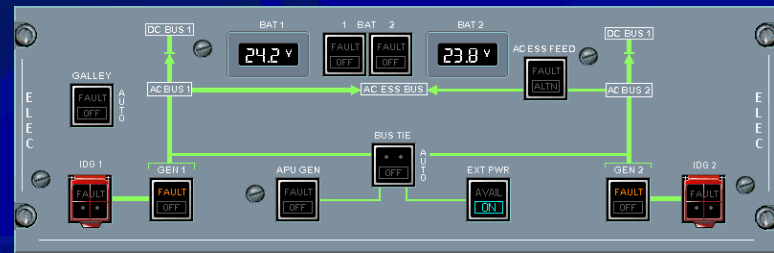
Switched ON.

B

Switched OFF.

C

Any position, the voltage indication being all time available.



The minimum battery voltage for normal operation should be:

A

24V.

B

25,5V.

C

28V.

The EXT PWR AVAIL illuminated green on the overhead panel means that :

A

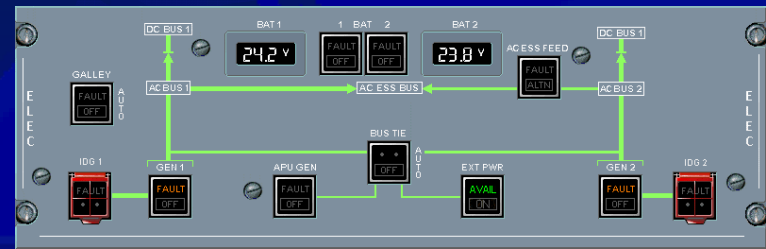
The ground cart is supplying the aircraft network.

B

The external power is plugged in and delivers bleed air.

C

The connected ground cart voltage and frequency are normal.



On EXT PWR pb sw, the illuminated cyan light means that:

A

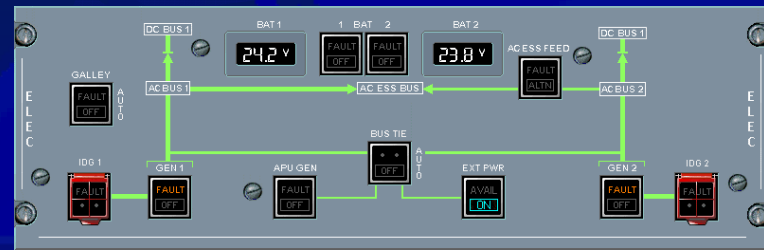
The ground cart is supplying the aircraft electrical network.

B

External power is plugged in but not supplying the network.

C

External power is plugged in and delivers bleed air only.



After starting engine n°2, is the present ECAM ELEC page a correct configuration?

A

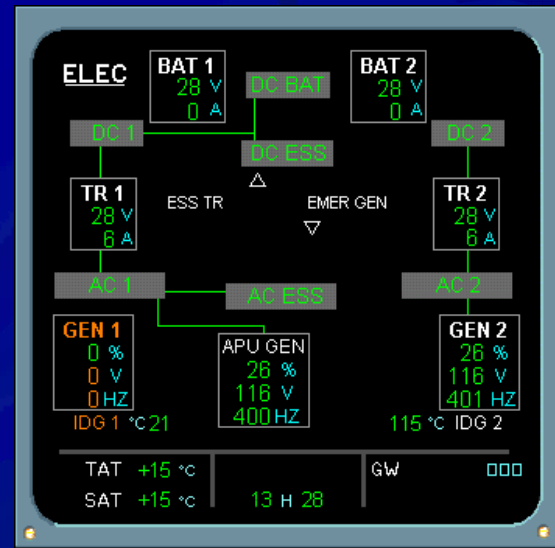
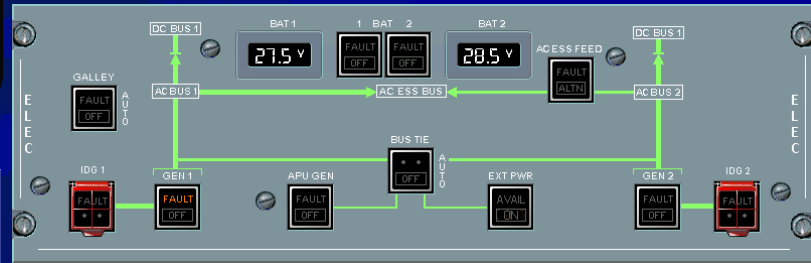
No. ENG GEN n°2 should power all aircraft network.

B

No. The APU GEN should continue powering all aircraft network.

C

Yes. ENG GEN n°2 is now powering its own side.



Is the ELEC ECAM system page in accordance with the both engines running electrical configuration ?

A

Yes.

B

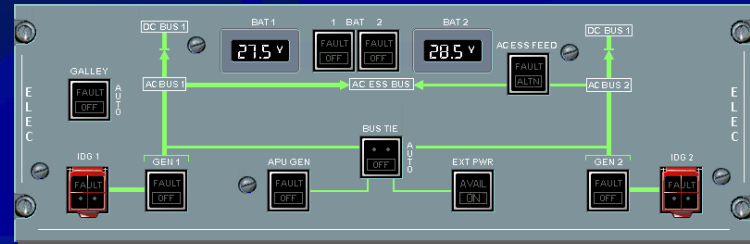
No. The APU should continue powering the aircraft until crew switch it off.

C

No. GEN1 should supply AC1 and AC2.

D

No. GEN2 should supply AC1 and AC2.



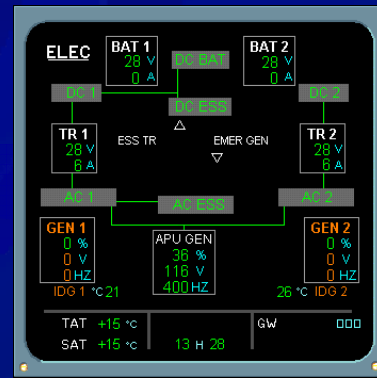
At the gate, with both engines shut down, is this ECAM ELEC page configuration correct ?

Yes.

No. _____

The crew should shut down one engine at a time to reach this configuration.

The crew should select EXT POWER ON.



You are at the gate, APU GEN is supplying the network, the EXT POWER is plugged in. What will happen when EXT POWER is selected ON?

A

The APU GEN will be disconnected and will stop.

B

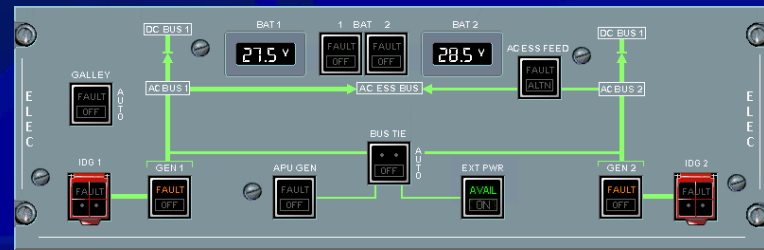
The EXT POWER will supply the A/C network.

C

The APU and ground power will both supply the A/C network .

D

The transfer between APU supply and ground power will take place only after depressing the APU/GEN pb sw to stop the APU supply.



GEN 1 is now inoperative due to the ECAM procedure application following an IDG OIL LO PR caution.

Is the associated AC BUS still available?

A

Yes. AC ESS is supplying the AC 1.

B

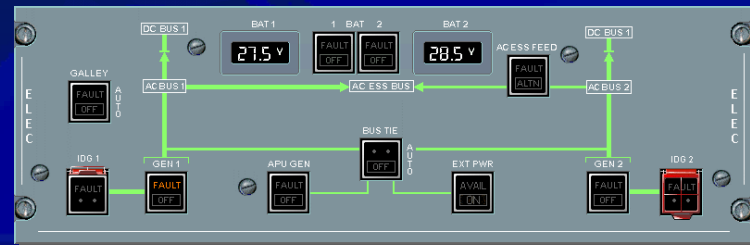
Yes. GEN 2 has taken over.

C

No. GEN 2 will be disconnected from AC BUS 2 within 10 minutes.

D

No. APU must be started to recover AC BUS 1.



When executing ECAM action following an IDG OIL LO PR, the crew will have to hold IDG pb sw pressed for:

A

Minimum 3 seconds.

B

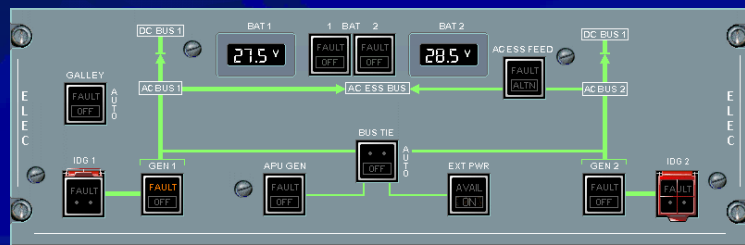
Maximum 3 seconds.

C

Until fault amber light goes out.

D

No time limit.



In case of GEN 2 OVERLOAD ECAM caution, how do you off load the generator?

A

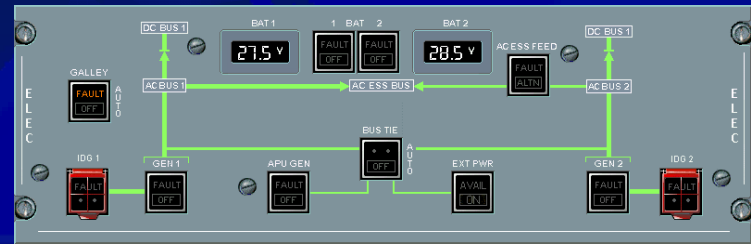
By starting the APU to connect a third generator to share the load.

B

By switching OFF the galley.

C

By transferring load on GEN1 in order to keep the galley operating.



Following a GEN 2 OVERLOAD and the shedding of the galley is the ELEC page correct?

A

Yes.

B

No. The GEN overload should stay amber.

C

No. The GALLEY SHED message should be removed.



In flight, following an AC BUS 1 FAULT, AC ESS FEED pb sw must be depressed in order to:

A

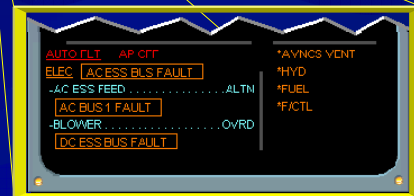
Recover AC ESS FEED from AC BUS 2.

B

Recover AC1 bus.

C

Recover AC2 bus.



AC BUS 1 FAULT will definitively lead to the DC and AC ESS buses loss:

A

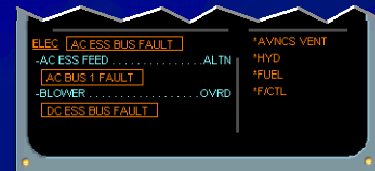
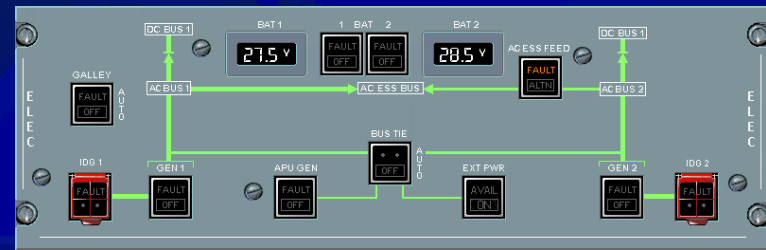
Yes.

B

No. Only AC ESS bus is recoverable.

C

No. DC and AC ESS buses will be recovered by pushing on the AC ESS FEED pb sw.



Following an AC BUS 1 fault, pushing the AC ESS FEED pb sw on ELEC overhead panel allows you:

A

To recover the AC ESS BUS power only.

B

To recover the DC ESS BUS power only.

C

To recover AC and DC ESS buses.

D

To recover AC BUS 1 power.



Following the RAT extension due to ELEC EMER CONF, the RAT and EMER GEN FAULT light is illuminated.
What does it mean?

A

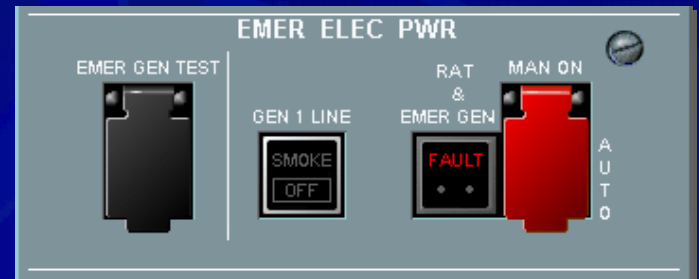
We had an ELEC EMER configuration, the RAT is extended.

B

The fault stays illuminated even after emergency generator connection.

C

The emergency generator is not connected.



In case of ELEC EMER CONF, LAND ASAP in red is displayed on the E/WD.
This message will stay:

A

As long as the Red warning ELEC EMER CONF persists.

B

Even after having reset one generator successfully.

C

Even if BUS TIE pb sw is pushed.

D

Even if APU is started.



In case of an ELEC EMER CONFIG situation, how can the two sides of the electrical system be segregated e.g to isolate a short circuit ?

A

Push BUS TIE pb SW located on ELEC system overhead panel.

B

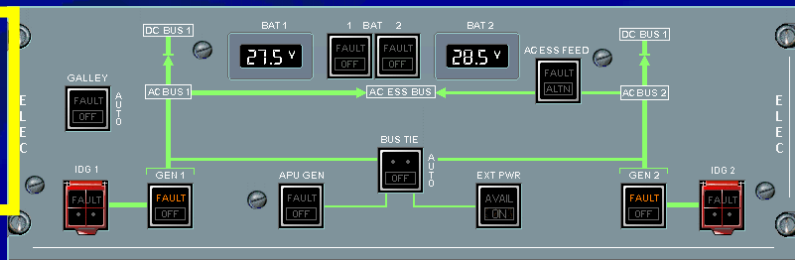
Reset each AC generator.

C

Manually lower RAT by pushing its pb SW

D

Nothing has to be done because the segregation is done automatically.



ELEC EMER CONFIG

MIN RAT SPEED	140KT	LAND ASAP
.IF UNSUCCESSFUL :		NAV
-BUS TIE	OFF	F/CTL
-GEN 1+2	OFF THEN ON	AUTO FLT
-ENG MODE SEL	IGN	*CAB PRESS
-VHF1/HF1/ATC1	USE	*HYD
		*FUEL

Being in an EMER ELEC configuration what is happening when A/C speed drops below 140 kts?

A

AC generators are less powerful due to RAT speed decrease.

B

Electrical network is automatically transferred to the batteries.

C

You have to stop AC generator by pressing the "MAN ON-AUTO" pb switch.

D

You have to switch ON the both batteries.



In ELEC EMER CONF, you are in single display mode on the ECAM.
Can you manually call an ECAM system page ?

A

No. The upper ECAM screen is only used for E/WD display.

B

Yes, by pressing and holding its associated pb SW on the ECAM control panel.



In EMER ELEC CONF, when the RAT stalls due to A/C speed decreasing, the static inverter will become active in order to supply:

A

The DC ESS.

B

The complete DC network.

C

The AC ESS.

D

The AC and DC ESS.



In case of avionics bay smoke, GEN 1 LINE pb is selected OFF.
What will happen?

A

All warnings will be reset.

B

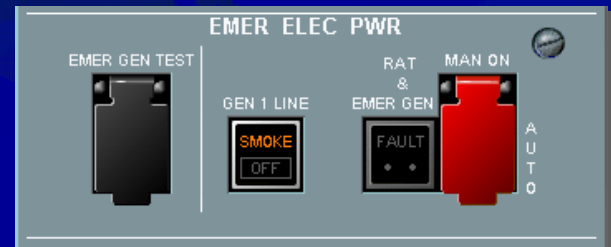
The smoke in the avionic bay will be evacuated.

C

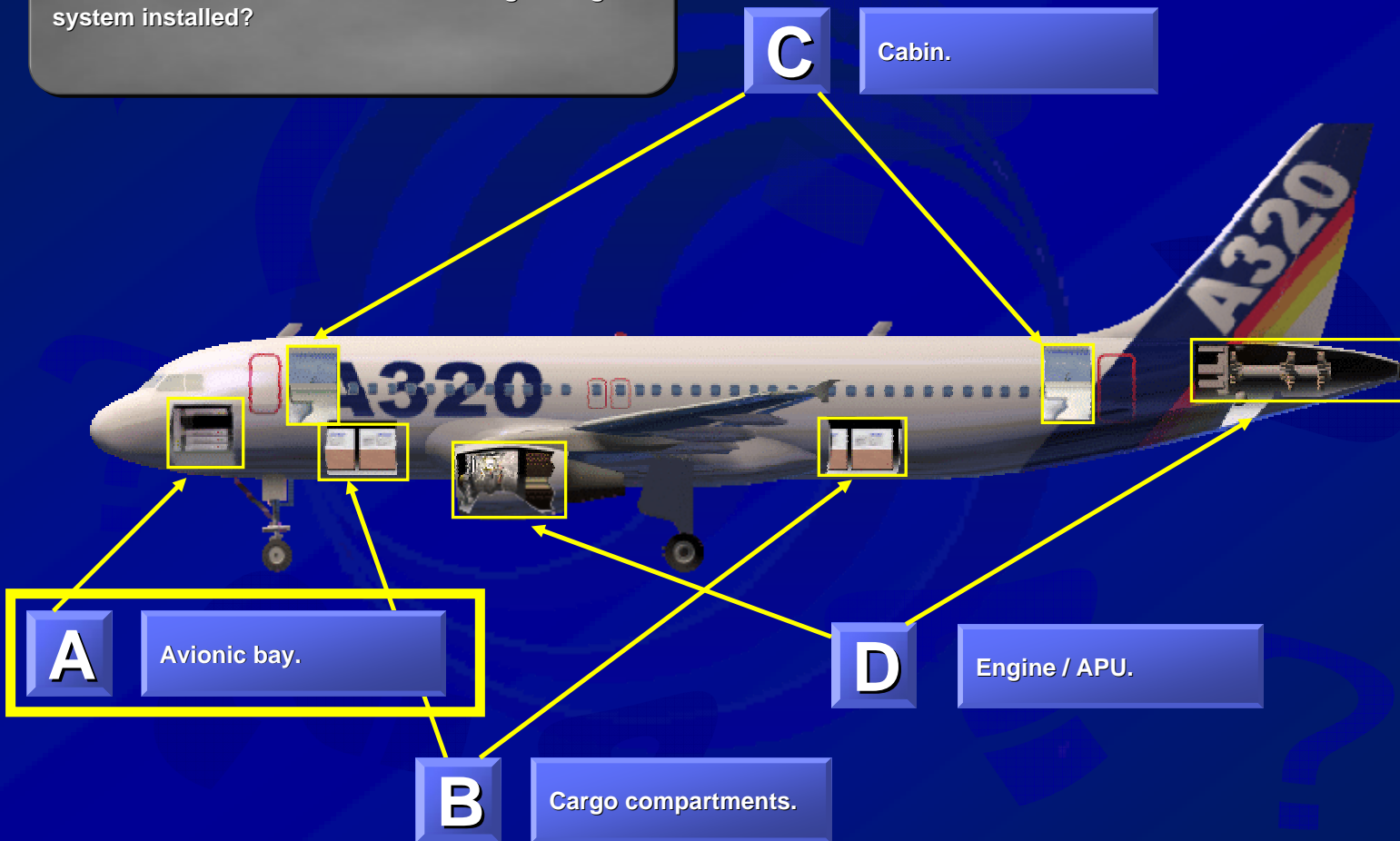
GEN1 will be disconnected from the network.

D

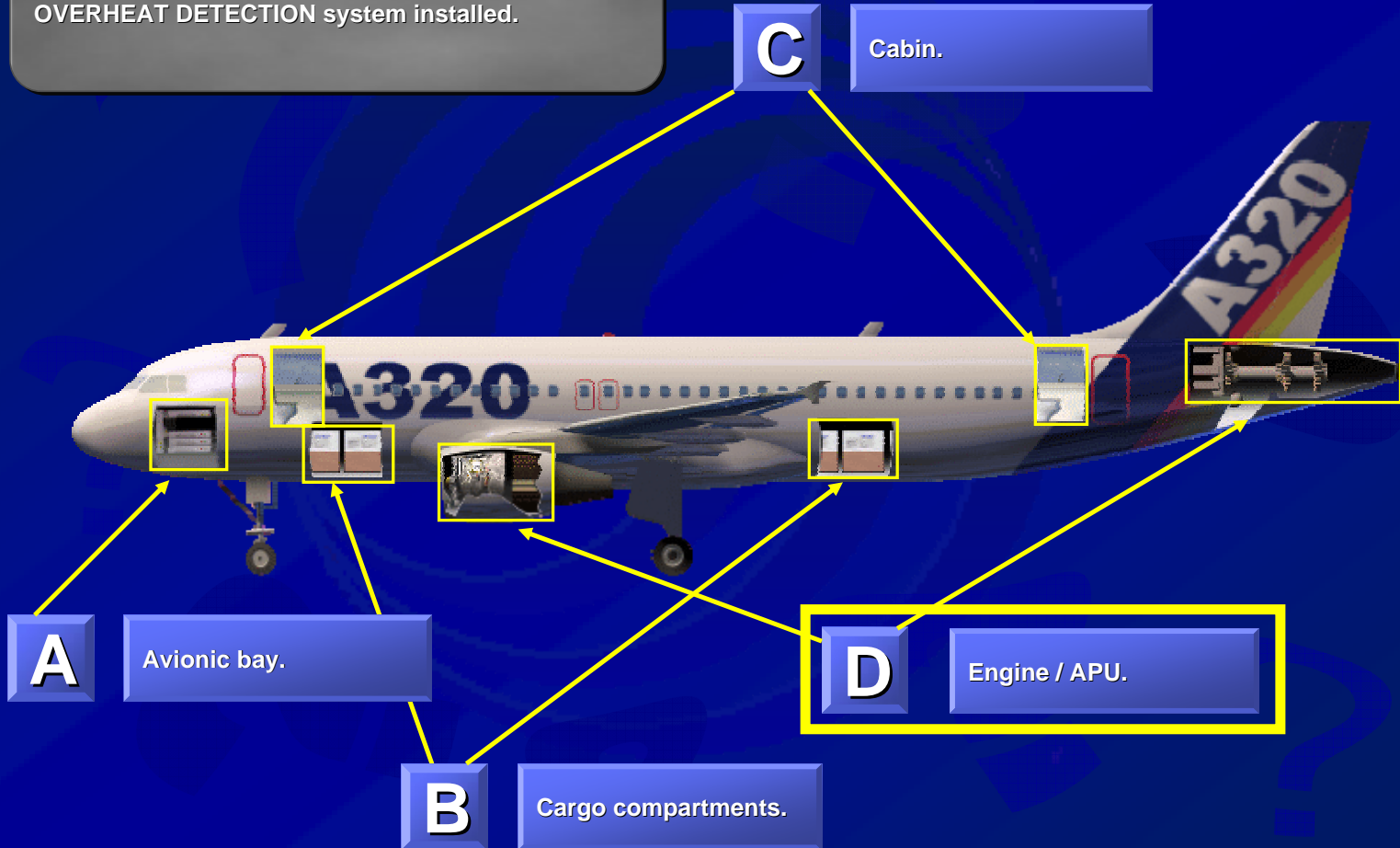
Fire extinguisher bottle will be armed.



Which of these areas have NO fire extinguishing system installed?



Please identify which of those area has a FIRE and OVERHEAT DETECTION system installed.



It is the first flight of the day.
Before performing the APU fire test, you have to check that...

A

The APU FIRE pb is in and guarded and AC power is supplied.

B

The APU FIRE pb is in and guarded and the APU is running.

C

The APU FIRE pb is in with the guard in the UP position and the AGENT light is extinguished.

D

The APU FIRE pb is in and guarded and the AGENT light is extinguished.



The aircraft is not yet supplied with AC power.
Can you perform the APU FIRE test?

A

Yes.

B

No.



In this case, during the preliminary cockpit preparation the APU FIRE test will trigger the following indications:

A

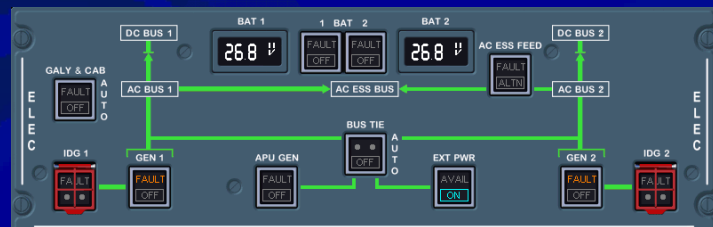
On the FIRE Control Panel, the APU FIRE light, the SQUIB and DISCH lights will illuminate. Additionally, APU FIRE warning will be triggered on ECAM.

B

On the FIRE Control Panel, the APU FIRE red light and SQUIB light will illuminate. But the APU FIRE warning will not be triggered on ECAM.

C

No test is possible until AC power is connected on the Electrical network.



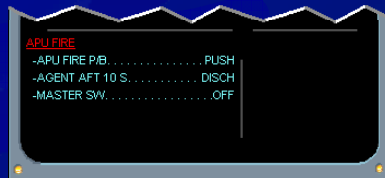
The APU FIRE test is successful.

A

True.

B

False.



Does the APU fire test on battery trigger the CRC and MASTER WARN?

A

Yes.

B

No.



With the following indication on ECAM, what is the FIRE DETECTION status?

A

One fire detection loop has failed.
Fire detection for both engines is still available.

B

Both fire detection loops of engine 1 have failed. Fire detection for engine 1 is inoperative.

C

One fire detection loop of engine 1 has failed. Fire detection for engine 1 is still available.

D

One fire detection loop of engine 1 has failed. Fire detection for engine 1 is inoperative.



According to this ECAM E/WD page, the associated procedure is

A

An indication presenting the FWD CARGO SMOKE condition only.

B

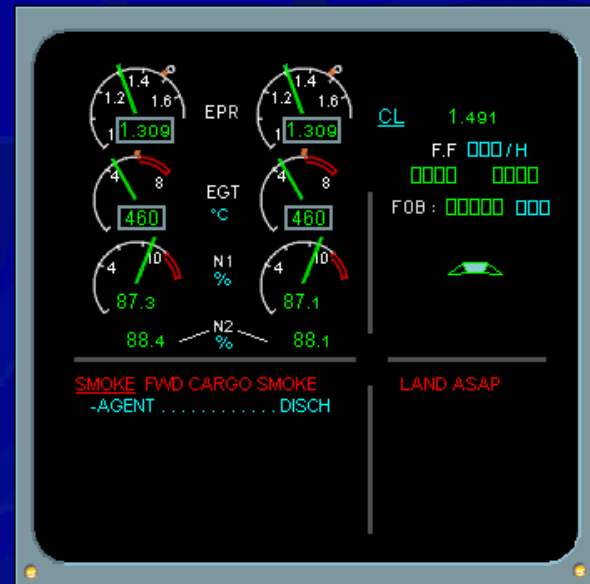
To press the illuminated red FWD SMOKE DISCH pb.

C

To lift the red guard and press the DISCH pb.

D

This is an automatic function and you have to press FWD SMOKE pb to confirm.



On the CARGO SMOKE control PANEL both DISCH lights illuminated mean that:

A

There is only one fire bottle which has been discharged into both cargo compartments.

B

The FWD and AFT fire bottles have both been discharged into their associated compartment.

C

Now there is no longer any available agent which can be discharged in either the FWD or the AFT cargo compartment.

D

The FWD and AFT fire bottles have both been discharged into the FWD compartment.



Which control surfaces are used for the mechanical backup?

A

Ailerons and rudder.

B

THS and rudder.

C

Elevator and ailerons.

D

THS and elevator.

How many actuators are provided to control the ailerons and how many hydraulic sources supply these actuators?

A

2 hydraulic sources with 4 actuators

B

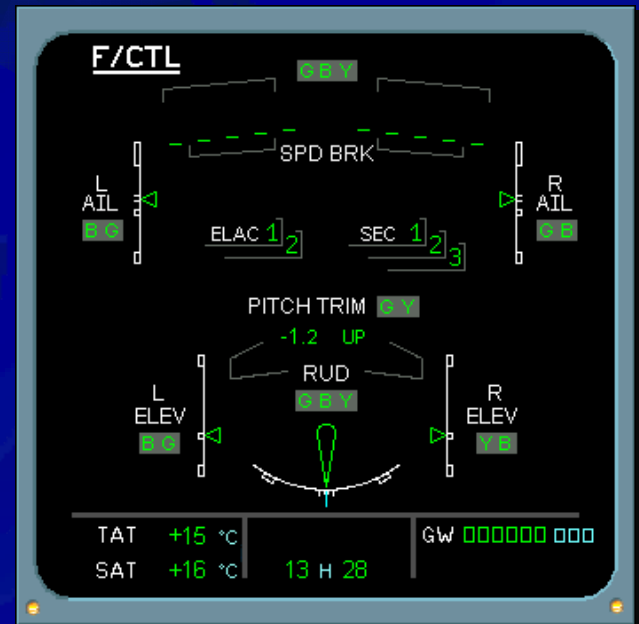
1 hydraulic source with 2 actuators

C

4 hydraulic sources with 4 actuators

D

3 hydraulic sources with 4 actuators



What does the white cross indicate?

A

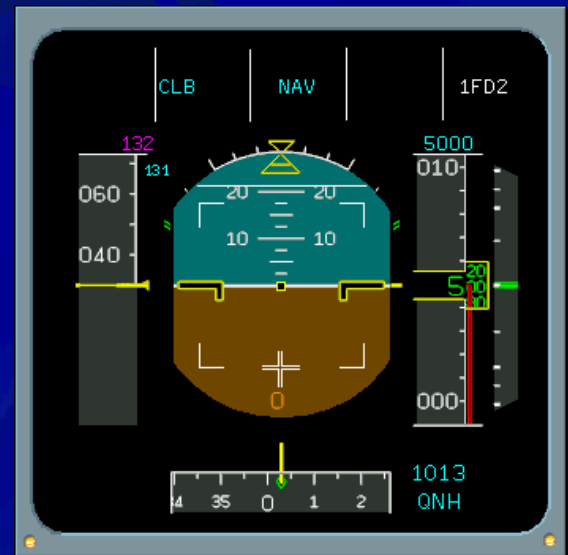
It is an indicator for the sidestick deflections during the flight control check.

B

It is an indicator for the control surfaces deflections during the flight control check.

C

It is an indication for the rudder pedals deflections during the flight control check.



In Normal Law, if one sidestick is rapidly pulled fully back, can the airplane's maximum allowable "G" load be exceeded ?

A

Yes. Rapid sidestick deflection must never be made.

B

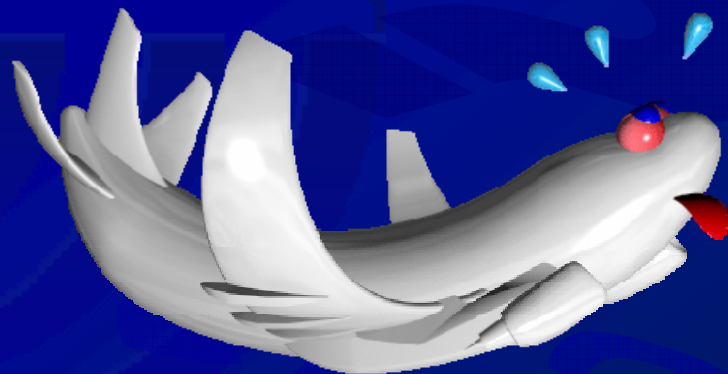
Yes, until maximum pitch attitude is reached.

C

No. At maximum "G" load, the sidesticks are de-activated for 5 seconds.

D

No. The load factor limitation overrides sidestick commands to avoid excessive "G" loads.



With the sidestick fully forward, what will be the maximum airspeed indication?



A



B



C



According to these indications, if you release the sidestick now...

A

The bank angle will automatically return to 33°.

B

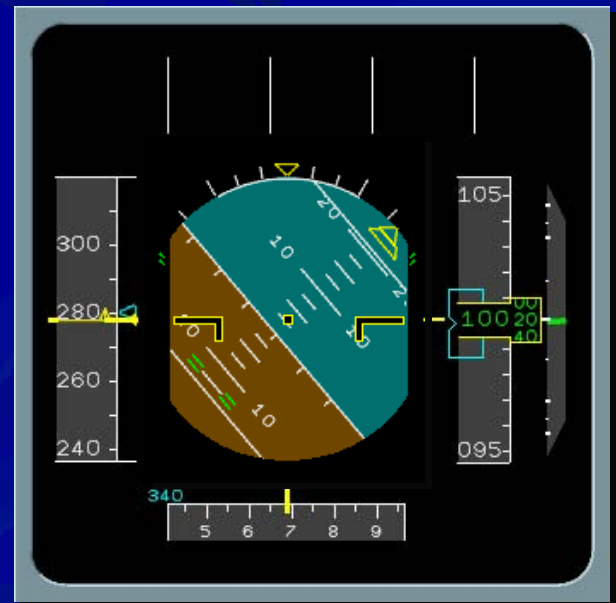
The bank angle will not change.

C

The bank angle will return to wings level, because the bank protection is active.

D

The bank angle will return to 20°.



In Normal Law, what is the maximum bank angle you can reach with the sidestick fully deflected ?

A

33°

B

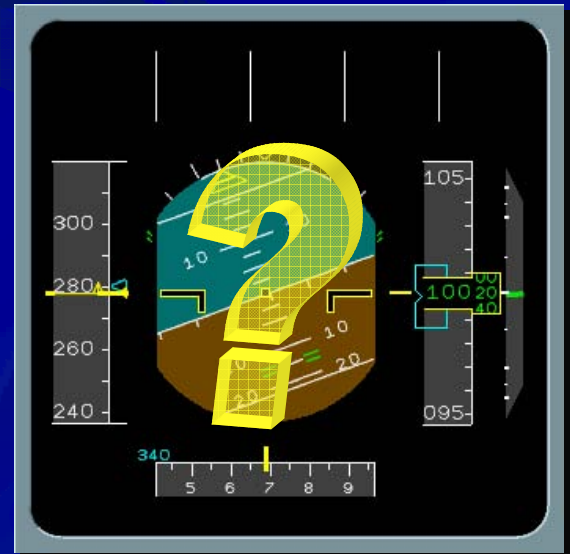
There is no bank limitation.

C

80 °

D

67 °



According to these indications, which flight control law is active ?

A

Normal Law.

B

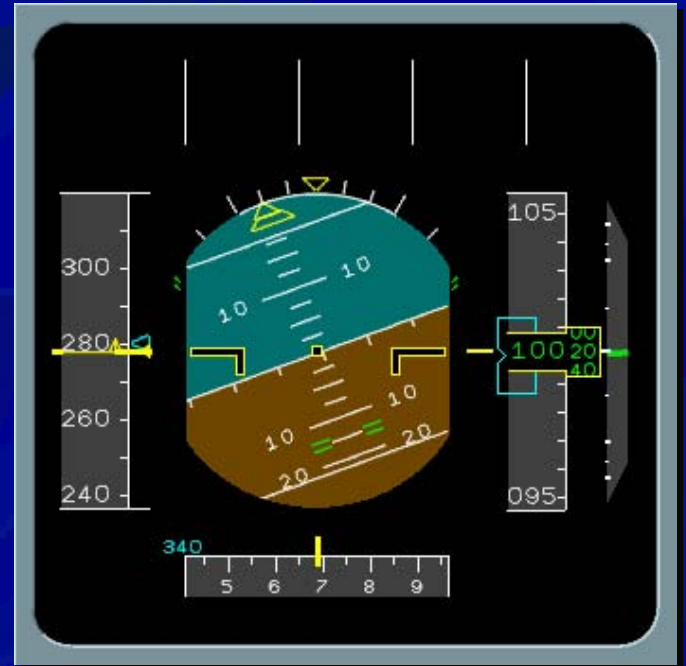
Alternate Law.

C

Direct Law.

D

Mechanical Back Up.



According to these indications, which flight control law is active ?

A

Normal Law

B

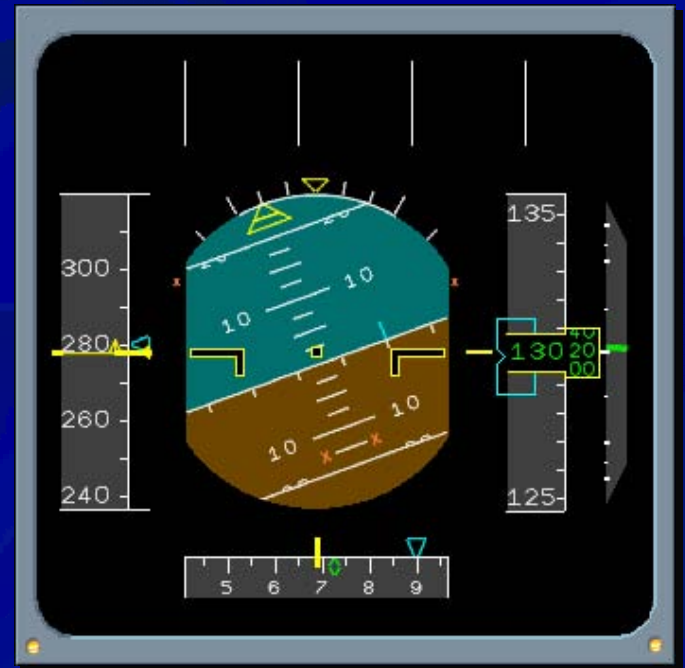
Alternate Law

C

Direct Law

D

Mechanical Back Up



According to these indications, which flight control law is active ?

A

Normal Law

B

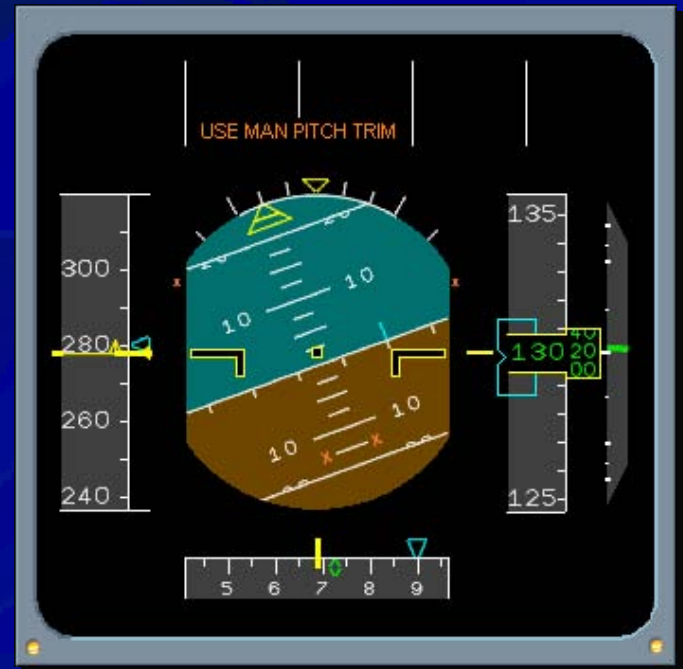
Alternate Law

C

Direct Law

D

Mechanical Back Up



According to these indications, which flight control law is active ?

A

Normal Law

B

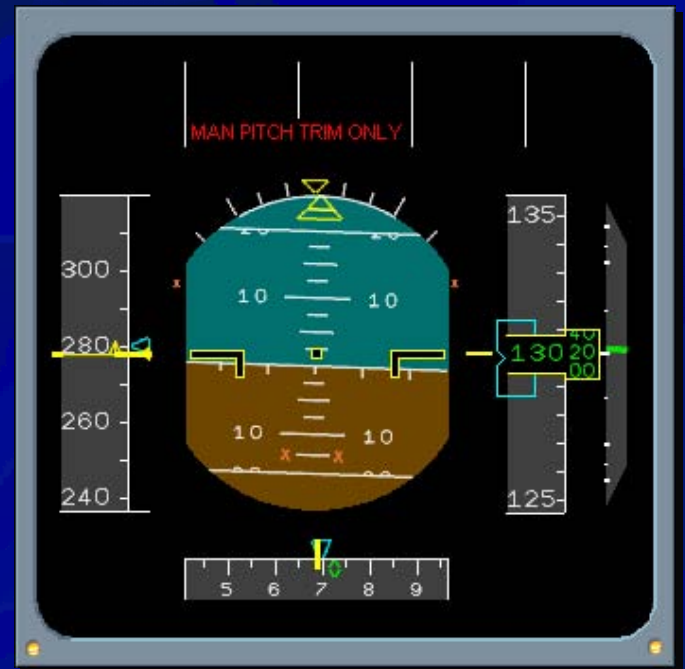
Alternate Law

C

Direct Law

D

Mechanical Back Up



Observe the PFD.
Without any sidestick inputs...

A

The aircraft's attitude will stay constant.

B

The pitch will stay constant, the
bank angle will slowly decrease.

C

The bank angle will stay constant, the
pitch will slowly decrease.

D

The aircraft's attitude will slowly tend
towards "wings level" and "pitch 0".



According to the following indications...

A

The High Angle Of Attack protection is active.

B

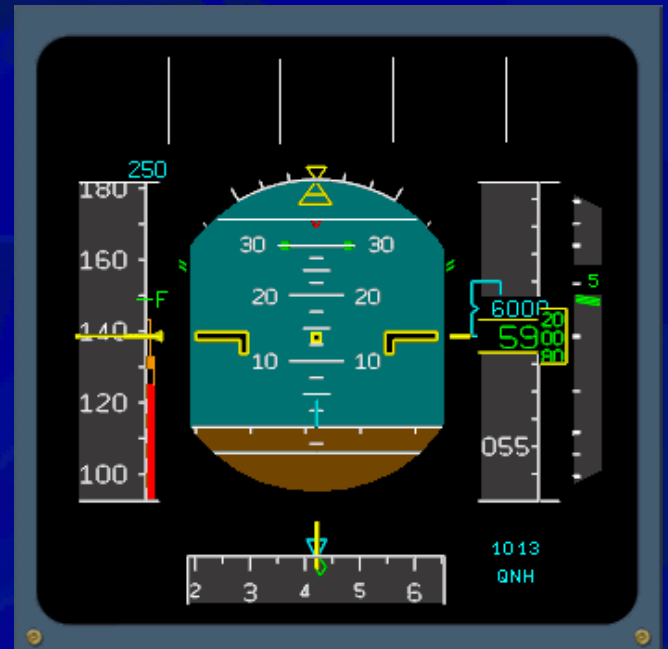
The Alpha Floor protection is active.

C

The Load Factor Limitation is active.

D

There is no protection active yet.



Let's assume, you have set idle power and pulled the sidestick back to maintain altitude. Observe the PFD. If you release the sidestick now...

A

The aircraft will descend at 135 kts.

B

The aircraft will descend at 150 kts.

C

The aircraft will maintain altitude until 120 kts are reached .

D

The aircraft will maintain altitude until a stall occurs.



According to these indications...

A

The High Angle Of Attack protection is active.

B

The Alpha Floor protection is active.

C

The Load Factor Limitation is active.

D

There is no protection active.



According to these indications, if the sidestick is held in the full back position...

A

The speed will fall below 120 kts.
The airplane might stall.

B

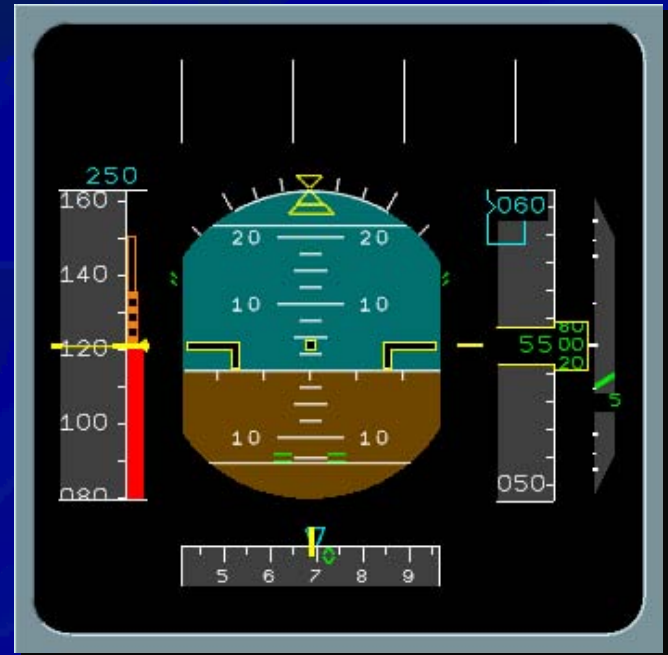
The speed will fall below 120 kts.
To avoid a stall, climb power will be automatically set.

C

The High Angle Of Attack protection will override the sidestick input. The pitch will be lowered to maintain 120 kts.

D

The speed will fall further.
At 114 kts the pitch will be lowered to maintain 114 kts.



Observe the PFD.
Which statement is true ?

A

The Alpha Floor protection has automatically set CLB power.

B

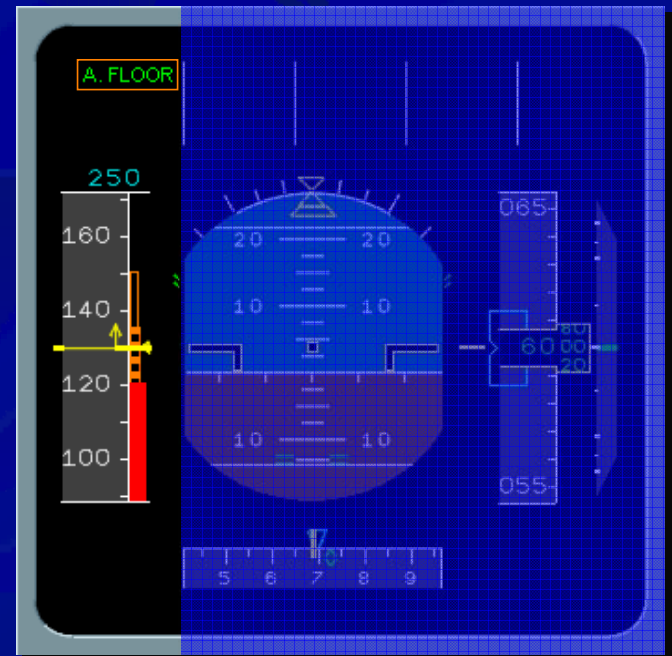
The Alpha Floor protection has automatically set TO/GA power.

C

The Alpha Floor protection will override sidestick inputs. The nose will be lowered.

D

A stall is detected.



To fly a coordinated turn...

A

No rudder inputs are required.

B

You have to center the sideslip indicator with the rudder pedals.

C

Only small rudder inputs are required.



In Normal Law, is there a maximum pitch attitude ?

A

Yes, indicated by the green dashes (A).

B

Yes, indicated by the green dashes (B).

C

No.

D

Yes, pitch is limited to 20° nose up.



In Normal Law, is there a maximum bank angle ?



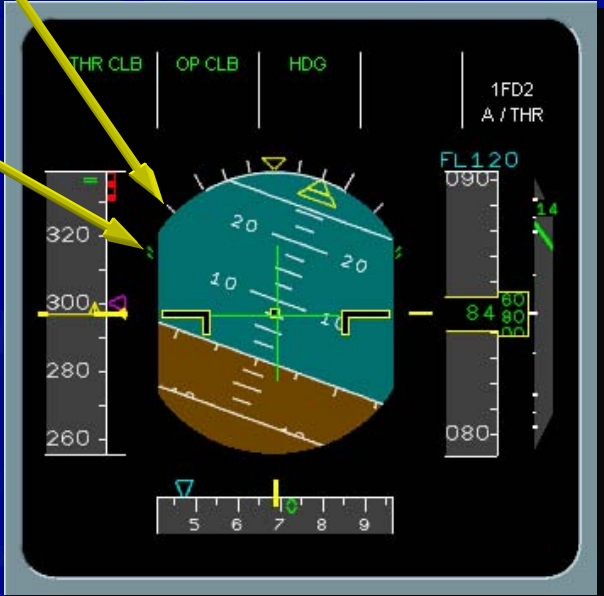
Yes, indicated by the green dashes (b).



Yes, indicated by the white dashes (a).



Yes, bank is limited to 80%.



How do you interpret the amber crosses on the PFD ?

A

The autotrim is lost. You have to use manual pitch trim.

B

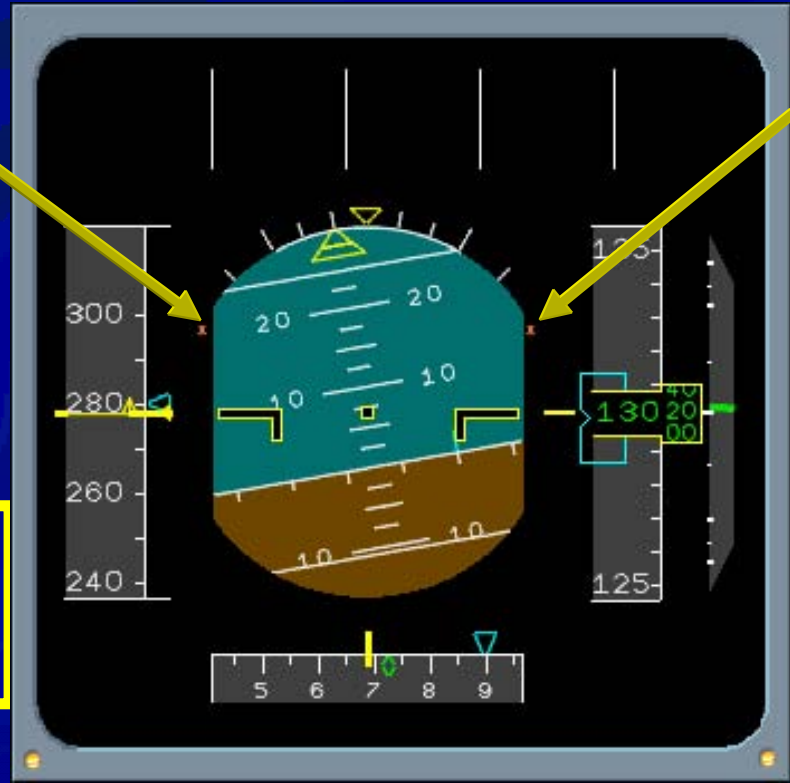
The ailerons are controlled directly by the sidesticks.

C

The bank angle limit protection is lost.

D

The bank angle protection is active.



The CPT's sidestick is deflected fully left and the FO's sidestick is simultaneously deflected fully right.
Which indications do you expect ?

A



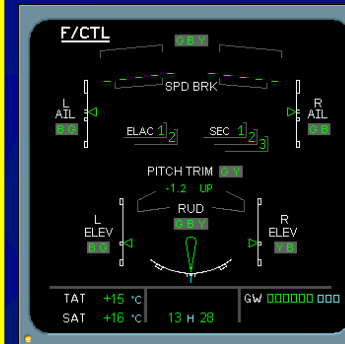
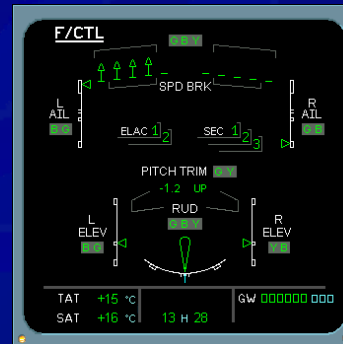
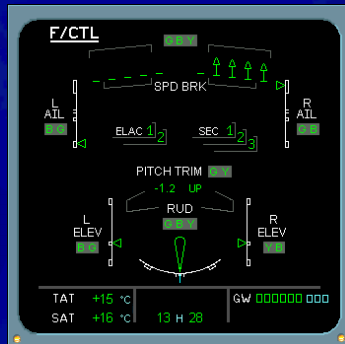
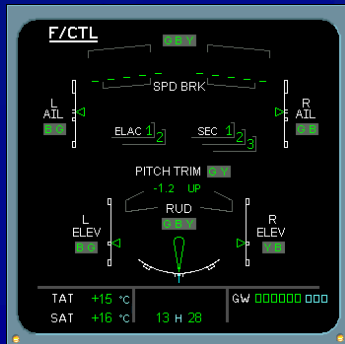
B



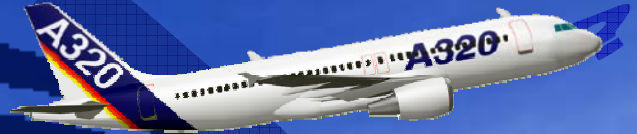
C



D



If both pilots deflect their sidesticks fully back...



A

The “pitch up” order is twice as great with only one stick deflected.

B

The “pitch up” order is 1.5 times greater than with only one stick deflected.

C

No inputs are send to the flight control computers unless one pilot presses the take over pb on his stick.

D

The “pitch up” order is equal to a single stick fully deflected.

If the FO presses the take over pb...

A

The CPT is unable to re-activate his sidestick.

B

The CPT's sidestick is still active. It will be de-activated after 40 secs.

C

The CPT can re-activate his sidestick by pressing the take over pb for more than 40 secs.

D

The CPT can re-activate his sidestick immediately by pressing his take over pb.



CPT



FO

Let's assume the FO presses his take over pb and releases it after more than 40 secs...

A

The CPT's sidestick is de-activated unless he presses his take over pb.

B

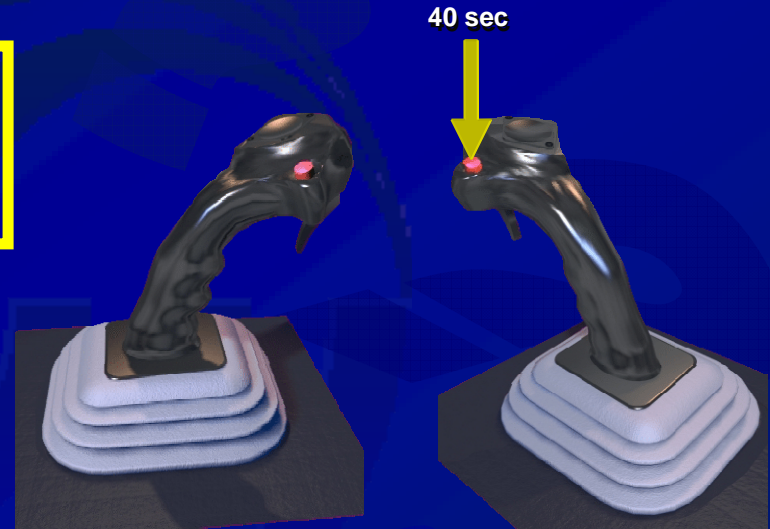
The CPT is unable to re-activate his sidestick for the rest of the flight.

C

Both sidesticks are active.

D

The CPT's sidestick is active as long as the FO's sidestick is in neutral position



CPT

FO

With either AP engaged, which statement is true ?

A

Both sidesticks are locked in neutral position. The lock can not be overridden

B

Both sidesticks are de-activated until the AP is disengaged.

C

Both sidesticks are locked in neutral position. By applying a certain force, the lock can be overridden but the AP remains engaged.

D

Both sidesticks are locked in neutral position. By applying a certain force, the lock can be overridden and the AP is disengaged.



What will happen next ?

A

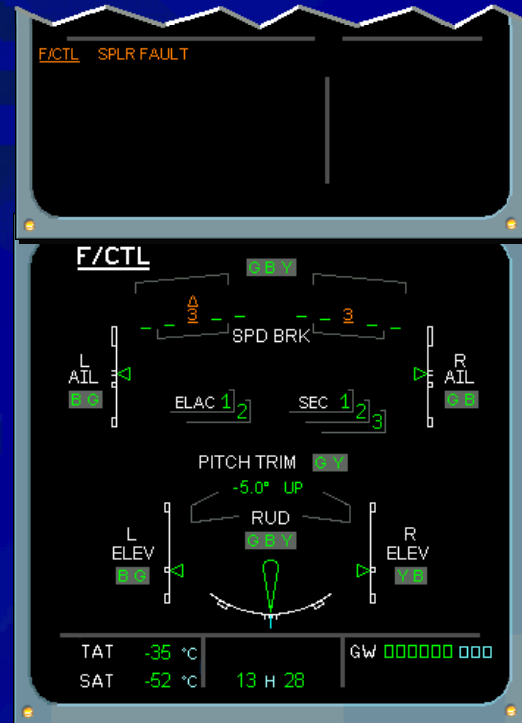
The left SPLR 3 will be retracted, the right SPLR 3 will be inhibited to prevent asymmetry.

B

The right SPLR 3 will be extended to prevent asymmetry.

C

Left SPLR 3 remains extended, spoiler operation is not possible anymore.



After a turn, you have the following message. What happened ?

A

The left SPRL 3 failed to extend.

B

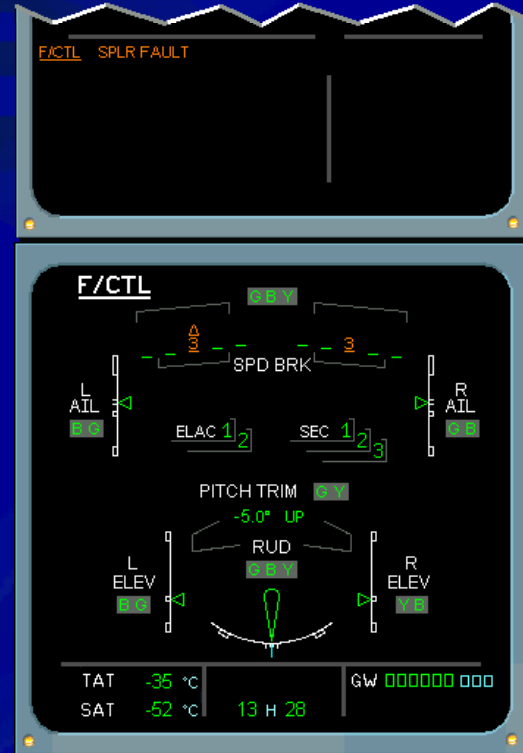
The right SPRL 3 failed to extend.

C

The left SPRL 3 failed to retract.

D

The right SPRL 3 failed to retract.



What will happen just before the speed reaches VFE Speed (red barber pole)?

A

Auto flap retraction at 210 kts.

B

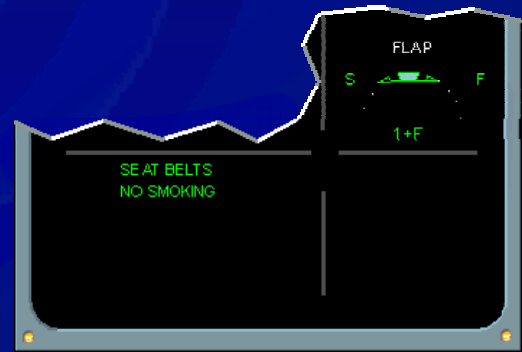
Auto flap and slat retraction at 210 kts.

C

High Speed protection will become active, the autopilot will increase the pitch.

D

High Speed protection will become active, the autothrust will reduce thrust.



The message WING TIP BRK ON appears on the E/WD. What does it mean?

A

A hydraulic device locks the flaps in their present position.

B

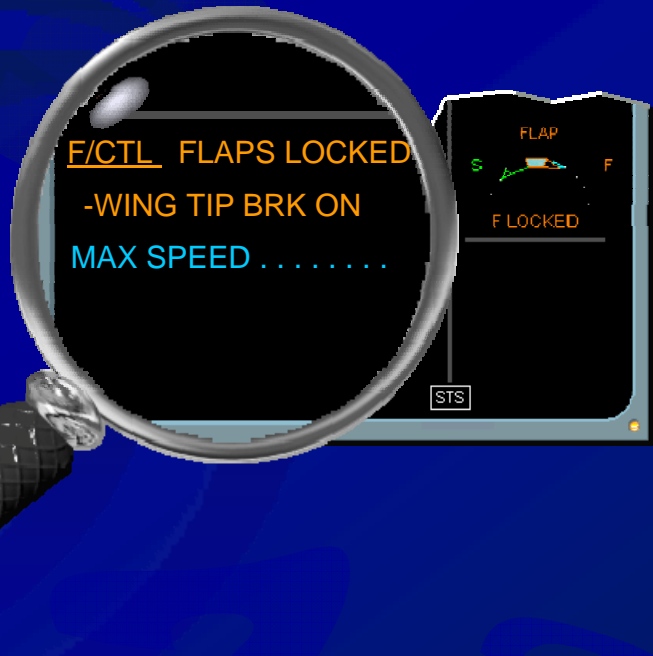
To reduce structural stress, the slats movement is being slowed down through the wing tip brakes.

C

To avoid asymmetry, the outer slats are locked in their present position.

D

Because of the locked flaps, the wing tip brake also lock the slats.



F/CTL FLAPS LOCKED
-WING TIP BRK ON
MAX SPEED

According to this SD FUEL page indications, only the Center Tank Pumps are feeding the engines.

A

True.

B

False.



According to this FUEL SD page indications, which pumps are feeding the engines?

A

The Center Tank Pumps alone.

B

The Center Tank Pumps and the inner tank pumps.

C

The inner Tank Pumps alone.



Why has the fuel been transferred from the outer to the inner tanks?

A

The temperature in the outer tank was too low.

B

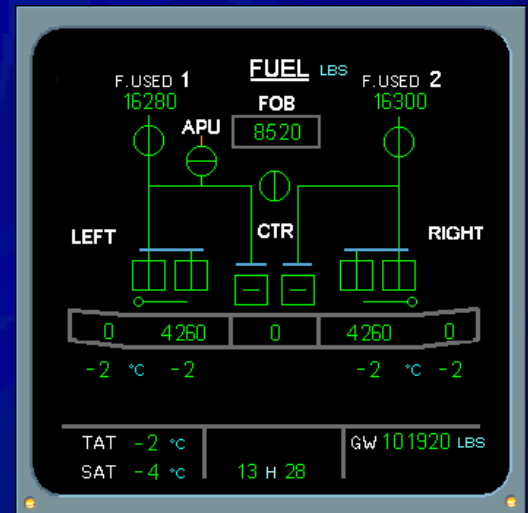
The center tank quantity is 0.

C

The temperature in the inner tank was too low.

D

The quantity in the inner tanks is approaching low level.



On the ECAM E/WD page the message REFUELG appears in the MEMO. What does it mean?

A

The aircraft systems are ready to start refueling.

B

The refueling control panel door is not closed.

C

Refueling is completed, the required amount of fuel has been pumped into the tanks.

D

A reminder that you still have to refuel.



On this ECAM FUEL SD page what does an amber-boxed FOB indication mean?

Not all the fuel on board is useable anymore.

The fuel temperature exceeds a limit.

A fuel imbalance has been detected.

A disagreement between fuel measured and fuel entered on the MCDU has been detected.



On the ECAM FUEL SD page what does this indication of a Center Tank Pump mean?

A

It is switched on with the Mode SEL pb in MAN and CTR TK pump not supplying fuel.

B

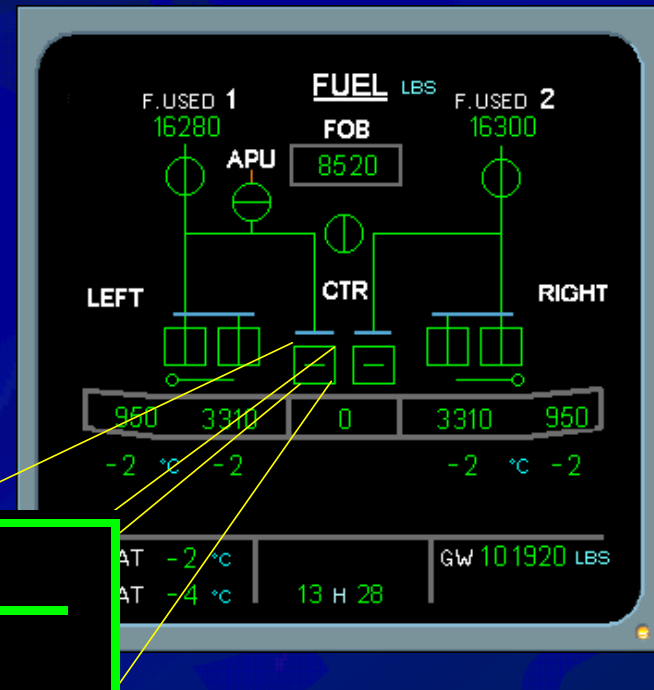
It is switched on with the Mode SEL pb in AUTO and supplying fuel

C

It is switched on with the Mode SEL pb in MAN and supplying fuel.

D

It is switched on with the Mode SEL pb in AUTO but not supplying fuel.



This is your ECAM FUEL page after engine shutdown. You notice the transfer valves are open. What are your actions to close them?

A

You have to switch the inner tank pumps off.

B

You have to push the MODE SEL pb sw to manual.

C

You have to open and then close the crossfeed valve again.

D

There are no actions required. The valves will close automatically during the next refueling.



On the ECAM, the message OUTER TK FUEL XFRD appears in the MEMO. What does it mean?

A

Fuel is transferred from the inner tank to the outer tank.

B

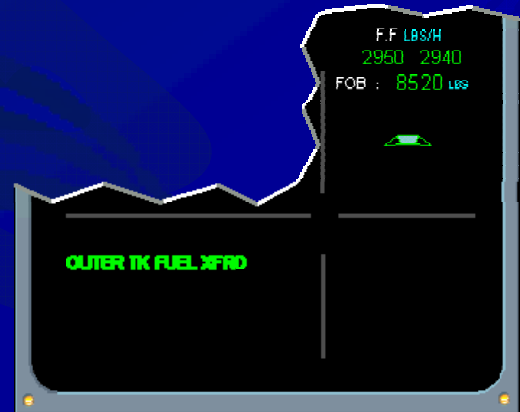
Fuel is transferred from the outer tank to the inner tank.

C

Fuel is transferred from the inner tank to the center tank.

D

Fuel is transferred from the center tank to the inner tank.



What is the reason the center tank pumps switch automatically off when the slats are extended for take-off?

A

To keep the center of gravity as low as possible.

B

During take-off, the center tank fuel is pumped to the rear to trim the aircraft.

C

To feed the 2 engines from 2 different sources (the inner tanks).



What is the minimum fuel quantity for take-off?

A

2400 lbs.

B

3300 lbs.

C

4700 lbs.

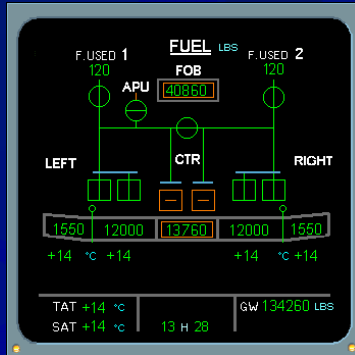
D

5300 lbs.



Which ECAM FUEL page corresponds to this E/WD?

A



C



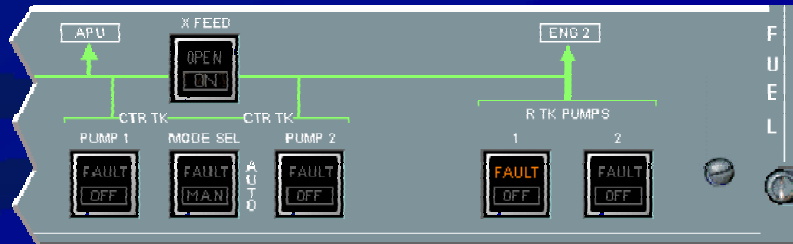
B



D



You are in cruise and according to those indications, a failure occurred in the fuel system. Why didn't you get a master caution or a chime?



A

The fuel system is not connected to the Flight Warning Computer.

B

Due to redundancy, loss of one pump is only level 1 caution.

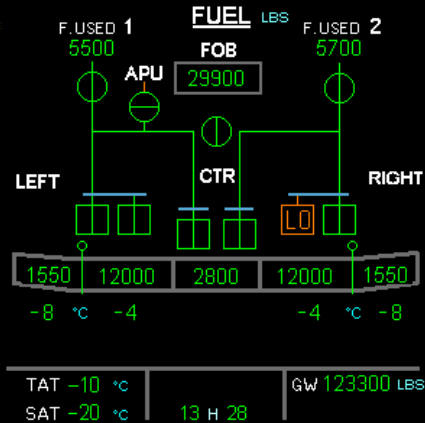
C

Inner tank pump failures never trigger a warning because the fuel can be used by gravity feeding.



FUEL R TK PUMP 1 LO PR

-R TK PUMP 1OFF



In case of R TK PUMP 1 + 2 LO PR, can you still use fuel out of the right inner tank?

A

Yes, the fuel of this tank is available by gravity feeding.

B

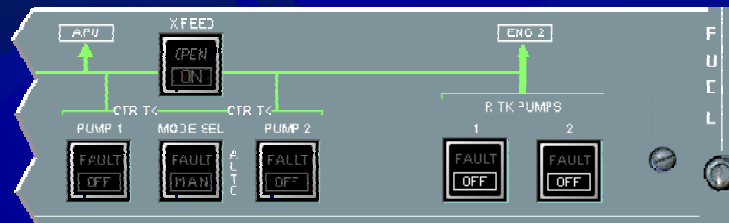
No, the fuel of this tank is lost.

C

Yes, the fuel flows via transfer valves to the outer tank.

D

Yes, the fuel flows via spill valves to the center tank.



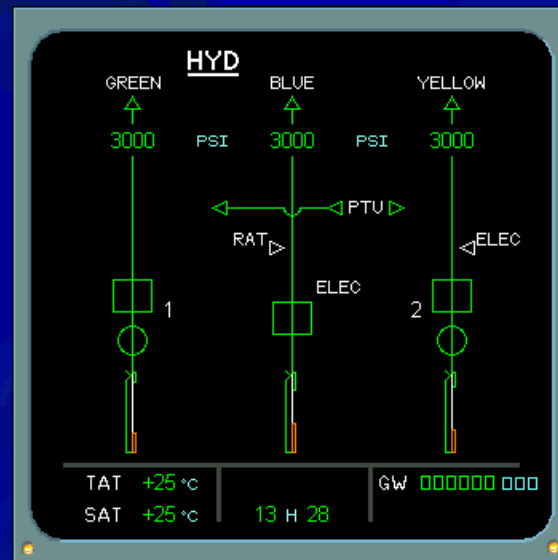
The normal pressure for the hydraulic system is 2000 psi

A

True.

B

False.



What is the normal pressure in the hydraulic system?

A

500 psi

B

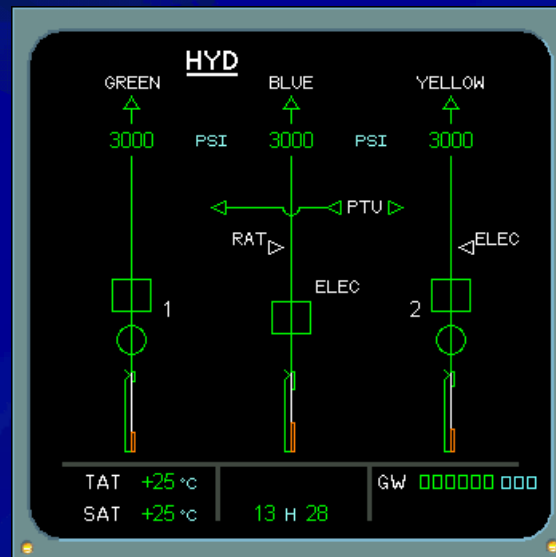
1000 psi

C

2000 psi

D

3000 psi



According to this indication, the BLUE system is powered by...

A

The ELEC pump.

B

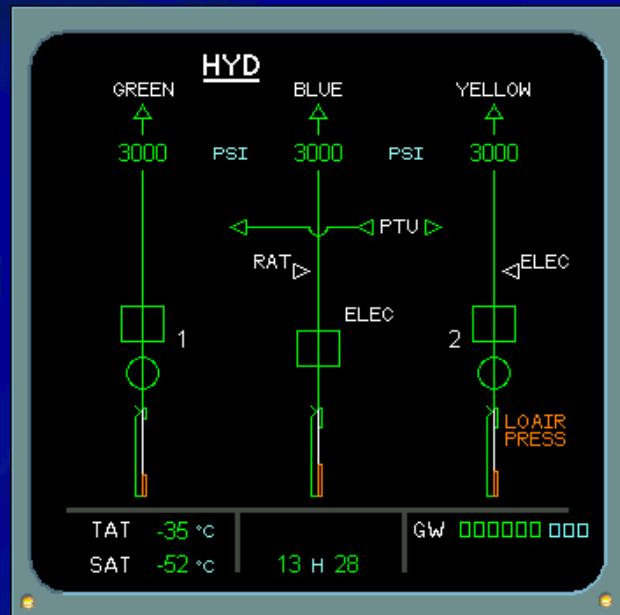
The RAT.

C

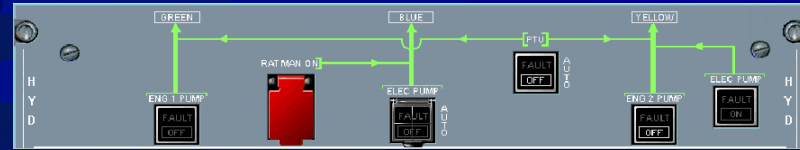
The PTU.

D

Both the GREEN and YELLOW systems.



We have completed the procedure for HYD Y RSVR LO AIR PR, what does the YELLOW indication in amber mean?



A

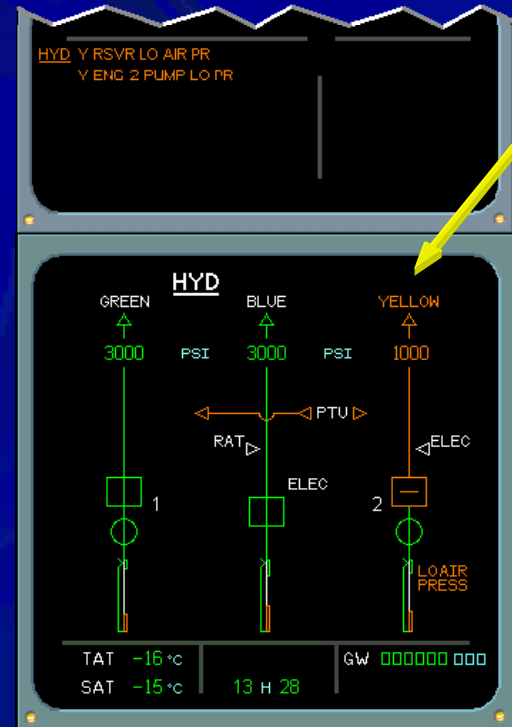
YELLOW is amber because ENG 2 is not running.

B

The ELEC pump has been switched off.

C

Users connected to the YELLOW system are no longer supplied with hydraulic pressure.



You get a Y RSVR LO AIR PR message.
The first step of the procedure asks you to switch the PTU off. Why?



A

Because it is faulty.

B

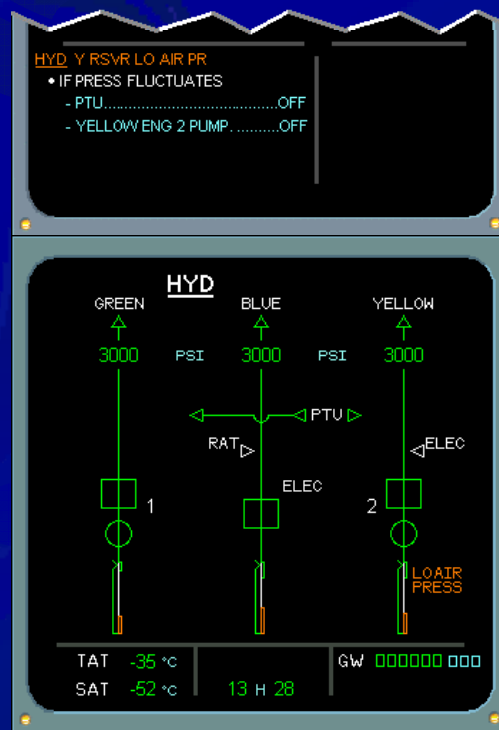
You want to unpressurize the BLUE system.

C

You want to increase the air pressure by isolating the YELLOW system.

D

You want to avoid the pressurization of the yellow system by the PTU after you switched the ENG 2 pump off.



Which statement is true?

A

The GREEN is supplying by BLUE system.

B

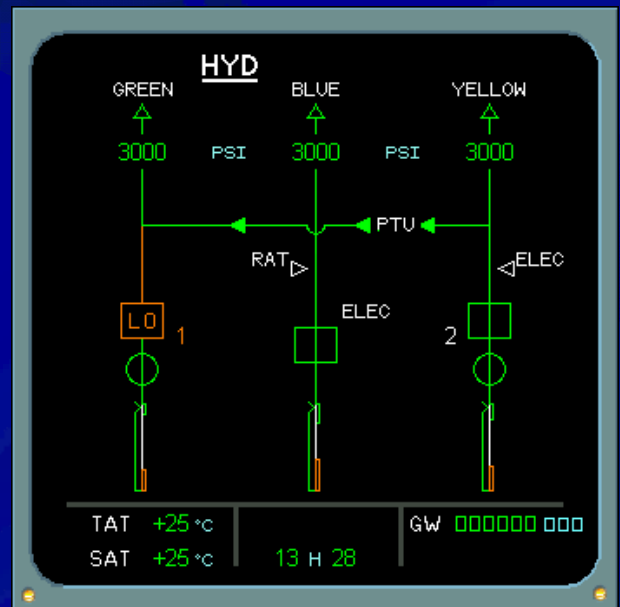
The YELLOW system is supplying the BLUE and the GREEN system.

C

The BLUE and the YELLOW system are supplying the GREEN system.

D

The YELLOW system is supplying the GREEN system.



As part of the cockpit preparation, you must check the hydraulic fluid level. What should the indication look like?

A



B



C



What does an amber RAT indication mean?

A

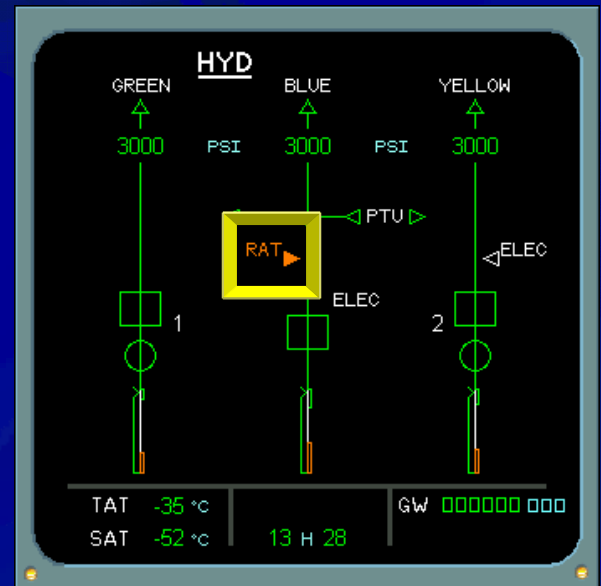
The RAT is faulty.

B

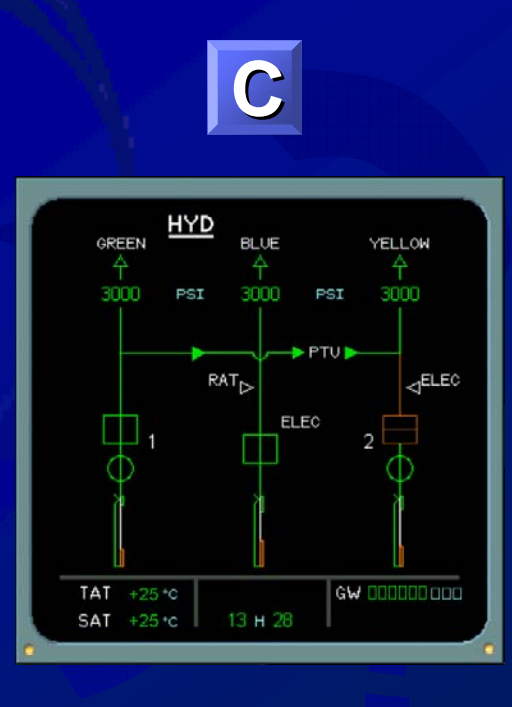
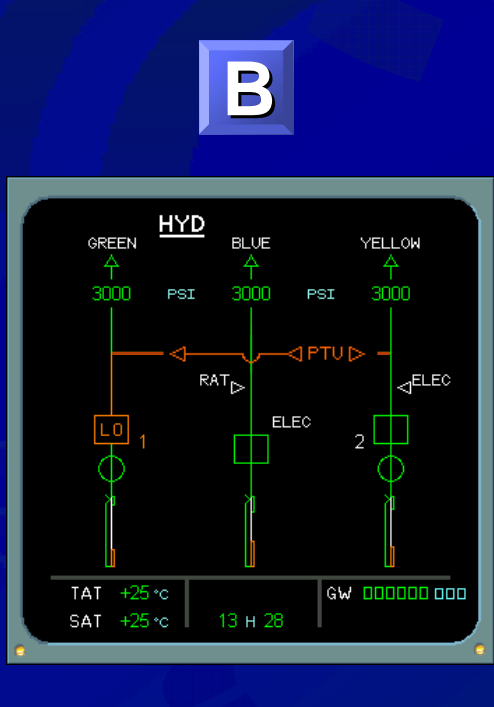
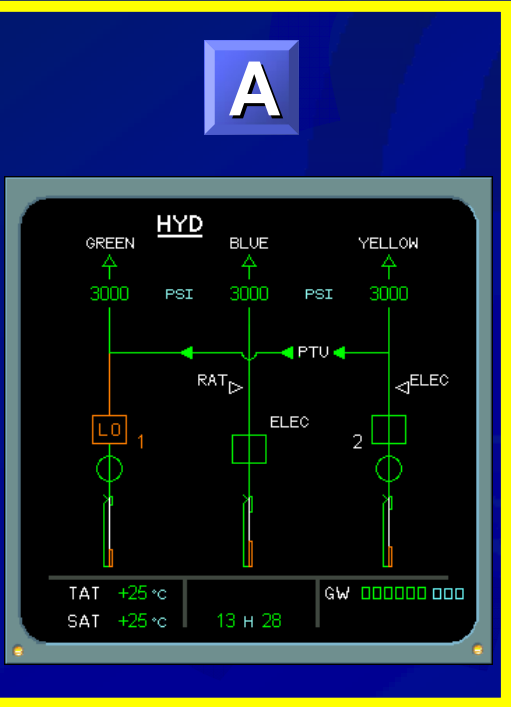
The RAT is deployed.

C

The RAT is pressurizing the BLUE system.

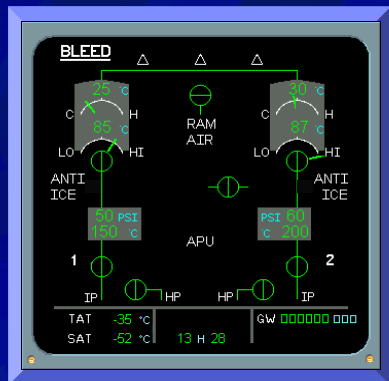


What is the correct PTU indication if it is delivering power to the GREEN system?

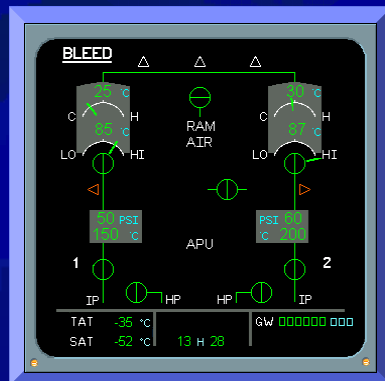


On the ECAM BLEED SD page, what is the normal indication in flight with WING ANTI-ICE on?

A



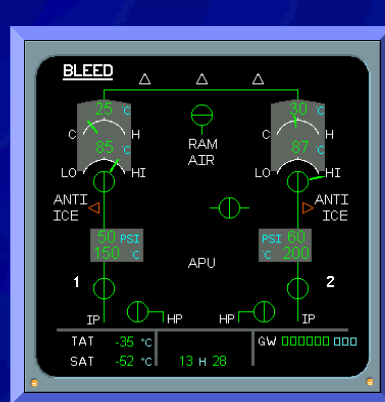
B



C



D



In flight the ECAM SD page displays the following indications. What does it means?

A

The right wing anti-ice valve failed to open.

B

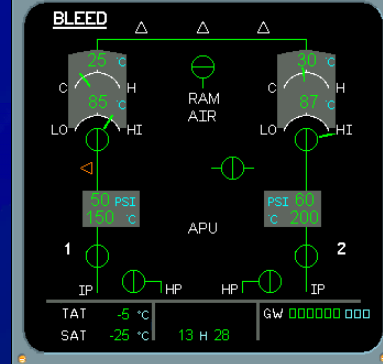
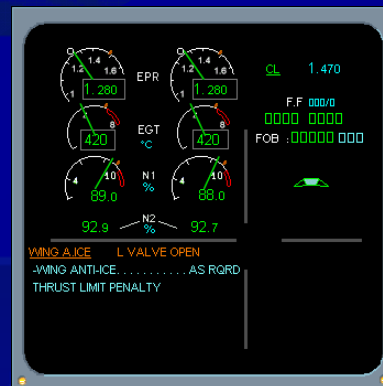
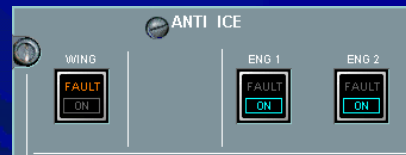
The left wing anti-ice valve failed to close.

C

Both wing anti-ice valves failed to open.

D

Both wing anti-ice valves failed to close.



Concerning the PROBE/WINDOW HEAT pb, which one of the following statements is true?

A

When pushed on after take-off, the windows are heated only when necessary.

B

When in AUTO mode, the windows are heated only when necessary.

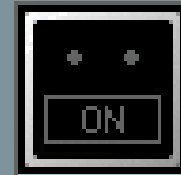
C

When pushed on, window heating will perform a 30 seconds test on ground and then switch off until take-off.

D

When pushed prior to engine start, the windows are manually heated.

**PROBE/WINDOW
HEAT**



**A
U
T
O**

Which sources are used for ice and rain protection?

A

Electrical heating.

B

Hot air.

C

Electrical heating and warm air from the cabin.

D

Electrical heating and hot air.

If one engine anti-ice system fails, the second one takes over and provides anti-icing for both engines.

A

True.

B

False.

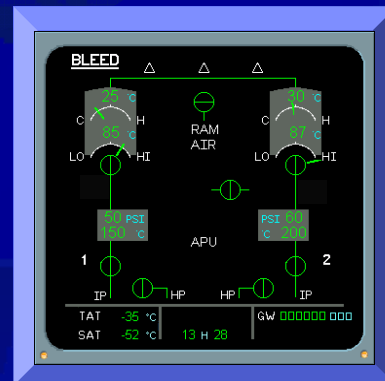


When flying in icing conditions, what will be the correct ECAM BLEED system page indication with both WING and ENG anti-ice systems ON?

A



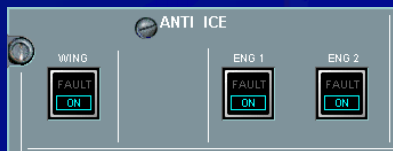
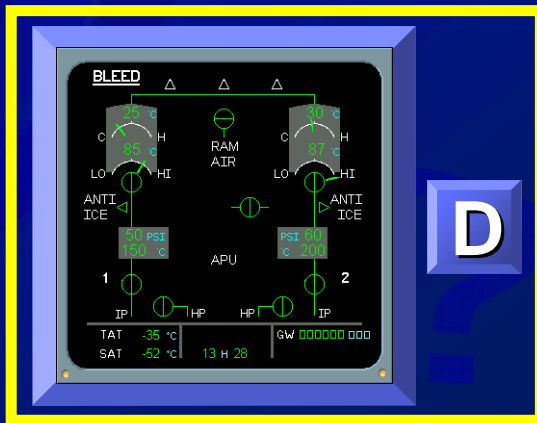
B



C



D



In flight, after switching wing Anti Icing System ON, the ECAM E/WD page displays “WING A. ICE SYS FAULT” which means.

A

The right wing Anti Ice failed to open.

B

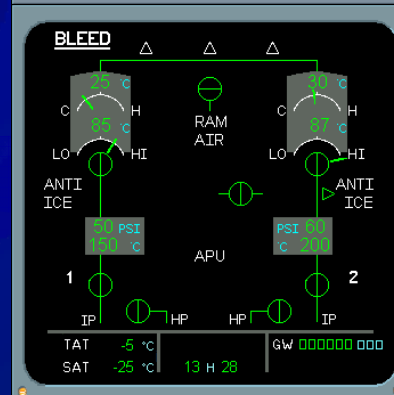
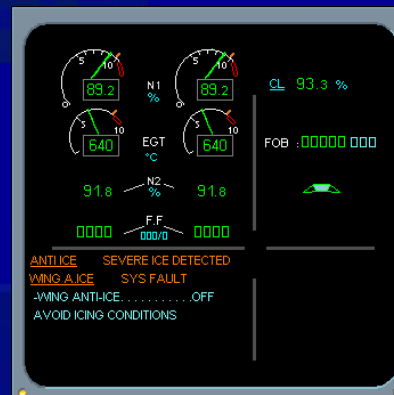
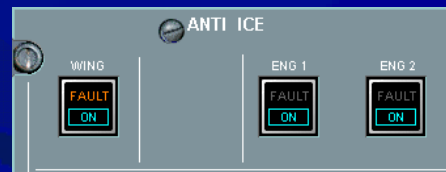
Both wing Anti Ice failed to open.

C

Both wing Anti Ice failed to closed.

D

The left wing Anti Ice failed to OPEN.



In case of icing condition, the engine Anti-Ice system...

A

Operates only in flight and is fully automatic in case of icing conditions.

B

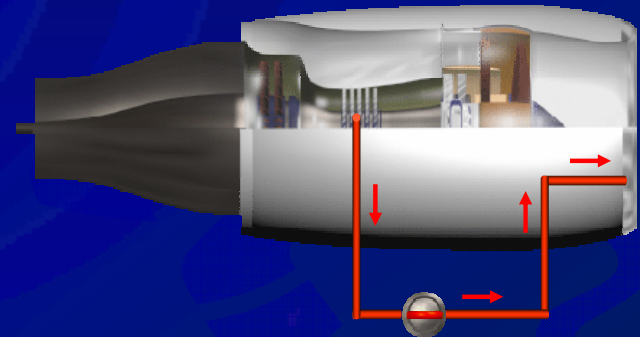
Operates automatically after engine start, the pilots can have manual control through the ENG1 and ENG2 anti-ice pb.

C

Cannot be used simultaneously with the wing anti-ice system due to engine limitations.

D

Is controlled manually by the pilot through the ENG1 and ENG2 anti-ice pb.



According to the ECAM Memo Page these indications mean:

A

The ENG A.ICE system is inoperative.

B

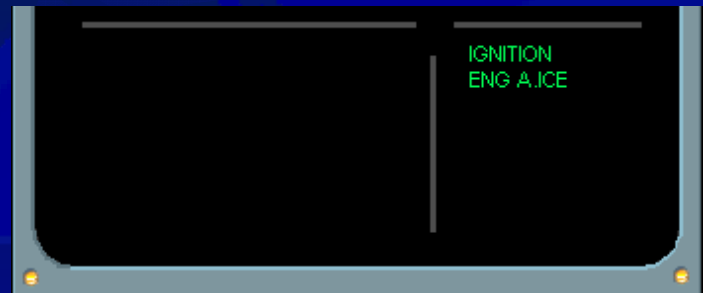
The ENG A.ICE has automatically started without any crew action.

C

Because of ice detection, the system asks the pilot to switch the A.ICE system on.

D

At least one ENG A.ICE switch is in the ON position.



You are in flight. According to these indications....

A

The right wing anti-ice valve failed to open.

B

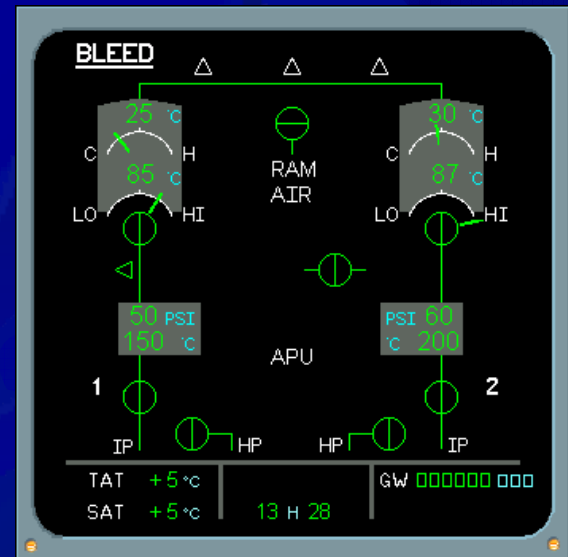
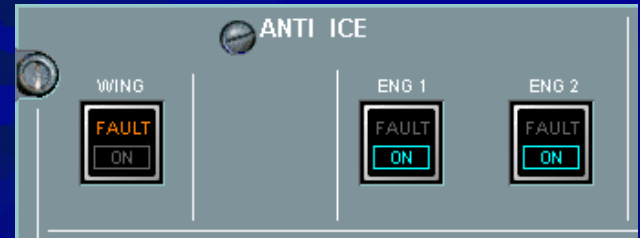
The left wing anti-ice valve failed to close.

C

Both wing anti-ice valves failed to open.

D

Both wing anti-ice valves failed to close.



Please indicate the ECAM E/WD screen.



Please indicate the PFD.

D



C



A



C



D



ENGINE

FUSED 1540
OIL 17.3

VIBND 0.2 0.2
VIBND 0.2 0.2

AIR

LDG ELEV AUTO 200 ft
DP 1.5 PSI

CAB V/S FT/MIN 100
CAB ALT FT 5000

TAT +15 °C
SAT +15 °C

OW 60000 KG

B

Please indicate the SD.

D



C



A



C



D



B



Please indicate the ND 2.

A



B



C



D



Color coding on the ECAM screens: which color indicates that crew awareness is required?

A

Red.

B

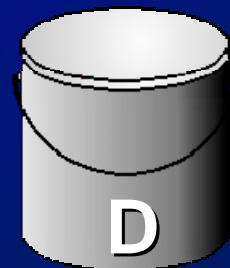
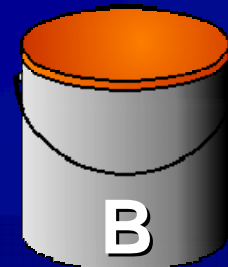
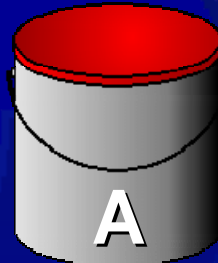
Amber.

C

Green.

D

White.



Color coding on the ECAM screens: which color indicates that there is immediate action required?

A

Red.

B

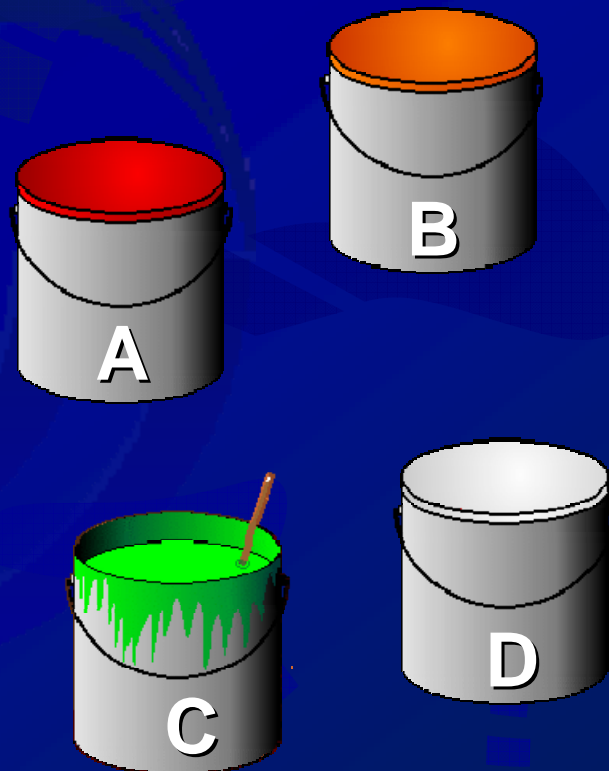
Amber.

C

Green.

D

White.



Color coding on the ECAM screens: which color indicates a normal condition?

A

Red.

B

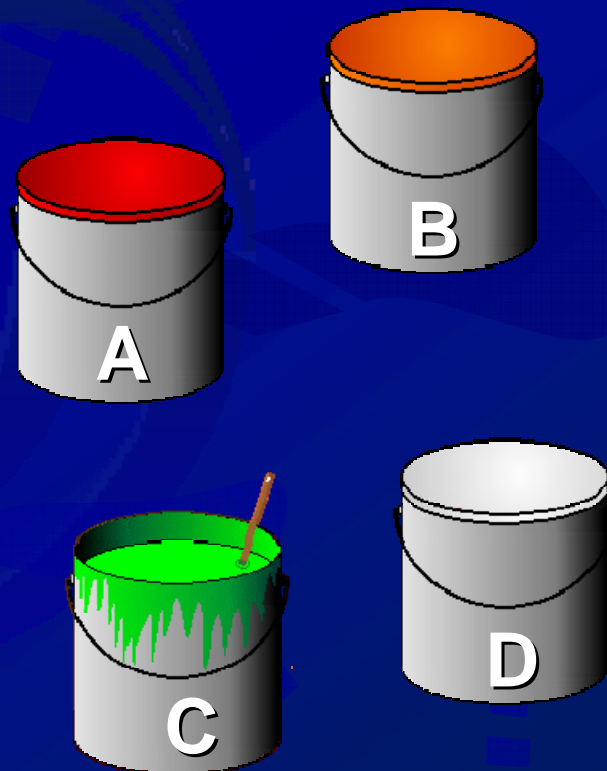
Amber.

C

Green.

D

White.



On the ECAM SD page, what does an advisory message mean?

A

The parameter is about to reach a limit.

B

The parameter is out of limits.

C

The parameter has a faulty indication.



You have an ENG 1 FIRE warning. On the ECAM E/WD page, what does the green arrow at the bottom of the page mean?

A

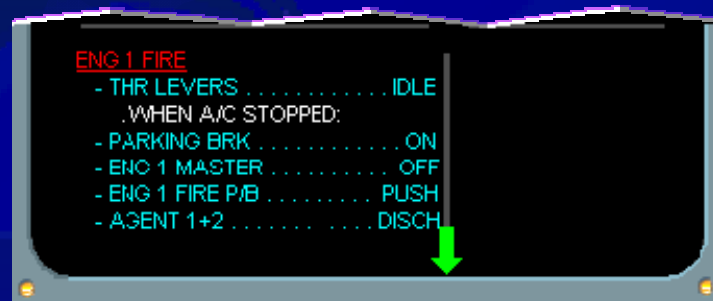
It indicates that there is a STS page behind.

B

It indicates that there is a system page behind.

C

It means that there is more information to be seen.



On the ECAM ENGINE system page, you observe the VIB (N2) indication. What is the name of such an indication pulsing?

A

Alert.

B

Warning.

C

Caution.

D

Advisory.



On the ECAM E/WD page, after the engine shutdown, you observe a pulsing STS message. What does it mean?

A

It is an indication that the aircraft has not yet reached the shutdown status.

B

It is an indication that at least one system requires crew attention.

C

It is an indication that there is at least one inoperative system in the STS.

D

It is an indication that an aircraft system requires maintenance attention.



The upper ECAM DU failed. To see the different system pages on the lower DU, you have to:

A

Press and hold the corresponding button on the ECP.

B

Switch the SD to one of the ND's.

C

Switch the SD to one of the PFD's.



Both ECAM screens failed. What happens to the E/WD indication?

A

The E/WD is automatically transferred to one of the ND's.

B

The E/WD is automatically transferred to one of the PFD's.

C

To get E/WD information, it must be manually transferred to one of the ND's.

D

To get E/WD information, it must be manually transferred to one of the PFD's.



On the ECAM SYSTEM in case of a double FWC failure...

A

Only ECAM cautions are lost.

B

ECAM cautions and warnings and aural warnings are lost.

C

MASTER CAUTION light, MASTER WARNING light and aural warnings are lost.

D

MASTER CAUTION light, MASTER WARNING light, aural warnings and ECAM cautions and warnings are lost.

FWC FWC 1 + 2 FAULT
- MONITOR SYS
- MONITOR OVERHEAD PANEL

NOT AVAIL
ECAM WARN
ALTI ALERT
STATUS
A/CALL OUT
MEMO

On the ECAM STATUS page , what does a CANCELLED CAUTION mean?

A

The failure message has been previously cancelled with the EMER CANC pb.

B

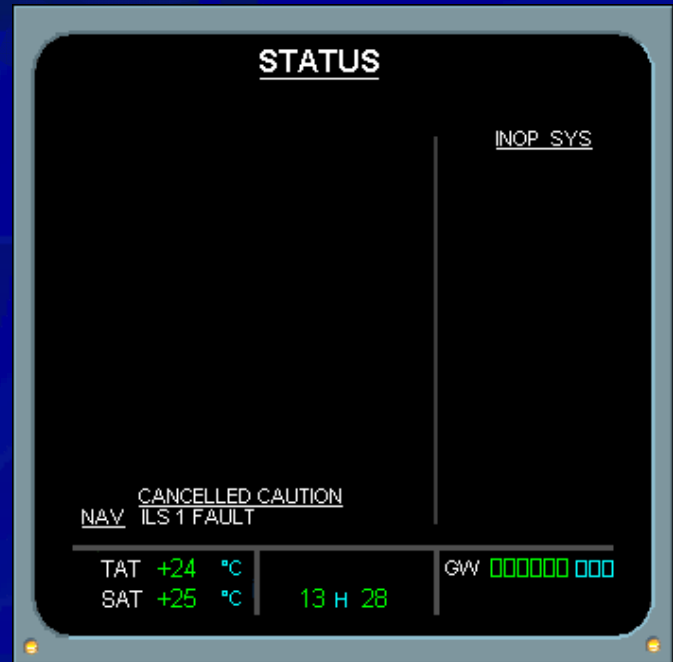
The failure message had occurred during the previous flight.

C

The FWC is working in a degraded mode and is not able anymore to detect this failure.

D

Because it was a false warning, maintenance inhibited it.



On the ECAM STATUS page, how can you remove the CANCELLED CAUTION message?

A

By resetting the appropriate circuit breaker.

B

By pressing and holding any CLR pb for more than 3 seconds.

C

Only maintenance can reset this function.

D

By pressing and holding the RCL pb for more than 3 seconds.



The location of the DFDR (Digital Flight Data Recorder) is :

A

Inside the Cockpit.

B

Installed in the tail Section of the aircraft, and the data is stored on a tape Contained in fire and shock proof box.

C

In the passenger Cabin for protection reason.



When is the DFDR automatically energized?

A

The DFDR will be only energized after the first engine start.

B

The DFDR is energized during the first 5 minutes after the aircraft electric network is energized and then after the first engine start.

C

The DFDR will be energized at lift off.



When the GND CTL pb sw light is illuminated blue, it will be automatically extinguished :

A

Aircraft lighting is selected OFF.

B

On landing.

C

After first engine start.

D

When both engines are started.



On the pedestal a DFDR EVENT pb can be used to signal event mark on the DFDR tape.

A

False.

B

True.



When a DFDR fault occurs, it will be signaled by :

A

A fault light illuminating amber on overhead panel.

B

An ECAM caution message.

C

A low frequency signal sounds through the cockpit loud speaker.

D

A MAINTENANCE message in the status page.



On the PFD, what is the actual speed?

A

150 kt.

B

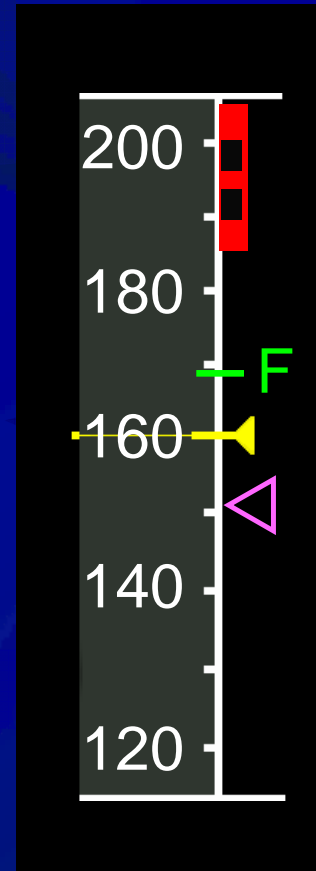
160 kt.

C

169 kt.

D

185 kt.



On the PFD, what is the maximum speed for the present configuration?

A

180 kt.

B

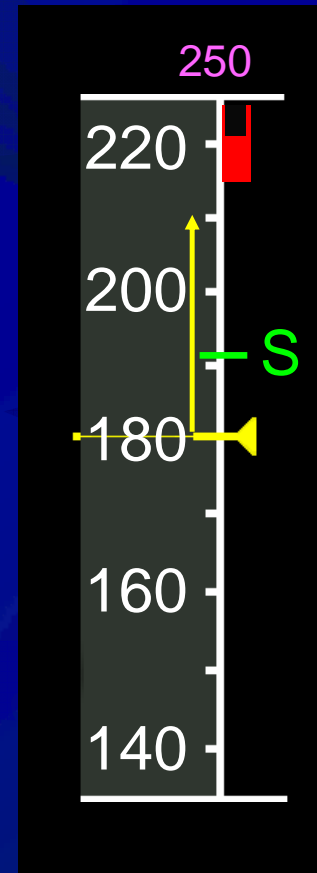
191 kt.

C

215 kt.

D

250 kt.



On the PFD, what is the maximum speed to select the next flap setting?

A

140 kt.

B

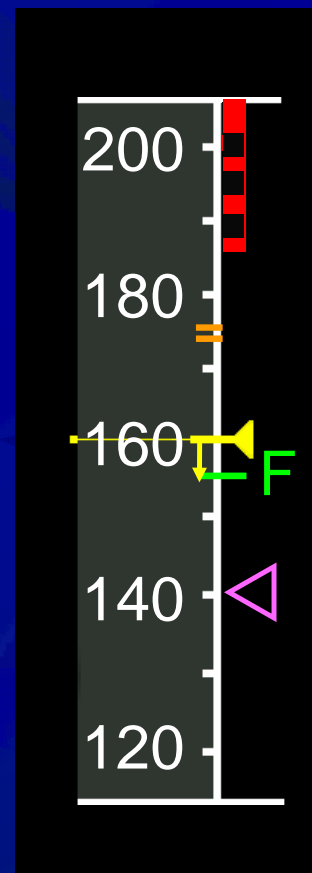
155 kt.

C

175 kt.

D

185 kt.



On the PFD, what is the meaning of the blue ribbon on the altitude scale?

A

It marks the landing elevation.

B

It marks the selected altitude.

C

It marks the preselected altitude.

D

It marks the decision height.



On the PFD, what is the actual vertical speed?

A

80 ft/min in climb.

B

800 ft/min in descent.

C

80 ft/min in descent.

D

800 ft/min in climb.



On the PFD, what is the actual heading?

A

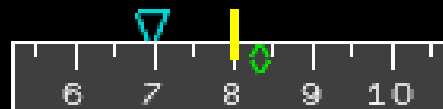
069.

B

080.

C

084.



On the PFD, what is the selected heading?

A

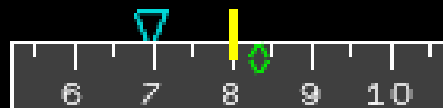
069.

B

080.

C

084.



On the PFD, what is the actual aircraft track?

A

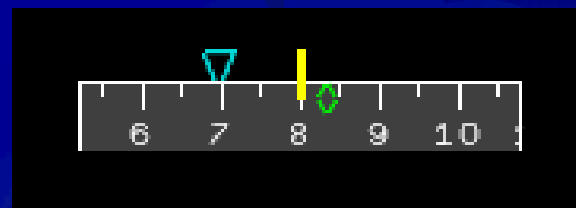
069.

B

080.

C

084.



On the PFD, which of the following statements is true?

A

The aircraft is in a climb, drifting to the left.

B

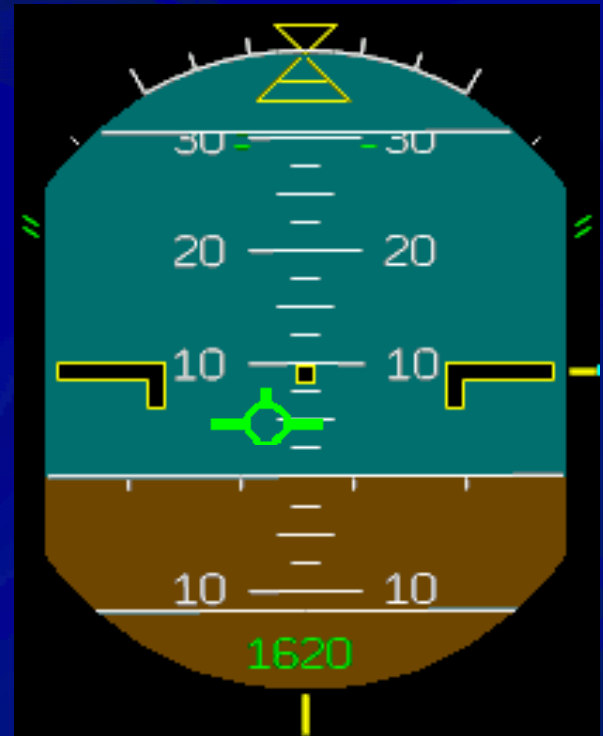
The aircraft is in a climb, drifting to the right.

C

The aircraft is in a descent, drifting to the left.

D

The aircraft is in a descent, drifting to the right.



On the ND, which of the following statements is true?

A

The heading to the next waypoint PAS is 108, it is at 28 NM, time left to the waypoint is 9 minutes and 8 seconds.

B

The heading to the next waypoint PAS is 108, it is at 28 NM, time to the destination is 9 hours and 8 minutes.

C

The track to the next waypoint PAS is 108, it is at 28 NM, elapsed time of this flight is 9 minutes and 8 seconds.

D

The track to the next waypoint PAS is 108, it is at 28 NM, it will be overflowed at 9:08.



In flight with the following display on the PFD speed scale, which statement is correct?

A

The present speed is 250 kts selected by the crew and the MAX speed for lowering landing gear is VLE 230 kts.

B

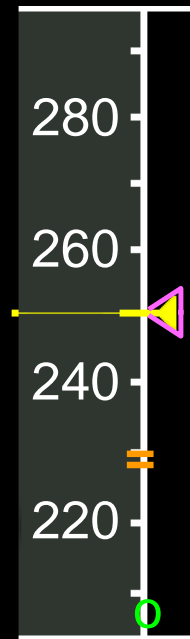
The aircraft's speed is 250 kts which is a managed speed. The symbol at 230 kts represents the VFE corresponding to the next flap lever position.

C

The present speed of 250 kts is selected by the crew. The circle at the bottom of the scale represents green dot speed which is the engine out operating speed in clean configuration.

D

The = symbol at 230 kts represents a speed constraint. The circle on the bottom represents green dot speed which is the holding speed.



On the PFD, the magenta symbols on the speed scale represent:

A

The ECON speed range during managed descent.

B

The managed speed by the FMGS during managed climb.

C

The upper magenta for high speed protection, the lower for turbulence operating speed.

D

The lower magenta symbol represents VLS.



Is it possible to change the baro reference display from Hecto Pascals to inches of mercury and vice versa?

A

No, it is not possible because each airline has its own configuration.

B

Yes, by rotating the outer scale of baro reference selector on the EFIS panel.

C

No, the crew should refer to a conversion table.

D

Yes, but only the Captain side is equipped with this conversion.



On the PFD altitude column, which statement is correct?

A

V/S 80 FPM, aircraft passing altitude 5780'.

B

V/S 800 FPM, red ribbon represents the height above the surface.

C

V/S 8000 FPM, aircraft passing altitude 5780'.

D

The blue line represents the MDA selected by the crew on the MCDU.



On the PFD altimeter scale, which statement is correct ?

A

The crew is pushing the baro reference selector to change from STD setting to local QNH.

B

Crew is pushing the baro reference selector to change from local QNH to the STD setting.

C

The rate of descent is 240 FPM.

D

Aircraft passing altitude is 8500 ft.



With regard to the HDG/compass scale on the bottom line of the PFD:

A

The present mag. track is 080.

B

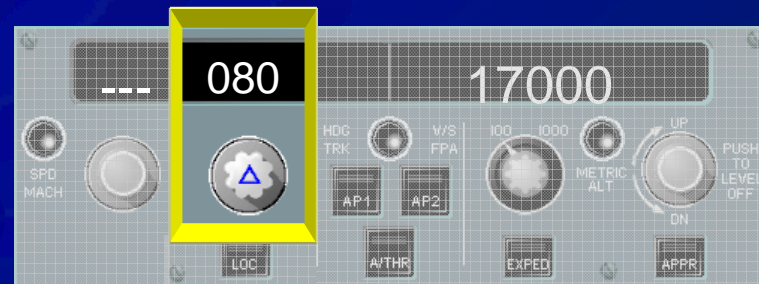
The present heading is 080 (since there is no drift).

C

The selected heading is 086 and the track is 080.

D

The target selected heading is 080°. Present mag. HDG is 086°. Present mag. track is 086°.



On this E/WD, how do you interpret the NW STRG DISC memo?

A

The nose wheel steering has been disconnected by ground personnel.

B

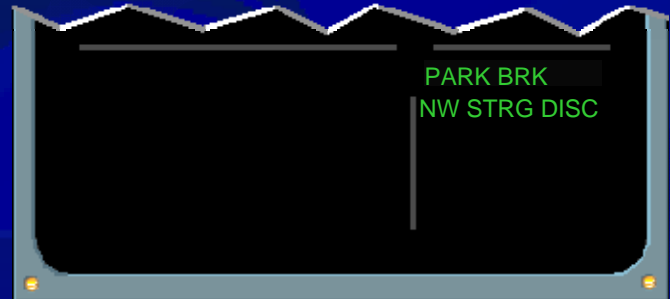
A failure in the nose wheel steering system has been detected.

C

One of the pilots has pushed the PEDALS DISC pushbutton located on the steering handwheel.

D

The nose wheel steering computer has finished its self test. Nose wheel steering is now available.



During push back, engine n° 2 is started. On memo page this action induces the NW TRG DISC indication. ECAM changing to amber: For which reason?

A

The NW STRG disconnect mechanism has failed.

B

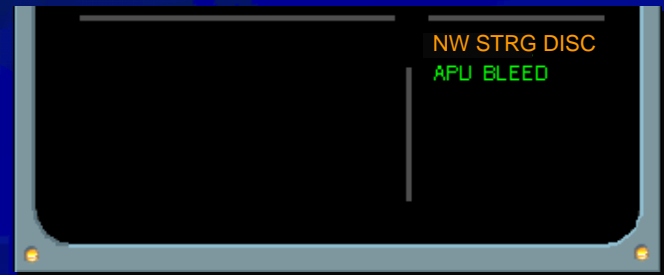
The yellow hydraulic system has build up pressure which might damage the NW STRG system when set to towing position.

C

The nose wheel steering has been re-connected by ground personnel. The amber indication will disappear as soon as you start taxi.

D

The nose wheel steering is still disconnected. The memo has become amber because one engine is running.



Push back is completed. Before starting to taxi, you check the ECAM E/WD page.

Which indications confirm that you can start to taxi immediately?

A



B



After starting to taxi you perform the brake check. While pressing on top of the rudder pedals you feel the airplane decelerating but the BRAKES pressure indication remains 0. Which statement is true ?

A

The BRAKES pressure indicator has failed.

B

The indication is normal because the "BRAKES" press indicator is active on brake system alternate mode (yellow supply).

C

You must perform the check again and press harder on the brakes until you get an indication.

D

The indication is normal because with manual braking you are not able to apply enough pressure to be displayed on the BRAKES indicator.



Aircraft has to land on a wet runway .
According to these indications; the AUTO/BRAKE is active.

A

True.

B

False.



On the ECAM SD WHEEL page, the 2 triangles appearing below each landing gear mean:

A

Each triangle represents one tire.

B

There are two computers providing information on the gear position. Each triangle represents the position detected by its associated computer.

C

Each triangle represents one braking system (normal/alternate) available for the associated gear.

D

The front triangle indicates that AUTO/BRK is available and the one in the back means that ANTI/SKID is available for that gear.



You have just set the L/G selector to the DOWN position. According to these indications...

A

The L/G is locked.
The L/G doors are open.

B

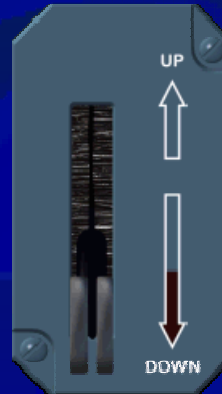
The computers providing gear position
information have failed.

C

The L/G is up and not locked in the
selected position. The L/G doors are open

D

The L/G control system has failed.
The gear will not extend.



How do you interpret the following indications?

A

The nose gear is in transit.

B

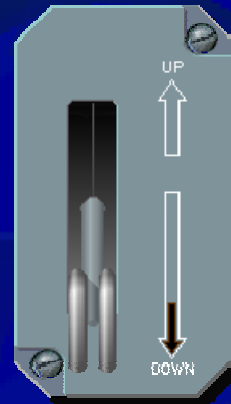
All gears are down and locked.

C

One L/G control system is inoperative.
The nose landing gear is not downlocked.

D

The nose gear is down and locked.
The nose gear doors are open.



How do you interpret a green arc appearing over one wheel indication?

A

It marks the hottest brake with a temperature of more than 100 ° Celsius.

B

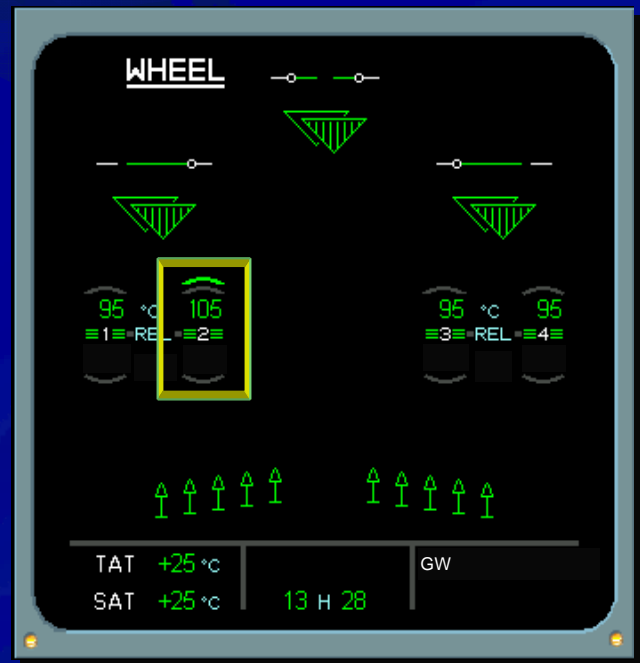
It indicates an abnormal high temperature.

C

The ANTI/SKID system is automatically releasing the pressure of that brake.

D

The L/G control system has detected a low tire profile.



The pilot flying asks you to perform ECAM actions. What are your actions according to the first line of the ECAM procedure ?

A

I must put the L/G selector to the UP position.

B

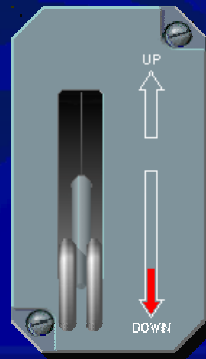
The system is trying to recycle the gear automatically. I must wait until the first line disappears.

C

I must put the L/G selector to the UP position and immediately to the DOWN position again.

D

I must put the L/G selector to the UP position, wait until the gear has retracted, and then to the DOWN position again.



LDG GEAR NOT DOWNLOCKED
-L/G RECYCLE
IF UNSUCCESSFUL:
-L/G GRVTY EXTN



After a disagreement on landing gear position, you have recycled the L/G but there are still indications as shown.
How do you perform the next ECAM action?

A

According to the procedure L/G GRAVITY EXTENSION which is found in the Quick Reference Hand book (QRH).

B

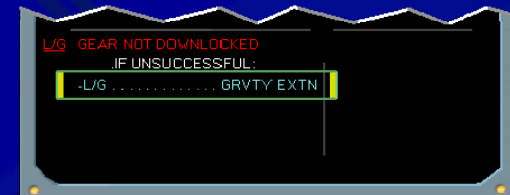
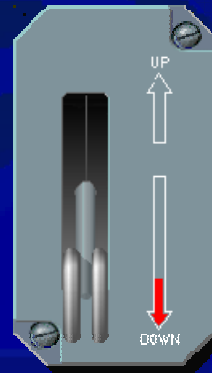
Recycle the L/G a second time. This time the gear will free fall automatically.

C

Pull the GRAVITY GEAR EXTN handcrank and turn it clockwise 3 turns.

D

Pull the GRAVITY GEAR EXTN handcrank and turn it counterclockwise 3 turns.



After a disagreement on landing gear position, you have performed the L/G GRAVITY EXTENSION procedure.

According to these indications, which statement is true ?

A

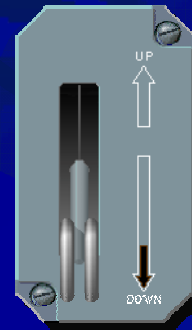
The gear is in the downlock position.

B

The gear is down but not locked.

C

After GRAVITY EXTENSION the gear indications on the ECAM WHEEL page are not reliable.



You perform a landing with AUTO/BRK selected to MED. After touch down you observe the following indications.

At this moment, which statement is true ?

A

The ANTI/SKID system is increasing brake pressure for wheels 2 and 4.

B

The ANTI/SKID system is releasing brake pressure for wheels 2 and 4.

C

The ANTI/SKID system for wheels 1 and 3 is inoperative.

D

The AUTO/BRK is applying pressure to brake 2 and 4 only.

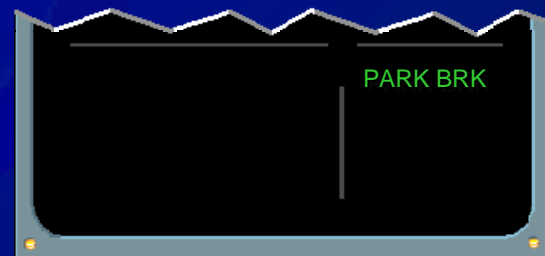


You have just set the parking brake handle to ON.
Which indication CONFIRMS that the parking brake
is actually set ?

A



B



During your walk-around, you see that one light needs a new bulb. What is the purpose of this light?

A

Landing light.

B

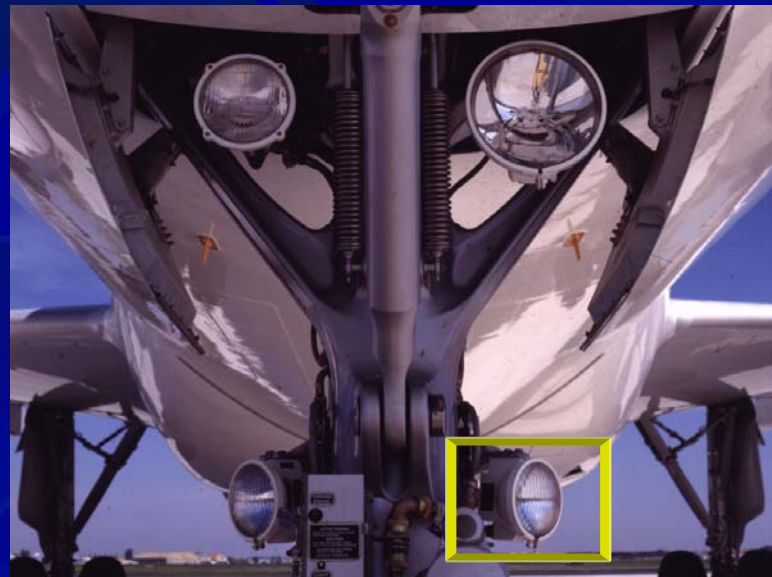
RWY turnoff light.

C

T/O light.

D

Taxi light.



Where is the location of the exterior light panel?



Where are the controls for the seat belts and no smoking signs located?

A

B

C



On the EXT LT control panel, the STROBE light selector is set to AUTO. In this position, when do they stop flashing?

A

When the aircraft touches down.

B

When the first reverser is opened.

C

When the landing lights are switched off.

D

When the last engine has been shut down.



According to these panels, which lights are actually illuminated?

A

STROBE, BEACON, NAV, LAND, T.O. and RWY TURN OFF lights.

B

NAV, BEACON, T.O. and LAND lights.

C

BEACON, LAND, STROBE, T.O. and NAV lights.

D

STROBE, BEACON, NAV and LAND lights.



Which of these buttons control IR and ADR?



On the GNADIRS control panel, what is the position for the DATA sel to see the remaining time for alignment?

A

PPOS.

B

HDG.

C

STS.

D

TEST.



What does the indication TTN 10 on the GNADIRS panel mean?

A

It is an indication that IR3 has calculated a heading of 10 degrees to True North.

B

It is an indication that it will take 10 minutes to complete the alignment.

C

It is an indication that the heading calculated by IR3 differs by 10 degrees from the average.

D

It is an indication that the time to the next waypoint is 10 minutes.



An ILS approach is selected. Please indicate the displays with information about ILS 2.

A

PFD 1 and ND 1.

B

PFD 2 and ND 2.

C

PFD 1 and ND 2.

D

PFD 2 and ND 1.



Is it possible to get information about ILS 2 on the CAPT side?

A

Yes, on the PFD 1.

B

Yes, on the ND 1.

C

No, it is not possible.



Which Nav-aids are displayed on the DDRMI?

A

VOR 1 and VOR 2.

B

ADF 1 and ADF 2.

C

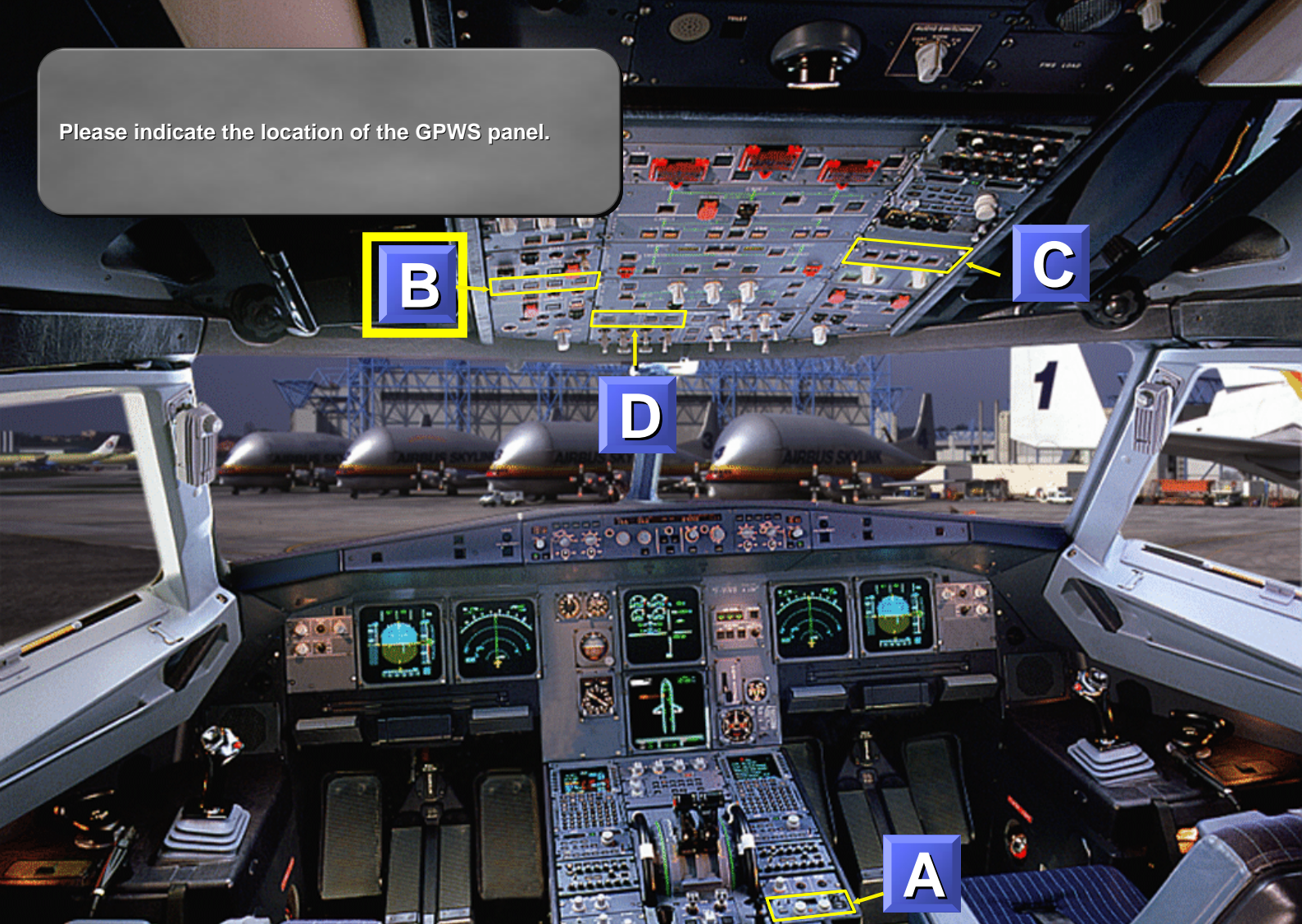
VOR 1 and ADF 2.

D

VOR 2 and ADF 1.



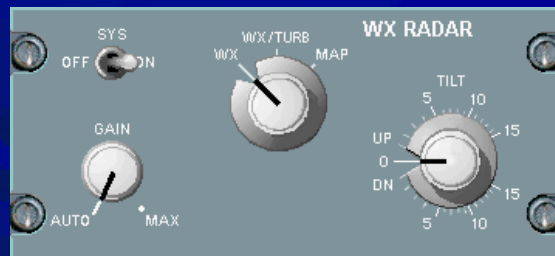
Please indicate the location of the GPWS panel.



Please indicate the location of the ATC and TCAS panel.



Which situation corresponds to the WX RADAR settings?



A



B



On the ND.
What does the MAN indication mean?

A

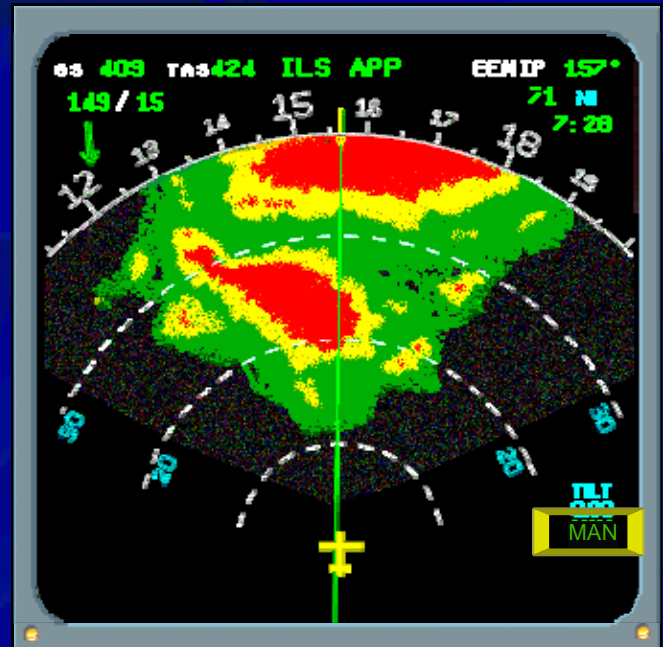
It is an indication that at least one navaid has been manually tuned.

B

It is an indication that the WX RADAR Tilt has been manually adjusted.

C

It is an indication that the WX RADAR Gain has been manually adjusted.



According to this ND display please select the present WX RADAR mode, on the WX RADAR control panel.

A

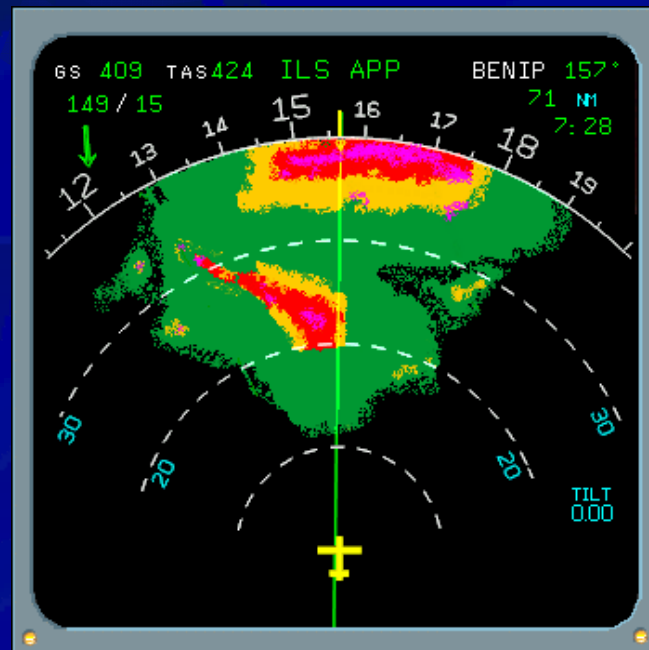
WX.

B

WX/TURB.

C

MAP.



According to this ND display please select the present WX RADAR mode, on the WX RADAR control panel.

A

WX.

B

WX/TURB.

C

MAP.



On the GNADIRS control panel, during the IRS alignment, the ALIGN lights start flashing. What is wrong?

A

System discovered a discrepancy between the position in the database and the position entered on the MCDU.

B

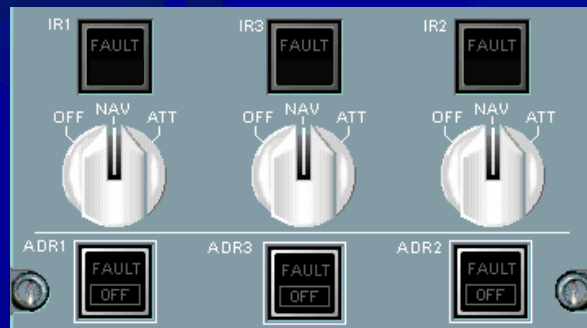
At least one of the IR lost the NAV capability.

C

The system is performing a test before the final alignment.

D

The alignment process stopped at 1 minute of the end and is waiting for the coordinates to be inserted.



Between the ND and MCDU you are performing a NAV ACCUR check. Does it satisfy you?

A

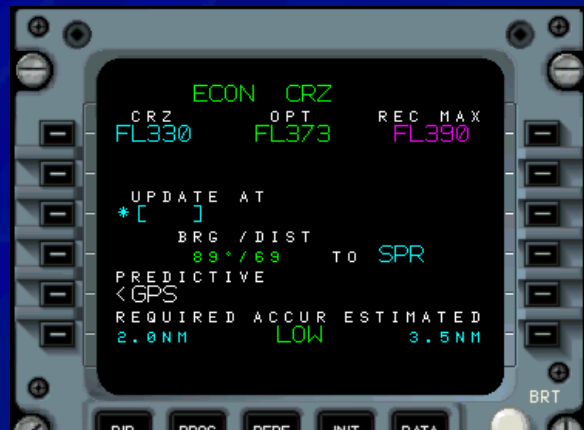
Yes, raw data and FMGS position are the same or the difference is within acceptable limits.

B

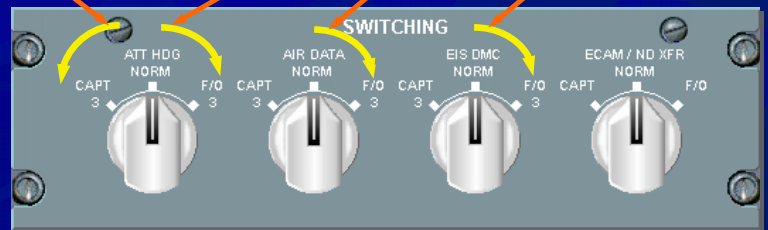
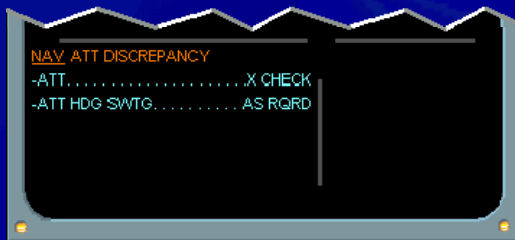
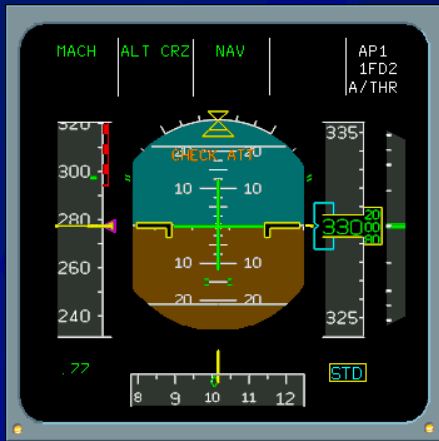
No, there is a major discrepancy between raw data and FMGS positions.

C

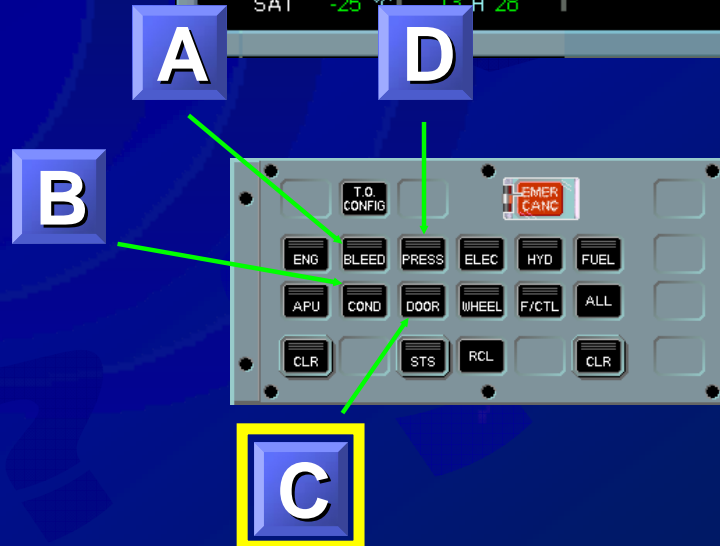
No, the accuracy is displayed LOW on the MCDU PROG page.



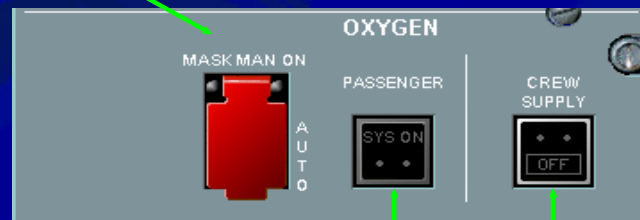
One of the IR has an attitude problem. Please perform the correct action.



What is the appropriate ECAM page to get information about the oxygen system?

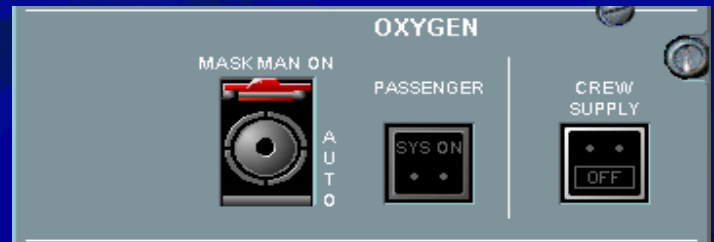


In case of an ECAM procedure calling for a Manual deployment of the masks, indicate which control pb has to be pressed.

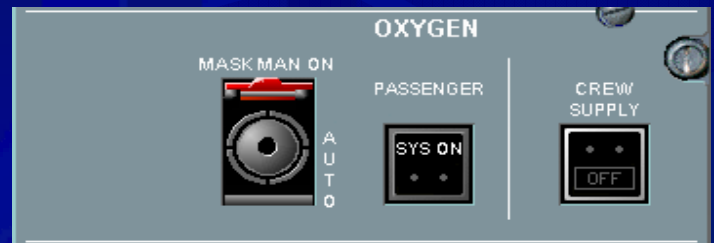


On the passenger OXYGEN control panel, which indication confirms the deployment of the masks?

A



B



C



After a cabin mask deployment, what is their effective time of use, once activated?

A

21 minutes.

B

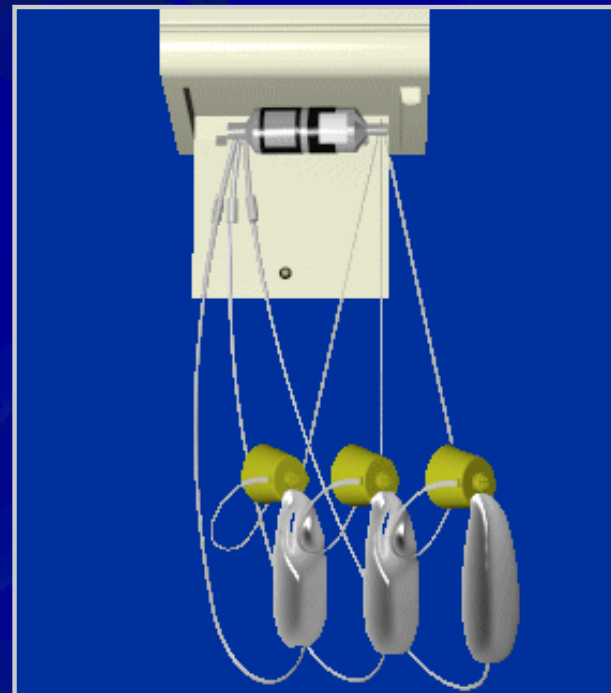
37 minutes.

C

13 minutes.

D

5 minutes.



On the crew OXYGEN MASK Regulator Panel, which statement best reflects the function of the N/100% supply selector?

A

The 100% position provides the maximum pressure, N provides the normal pressure, which is lower.

B

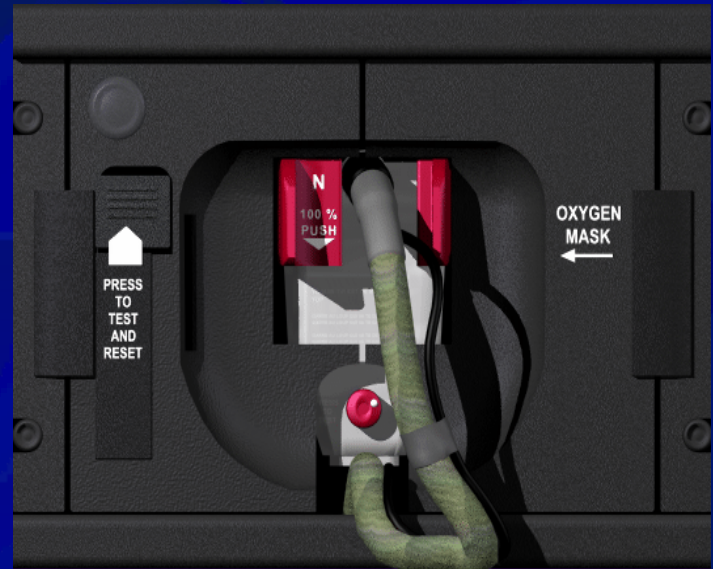
The N position provides an air/oxygen mixture, 100% delivers pure oxygen.

C

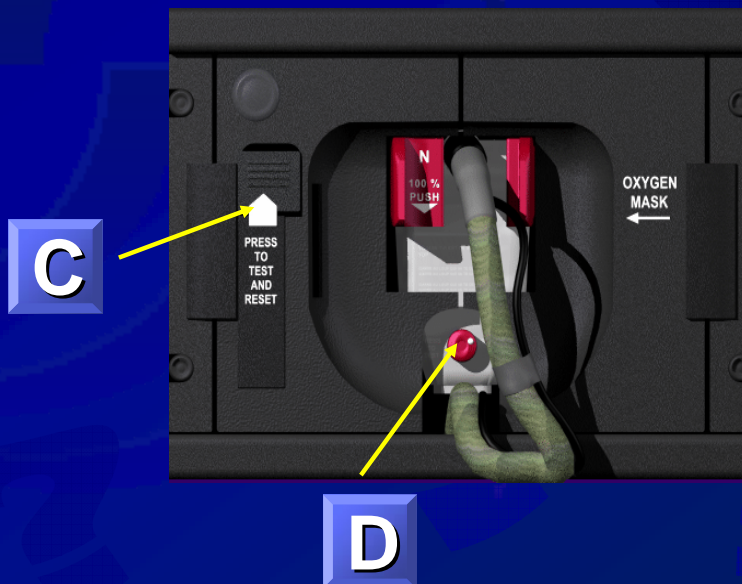
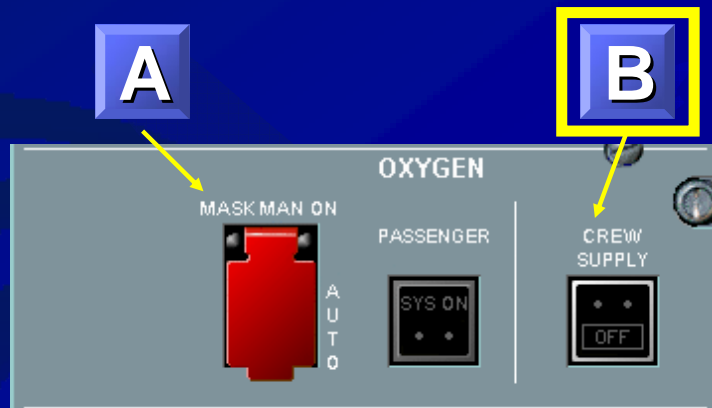
N position cuts the oxygen supply, 100% position enables normal oxygen supply.

D

The N/100% selector is to be used during the preflight check to check the oxygen supply to the mask.



The cockpit CREW OXYGEN being operative, which pb has to be pressed to switch the system OFF?

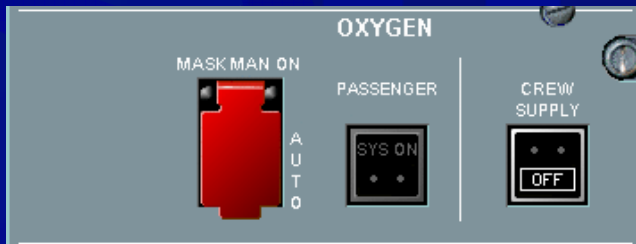
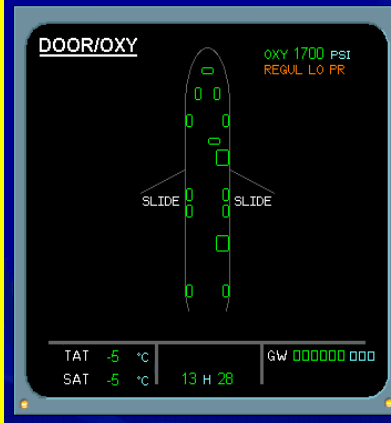


After switching the cockpit CREW OXYGEN OFF, which ECAM indication would you see?

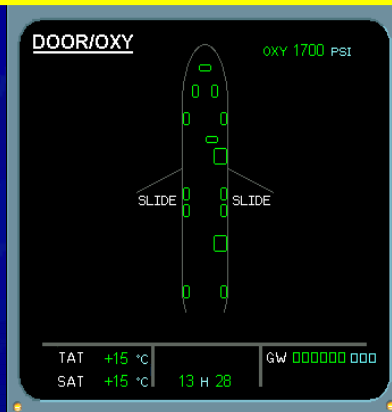
A



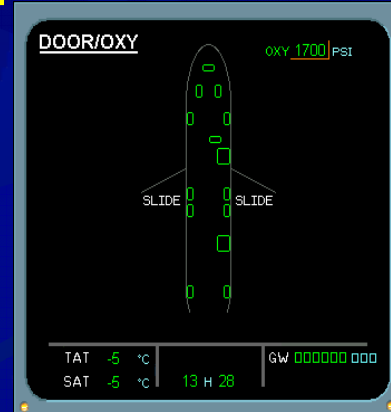
B



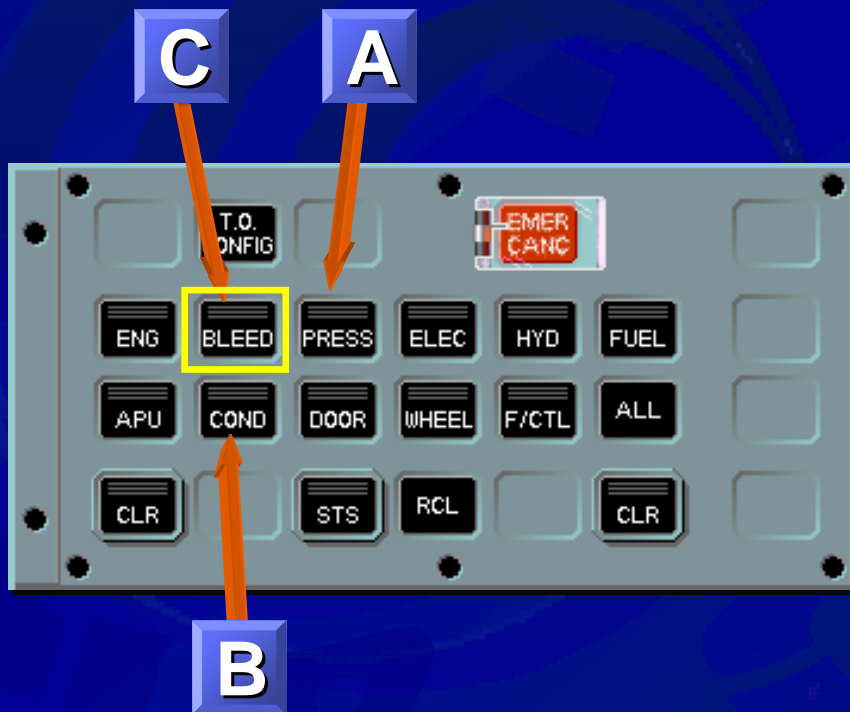
C



D



On the ECAM control panel, please select the appropriate ECAM page to get information about the PNEUMATIC system.



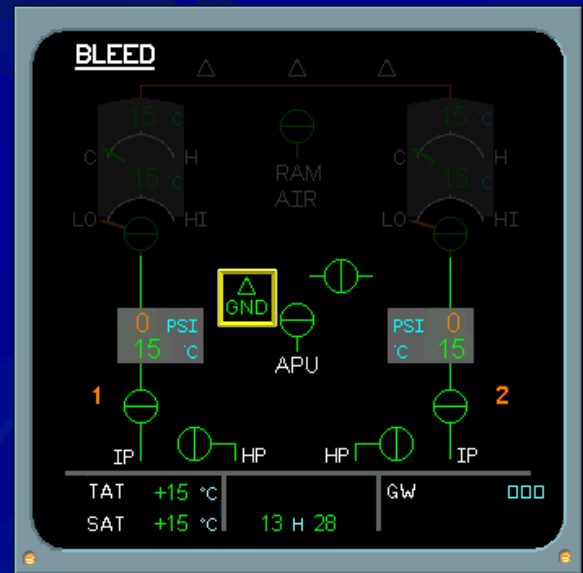
On ground, on the ECAM SD “BLEED” page the GND symbol is always displayed.

A

True.

B

False.



According to the ECAM BLEED page message and
“AIR COND” control panel indications.

A

The engines are running and supplying bleed air.

B

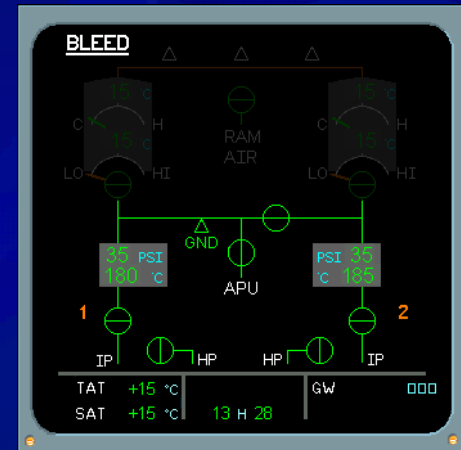
The engines are not running, the APU is supplying bleed air.

C

The engines are running, the APU is supplying bleed air.

D

The engines are not running, a GND HP air unit is supplying bleed air.



After starting both engines and according to those AIR COND panel and ECAM BLEED page indications, which source(s) provide the bleed air?

A

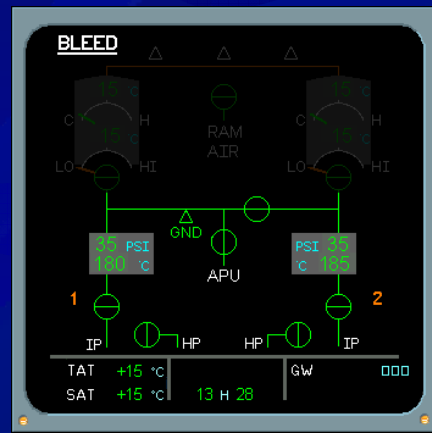
The engines.

B

The APU.

C

The engines and the APU together.



What is the engine power according to this ECAM indication?



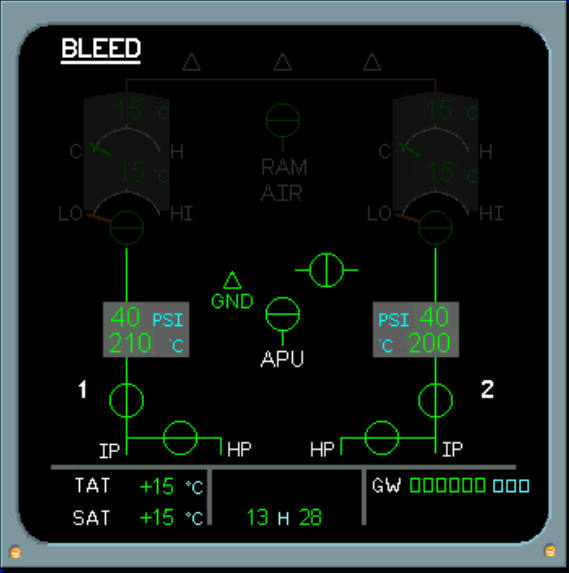
At or close to take-off power.



The engines are not running.



At or slightly above idle power.



According to the present AIR COND control panel switch positions and ECAM BLEED page indications, which source(s) will supply bleed air when the APU BLEED pb is pressed.

A

The APU supplies both sides of the system.

B

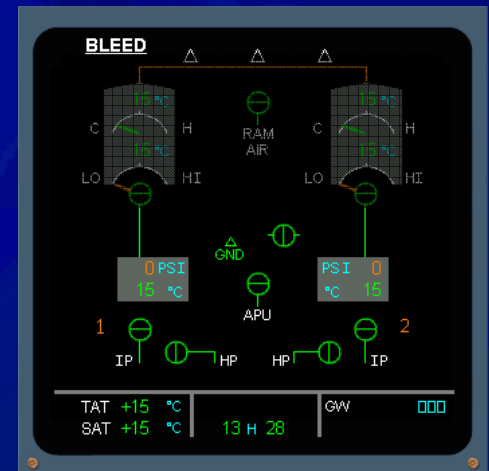
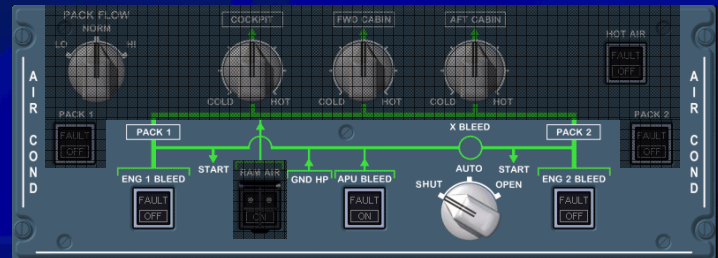
The APU supplies the left side of the system only.

C

The APU supplies left side and engine 2 the right side of the system.

D

There will be no bleed air supplied.



The APU BLEED pb has just been switched ON.
On the ECAM BLEED page what do the related indications mean?

A

The X BLEED valve has failed to open.

B

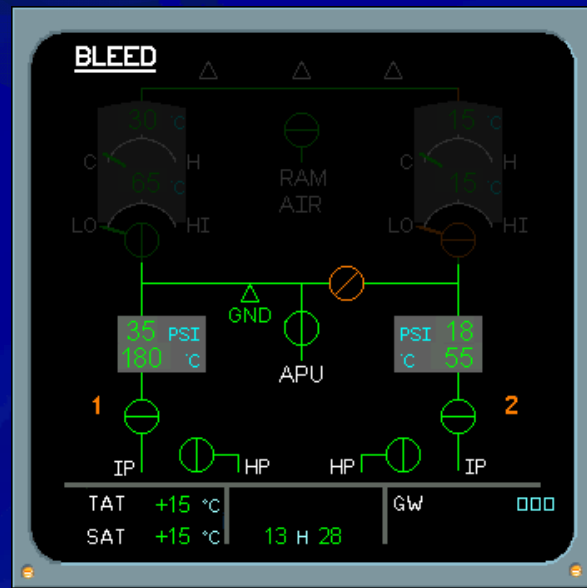
The X BLEED valve has failed to close.

C

The X BLEED valve is in transit.

D

The X BLEED valve is open.



Following an ENG 1 BLEED fault, the ECAM E/WD procedure has been applied; on the ECAM status page how do we interpret the STATUS information message in green?

A

One pack has been automatically switched off because one ENG BLEED system cannot supply WAI and 2 packs.

B

One pack has to be switched OFF if WING ANTI ICE (WAI) is used because one ENG BLEED system cannot supply WAI and 2 packs together.

C

If WAI, has to be used, the X BLEED valve is automatically closed. Therefore, pack 1 will no longer be supplied.



Both engines are running and APU BLEED has been switched OFF. Is the ECAM BLEED page display correct ?

A

No, APU bleed closed, but X bleed valve has to stay open.

B

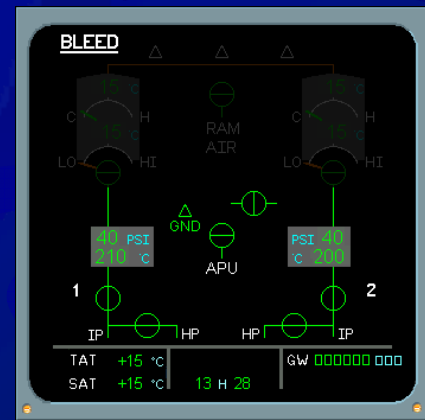
No, the crew should select X bleed valve selector to (shut) position to close the valve manually after one engine is started.

C

No, IP HP valves should be closed.

D

Yes, all the indications are correct, HP valves open because of high air demand with engine at low RPM.



An ENG 1 BLEED fault has occurred and is indicated by the related ECAM E/WD failure message.

A

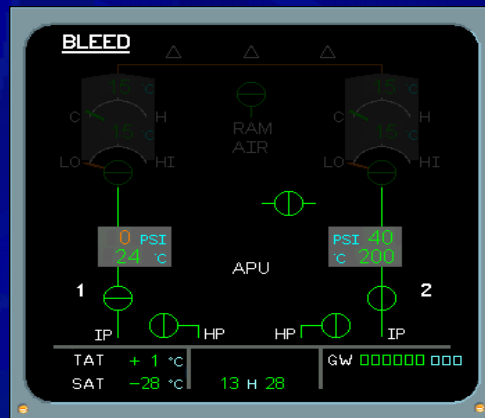
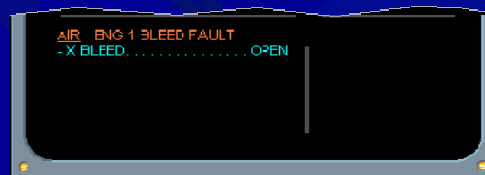
The ENG 1 BLEED valve has been automatically closed.

B

The left hand Bleed can't be recovered.

C

APU bleed can never supply the left side.



The APU is still running, it is in the 2 min cool down period because you have just finished using the APU bleed air.
You notice you still have APU AVAIL indications.
What is the reason for that ?

A

The APU has shut down but the AIR INLET FLAP is not fully closed yet.

B

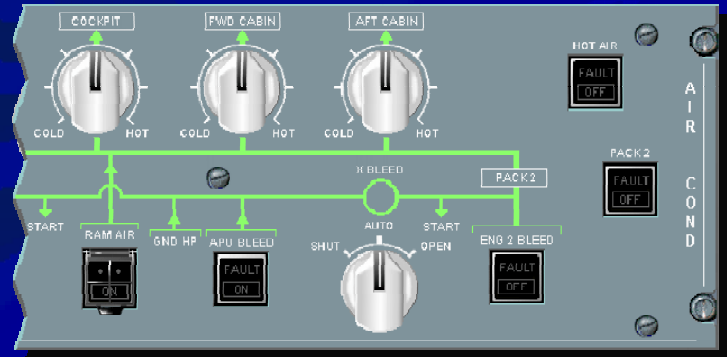
The APU is still running. It is in the 2 min cool down period because you have used APU bleed before.

C

The APU is still running because it always needs a 2 min cool down period after the APU MASTER SW has been switched off.

D

The APU is still running. You have to push the START SW to initiate the shut down sequence.



After the engines have been switched off, you realize that there is no external power available. According to the indications can you still interrupt the APU shut down sequence?

A

No, I have to wait until the APU AIR INLET FLAP is fully closed and then start the APU again.

B

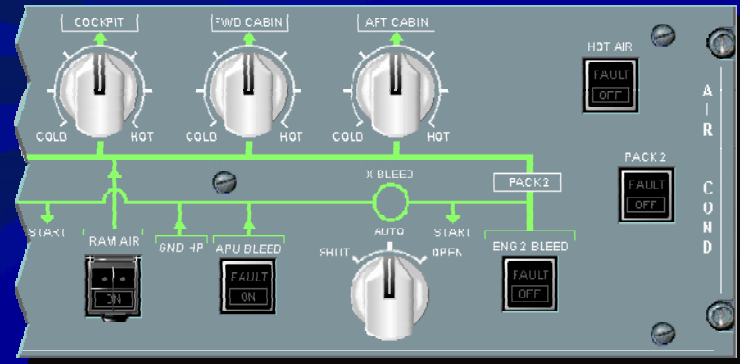
Yes, I simply push the APU MASTER SW back to ON.

C

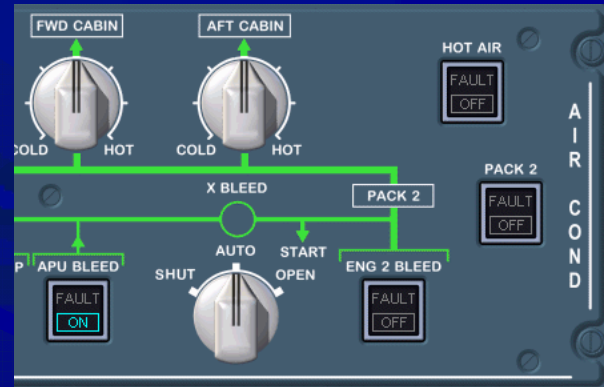
Yes, I simply push the APU START switch to ON.

D

No, I have to wait until the AVAIL indications disappear and then start the APU again.



Which ECAM APU page corresponds to these indications on the overhead panel ?



A



B



C



You are attempting to start the APU.
After 20 seconds you get the following indications
that you didn't get during the last APU start.
Can you continue the APU start?

A

No. A low oil level has been detected and any start attempt will damage the APU.

B

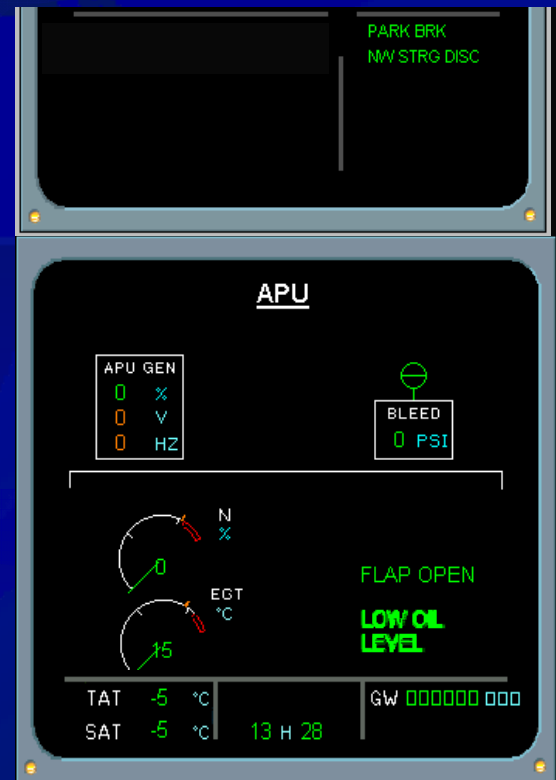
Yes, you simple have to wait 20 sec until the LOW OIL LEVEL advisory disappears and then go ahead with the APU start.

C

Any start attempt with a detected LOW OIL LEVEL will lead to an AUTO SHUTDOWN to prevent the APU to be damaged.

D

Yes. The APU will run for another 60 hours after the LOW OIL LEVEL has been detected.



After engine shut down, APU running but APU bleed has not been used, when you select APU MASTER SW pb off.

A

The APU will still run for 2 minute cooling period and then shutdown.

B

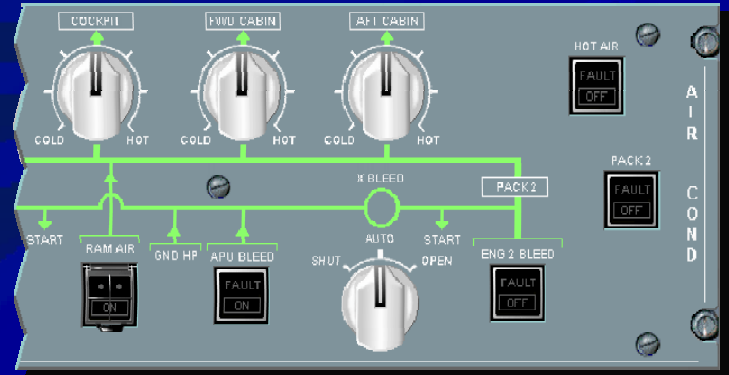
The APU will shutdown right away.

C

APU will shutdown only if external power is connected.

D

Nothing happen because air conditioning is selected on.



In flight APU starting limitation is

A

15 000 ft

B

39 000 ft

C

20 000 ft

What is the maximum altitude the APU may be used for bleed air supply with 1 pack operating ?

A

15 000 ft

B

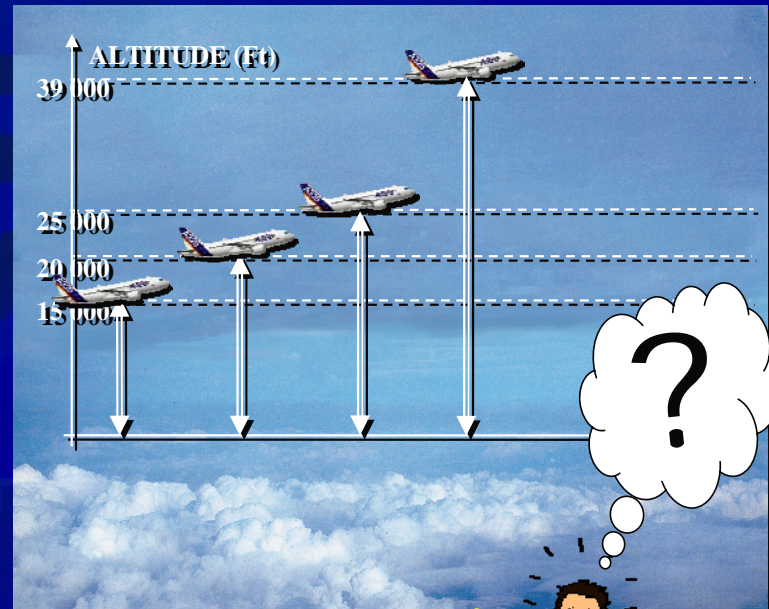
20 000 ft

C

25 000 ft

D

39 000 ft



According to the ECAM APU page indications :

A

The APU is running and available. It is providing bleed air and electrical power.

B

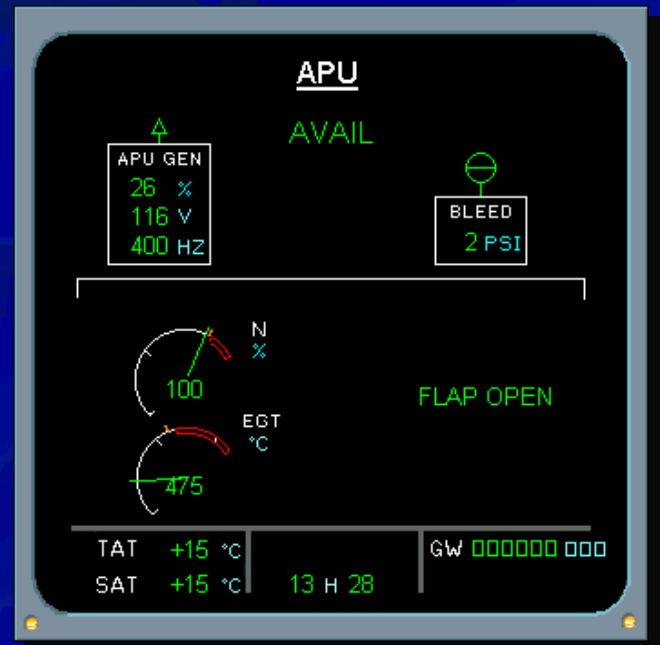
The APU is running and available. It is providing bleed air only.

C

The APU is running and available. It is providing electrical power only.

D

The APU is running and available . It is providing neither electrical power nor bleed air.



On the ground, during APU start, the master caution and single chime come ON and you notice on the ECAM, that the APU won't exceed 53%. Which statement is true?

A

An APU AUTO SHUT DOWN will occur because of APU failure to reach 90%

B

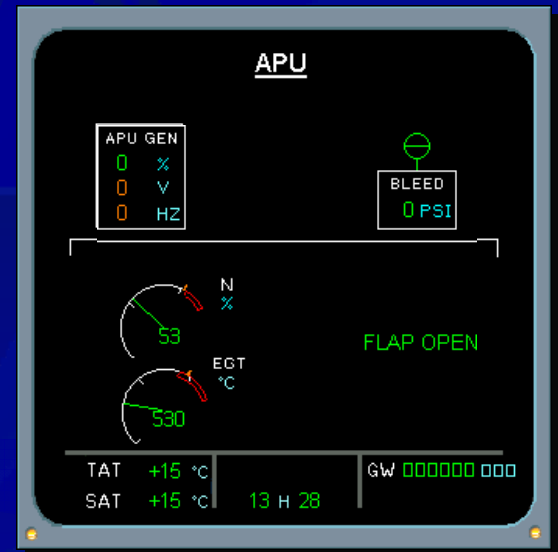
You have to abort the start by pushing the APU MASTER SW to off.

C

An APU EMER SHUT DOWN will occur because APU EGT overheating may cause an APU fire.

D

The FLAP will remain open after APU shutdown to vent the APU compartment.



You are performing the walk around with the APU running and nobody is in the cockpit.
What will happen in case of an APU FIRE?

A

An APU EMER shut down will occur and the APU fire bottle will be discharged automatically.

B

You have to perform the ECAM actions to shut down the APU and extinguish the fire from the cockpit.

C

An APU AUTO shut down will occur but you have to discharge the APU fire bottle from the cockpit manually.

D

An EMER AUTO shut down will occur but you have to discharge the APU fire bottle manually either from the cockpit or by pushing the APU SHUT DOWN switch on the external power panel.



During external walk around in the APU area the checking of APU Fire extinguisher overpressure indication (red disc) in place means :

A

Indication is correct for normal operation.

B

Indication is not correct and you call the maintenance.

C

Is abnormal because it should be a green disc.

D

Is only visible with either APU started on AC GROUND POWER connected.



During walk around, status of APU Fire extinguisher overpressure indication (red disc) is made by

A

A red disc, which means the APU FIRE EXTING BOTTLE has been discharged due to an APU fire.

B

A pressure gage visible from outside which indicates the bottle pressure.

C

A green disc, which means the bottle pressure is normal.

D

A red disc, which means the APU FIRE EXTING BOTTLE has not been discharged overboard.



To use the APU bleed system, the crew will select:

A

The APU BLEED pb on AIR COND overhead panel.

B

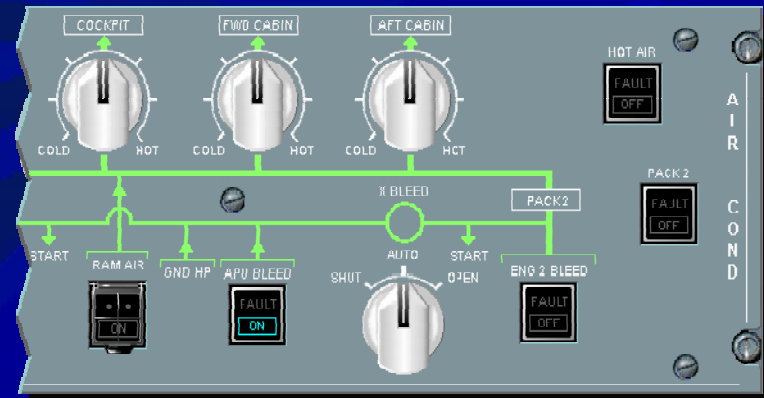
The bleed rotary selector on AIR COND overhead panel.

C

The ENG1 and ENG2 BLEED pbs.

D

This is an automatic sequence initiated when second or Eng starting is selected.



The APU provides

A

On ground and in flight, electric power for the aircraft electric system and bleed air for engine start.

B

Bleed air for engine start on ground and air conditioning on ground and in flight.

C

Electric Power for electric system on ground and in flight.

D

B and C.



The Electric Power supplied from the APU generator is

A

Available as soon as APU is running, even if APU GEN is not selected ON.

B

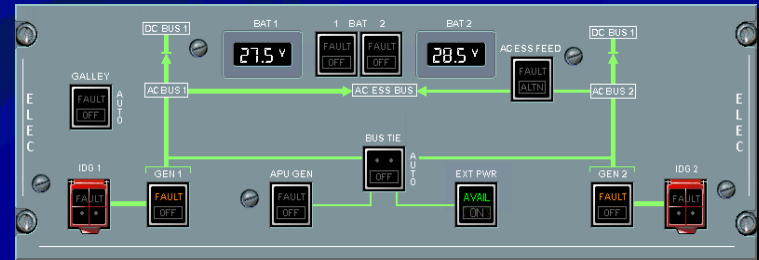
Only available if the ground External Power is already connected to the a/c Electric network.

C

Available as soon as engines are shut down.

D

Available when APU is running, APU GEN is ON and EXT PWR is not ON.



The APU can be started using

A

Aircraft batteries.

B

Power from aircraft DC busses.

C

Ground external power source.

D

Any of the above.

Please indicate the stowing place for the escape rope.

C

B

B

A

On the ECAM DOOR/OXY page, what does an amber door indication mean?

A

The door is fully open.

B

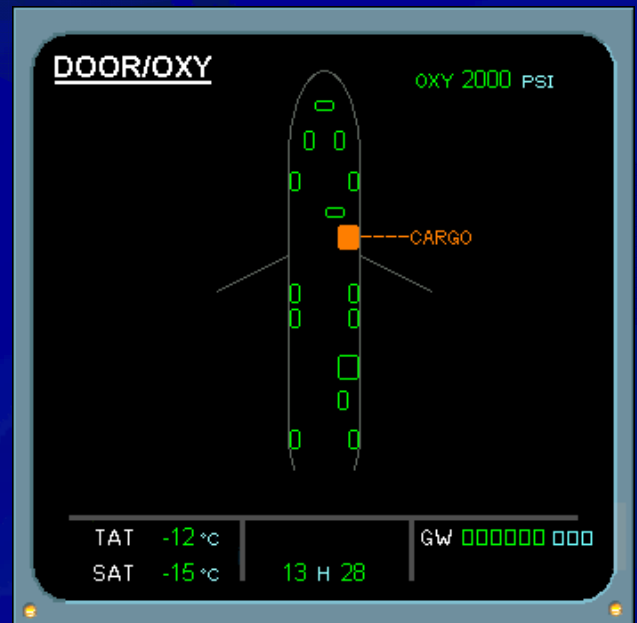
The door is fully closed.

C

The door is unlocked.

D

The door is inoperative.



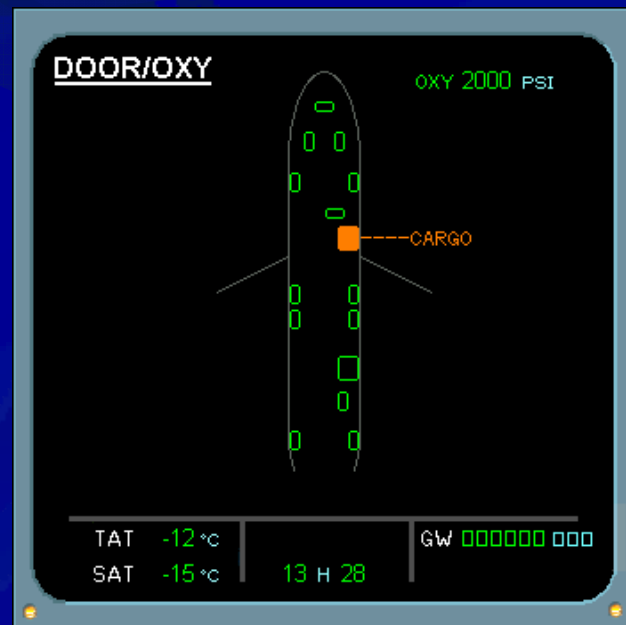
According to this indication, the Cargo door is inoperative.

A

True.

B

False.

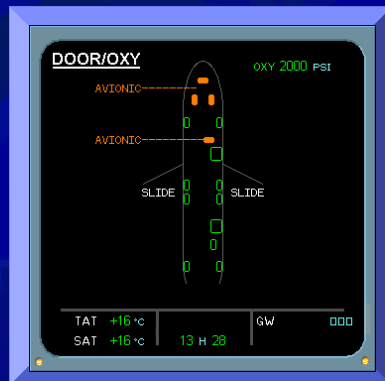


You are ready for push-back on the ECAM SD DOOR/OXY page. What should the DOOR Page look like now?

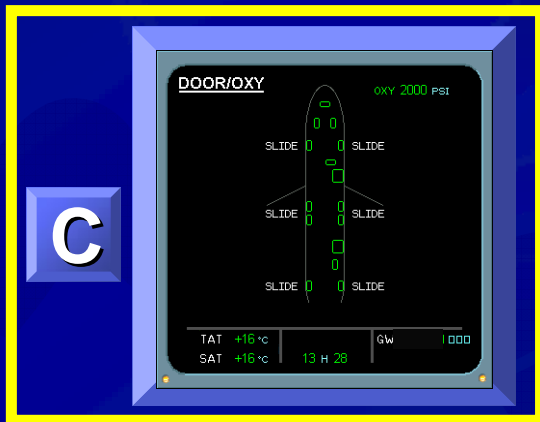
A



B



C



D



You have reached the gate. Somebody is about to open the left forward door from the outside. What will happen in this case?

A

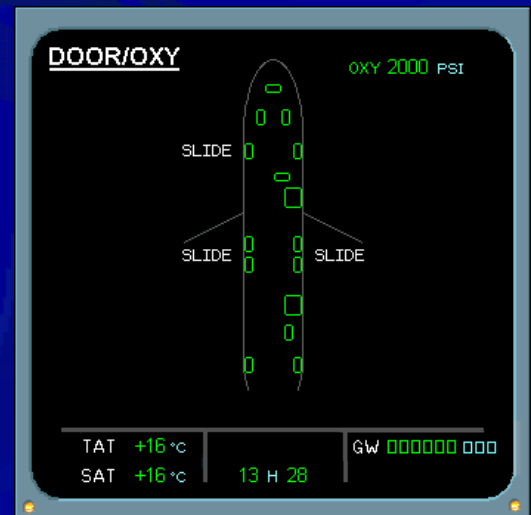
The slide will be deployed.

B

Nothing. The door can't be open from outside as long as the slide is armed.

C

Nothing. Opening from outside disarms the slide.



On the ECAM SD DOOR/OXY page this indication means.

A

Overwing exits and right rear door slides are armed, left forward cabin door and forward cargo door indicate a malfunction.

B

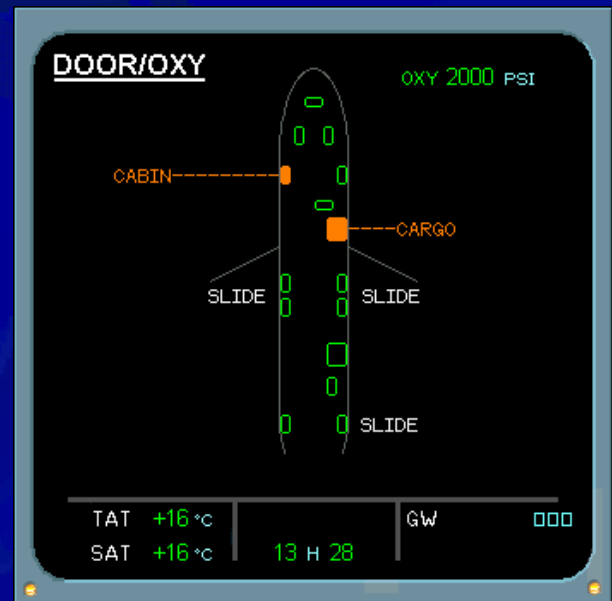
The left forward cabin door and the forward cargo door are unlocked, the overwing exits and the right rear door slides are armed.

C

The left forward cabin door and the forward cargo door are unlocked, the overwing exits and the right rear door slides are not armed.

D

Overwing exits and right rear door slides are not armed, left forward cabin door and forward cargo door indicating a malfunction.



Regarding engine THRUST LEVERS position, which detent(s) can be used for take-off?

A

FULL.

B

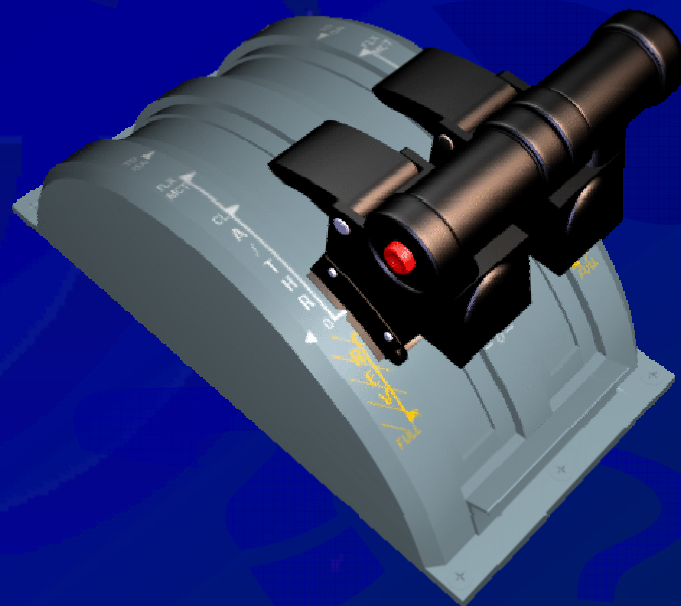
CLIMB and FLEX/MCT.

C

CLIMB and TO/GA.

D

FLEX/MCT and TO/GA.



You are about to perform a take-off. You don't have inserted a FLEX temperature.
Which thrust lever detent shall be used for take-off?

A

FULL.

B

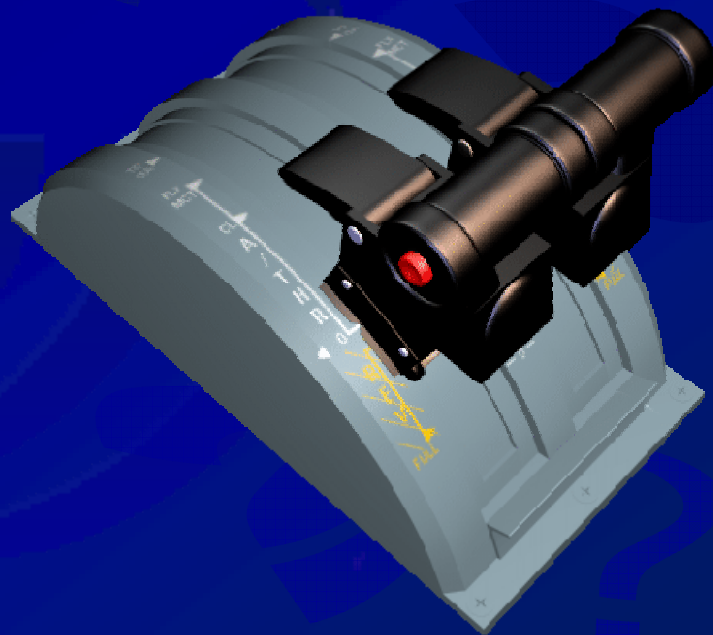
CLIMB.

C

FLEX/MCT.

D

TO/GA.



During the automatic start sequence of ENG 2, you notice that only igniter B is powered. Is this normal?

A

No, normally igniter A is used for the engine start.

B

No, normally both igniters are used for engine start.

C

Yes, igniter B is always used for the engine start.

D

Yes, igniters are used alternatively for engine start, in this case B.



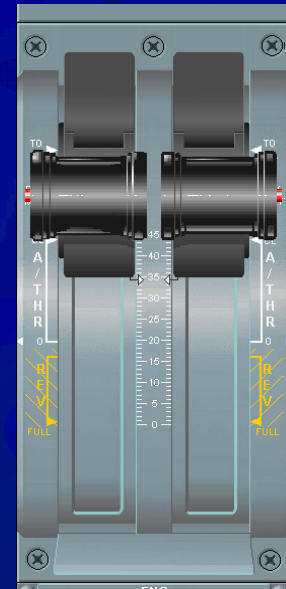
You are performing a take-off with the thrust levers in the FLEX position. Is A/THR now active?

A

Yes.

B

No.



You are performing a take off with thrust levers in FLEX position. When does A/THR become active?

A

As soon as the thrust levers are pulled back into the CLIMB position.

B

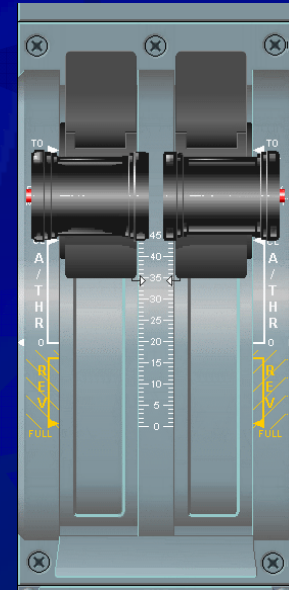
As soon as you pass the thrust reduction altitude.

C

As soon as you engage the autopilot.

D

As soon as you push the A/THR pb manually on.



You are performing a take-off with TOGA power.
When does the A/THR become active?

A

As soon as the thrust levers are pulled back into the FLEX position.

B

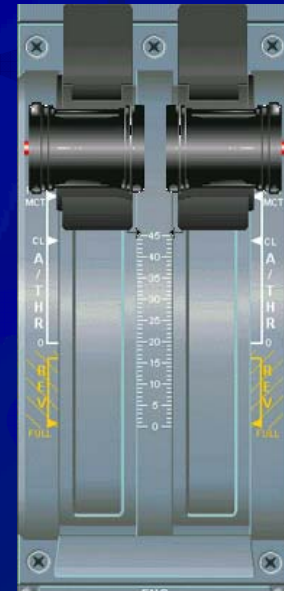
As soon as you push the A/THR pb manually on.

C

As soon as you engage the autopilot.

D

As soon as the thrust levers are pulled back into the CLIMB position.



What does an amber REV indication mean?

A

The reversers are faulty.

B

The reversers are fully deployed.

C

The reversers are stuck.

D

The reversers are unlocked.



On the ECAM E/WD, with thrust levers reverser to reverse position. What does a green REV indication mean?

A

The reversers are faulty.

B

The reversers are fully deployed.

C

The reversers are stuck.

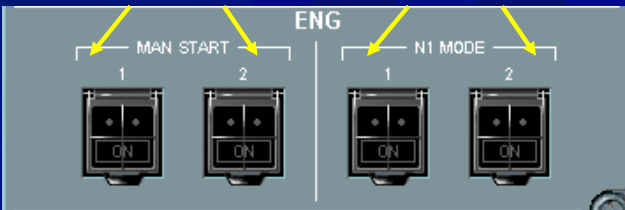
D

The reversers are unlocked.



Before engine starting the Eng FADEC should be energized: which control do you activate in order to energize the FADEC prior to engine start?

A

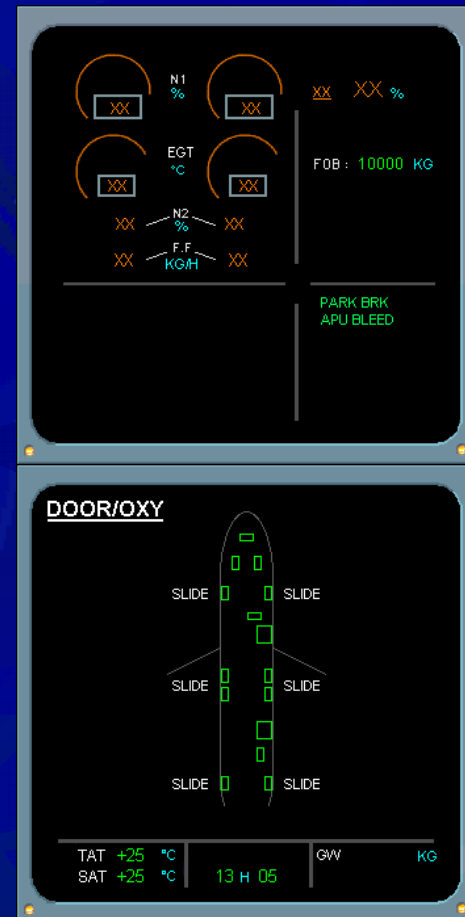


B

C



D



During the manual start sequence of ENG 2, you notice that both igniters are powered. Is this normal?

A

No, normally igniter A is used for the engine start.

B

Yes, for manual start both igniters are always used.

C

No, normally igniter B is used for the engine start.

D

Yes, both igniters are used for every start.



What is the meaning of an amber FAULT light on the ENG panel?

A

It indicates a failure in the automatic start sequence.

B

It indicates an engine failure.

C

It indicates a failure in the engine fire extinguishing system.



On the ECAM E/WD page, what is the meaning of the amber CHK indication?

A

It is an indication that the EGT of ENG 1 is out of the normal range.

B

It is an indication of a discrepancy between EGT of ENG1 and ENG2.

C

It is an indication of a discrepancy between the digital EGT indication and the value indicated by the needle.

D

It is an indication of a discrepancy between the value shown on the ECAM and the real value.



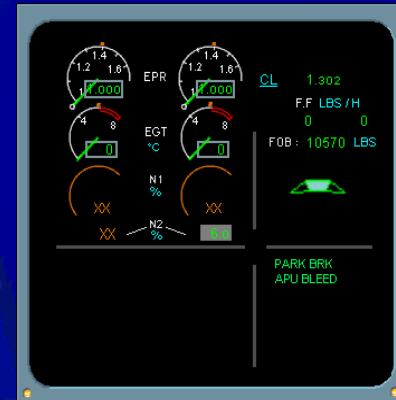
You are in the middle of the engine start procedure.
Is this an automatic start or a manual start?

A

Automatic.

B

Manual.



During a manual start, what is the role of the FADEC?

A

It has a passive monitoring role, the crew has to monitor the start carefully to take corrective actions in case of malfunctions.

B

There is no difference between automatic and normal start, FADEC monitors and reacts to possible failures during the start sequence.

C

FADEC does not monitor the manual start at all. All steps and possible corrective actions have to be performed by the pilots.



Which step of a manual start is taken over by the FADEC?

A

Ignition start.

B

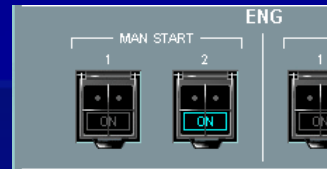
Ignition cut-out.

C

Fuel flow start.

D

Starter engagement.



From ECAM E/WD and SD engine pages
determinate which step of a manual start is taken
over by the FADEC?

A

Starter valve closure.

B

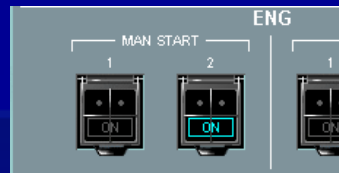
Starter valve engagement.

C

Fuel flow start.

D

Ignition start.





Once a turn has been established, what has the pilot to do, for turn coordination?

A

No rudder inputs are required.

B

The pilot has to center the sideslip indicator by means of the rudder pedals.

C

Only small rudder inputs are required.





As shown here the thrust levers have been set to reverse idle position. So, on this E/WD, what do the amber REV indications mean?

A

The reversers are faulty.

B

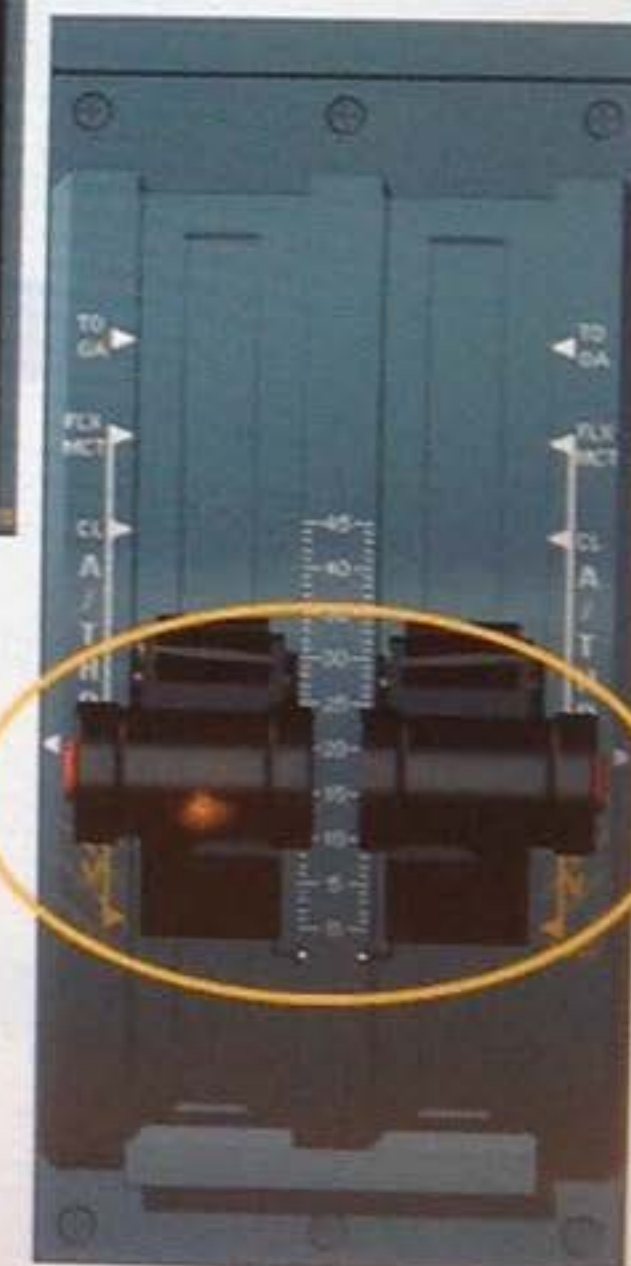
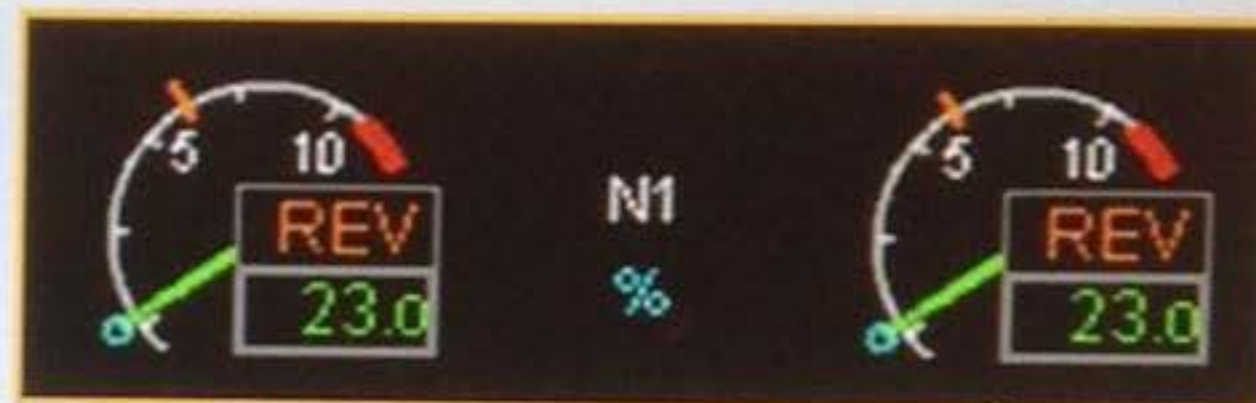
The reversers are fully deployed.

C

The reversers are stuck.

D

The reversers are unlocked.





After lift-off +5 seconds, and according to the indications shown here, you should be allowed to engage one AP:

A

Not now, because SRS mode is still active.

B

Only after thrust reduction altitude.

C

Now, because for autopilot use in SRS mode, the minimum height required is 100 ft AGL.

D

Not now, because for autopilot use in SRS mode, the minimum height required is 1000 ft AGL.



When both sidesticks are simultaneously deflected, their inputs are algebraically added. What is the result, if they are fully deflected in the same direction, like here fully back?

A

Here, the related pitch up order is twice as great as compared to only one sidestick deflected.

B

Here, the related pitch up order is limited to 1.5 times greater as compared to only one sidestick deflected.

C

Here, no inputs are sent the flight control computer except if a pilot presses the take over pb on his sidestick.

D

Here, the related pitch up order is limited to a single sidestick full deflection.





Which step of a manual start is taken over by the FADEC?

A

Starter valve closure.

B

Starter valve engagement.

C

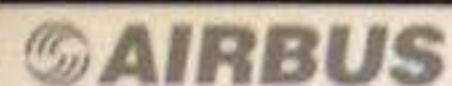
Fuel flow start.

D

Ignition start.



FUJITSU



When an aircraft parameter exceeds a given limit, it can be displayed, for monitoring, on an associated ECAM SYSTEM page. Can you conclude that in this case it will change from green to amber?

A

No, because it should pulse green before changing to red at a greater limit.

B

Yes, if this parameter limit has triggered a caution classified level 1 or level 2.

C

Yes, if this parameter limit has triggered a caution classified level 3.

D

No, because it should change from green to red, requiring an immediate action.

The flight crew should use the ND PLAN mode:

A

To check the aircraft present position along the F-PLN.

B

To check the selected or entered F-PLN versus the ATC flight plans and navigation charts.

C

In case of loss of managed flight mode.

D

To help the PF during an ILS approach.



Is the normal operating pressure, for the hydraulic systems, modulated at 2 500 PSI?

A

Yes.

B

No, modulated at 3 000 PSI.





Usually on an ECAM SD page, what does a pulsing green parameter indicate?

A

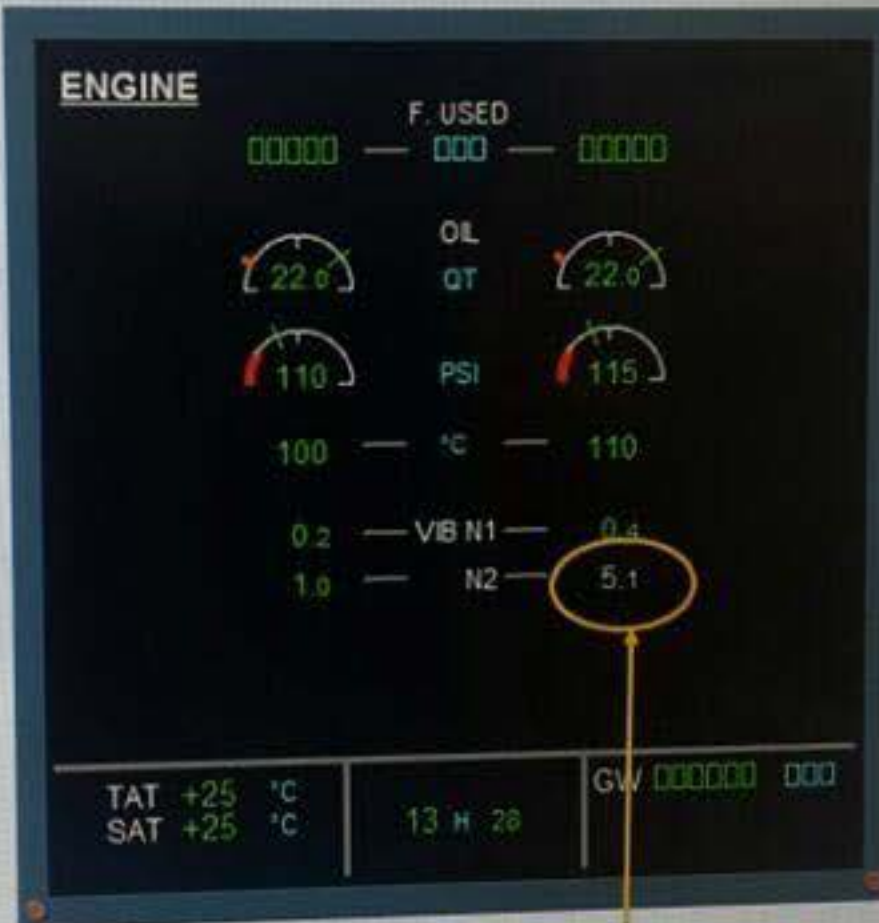
The ECAM is in ADVISORY mode, that has been triggered by a parameter, just before it reaches its normal limit.

B

The ECAM is in ADVISORY mode, that has been triggered by a parameter, just after it exceeds its normal limit.

C

As long as the parameter is in the normal range, it is always shown in pulsing green.



PULSING GREEN
PARAMETER

Questions/answers list

Previous question

Next question



According to the indications shown on this FCU and on this ND, a selected lateral guidance is currently followed. To resume the managed navigation, you should just:



A

Turn right to intercept the F-PLN after the TO waypoint (PERUS).

B

Push the HDG-TRK selector knob, as the current heading already intercepts the F-PLN active leg before the TO waypoint (PERUS).

C

Maintain the current heading and wait for the automatic interception as soon as the cross-track error is less than 1 NM.

D

Maintain the current heading and pull the HDG-TRK selector knob as soon as the cross-track error is less than 1 NM.



At the end of the pushback, you observe this E/WD. So, what does the amber "NW STRG DISC" memo mean?

A

The yellow hydraulic system has build up pressure which might damage the NW STRG system when set to towing position.

B

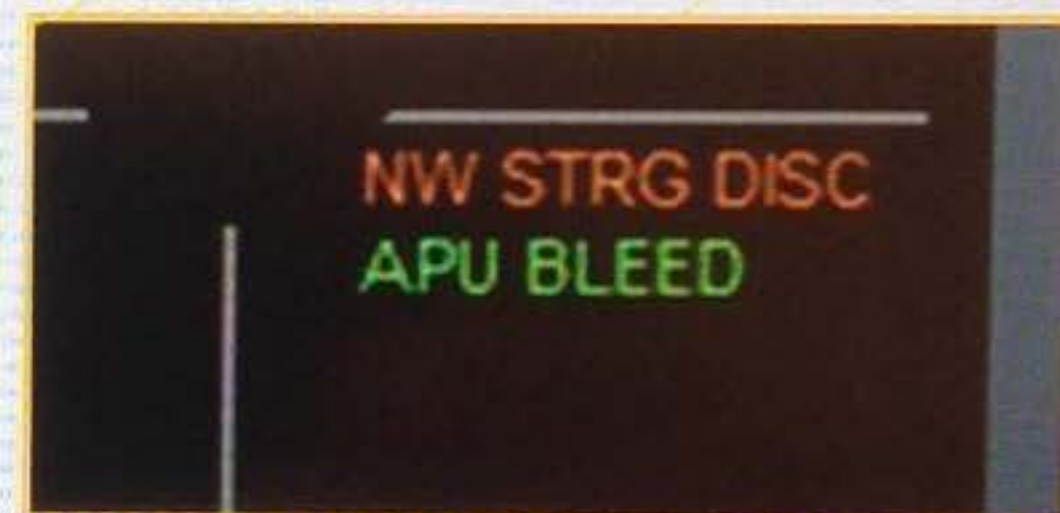
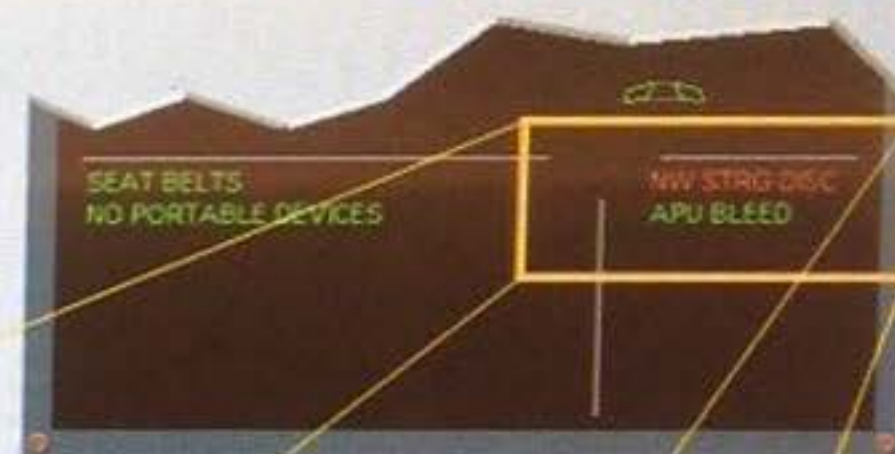
A failure in the nose wheel steering system has been detected.

C

The nose wheel steering has been re-connected by ground personnel. The amber indication will disappear as soon as you start taxi.

D

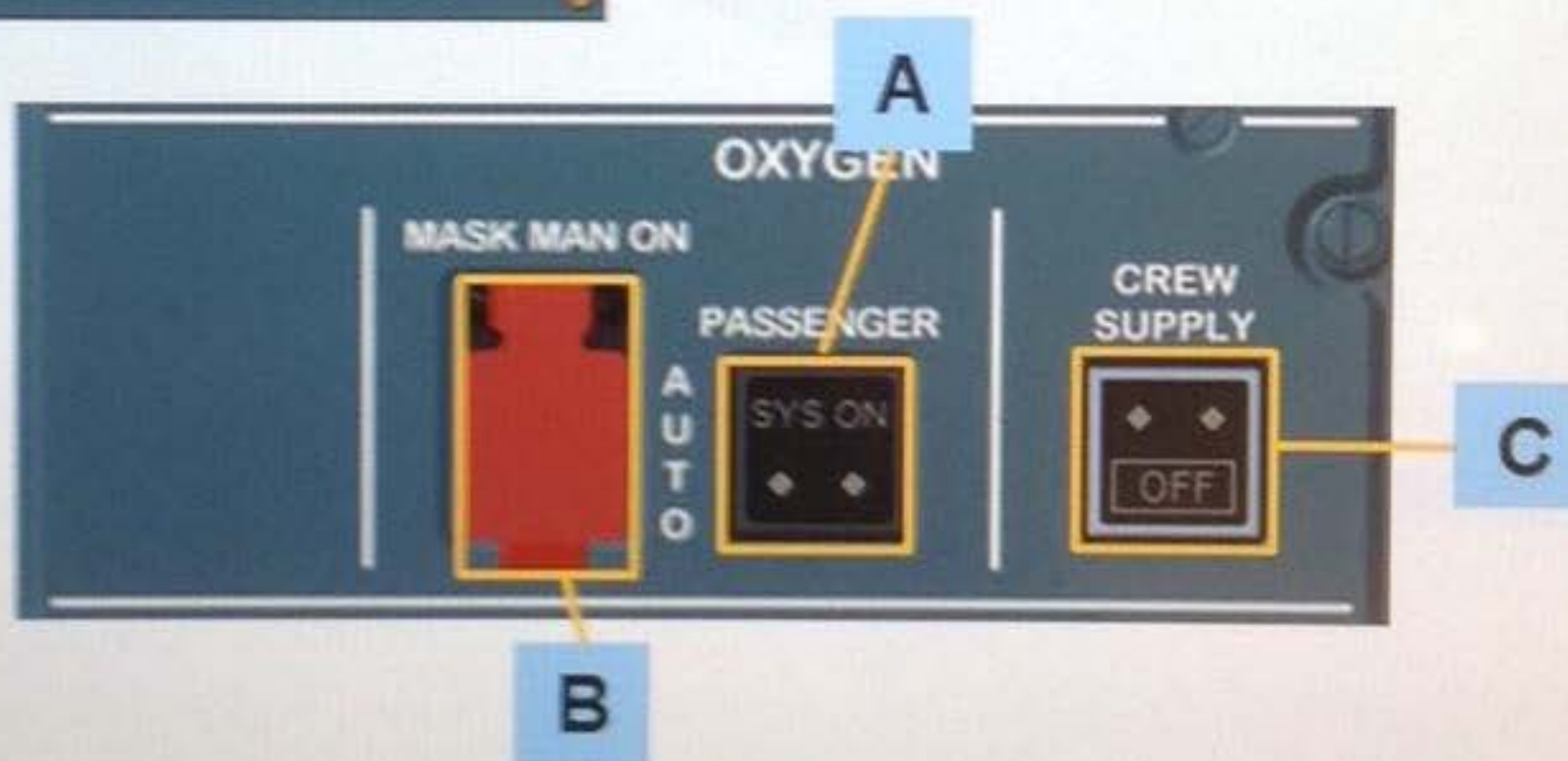
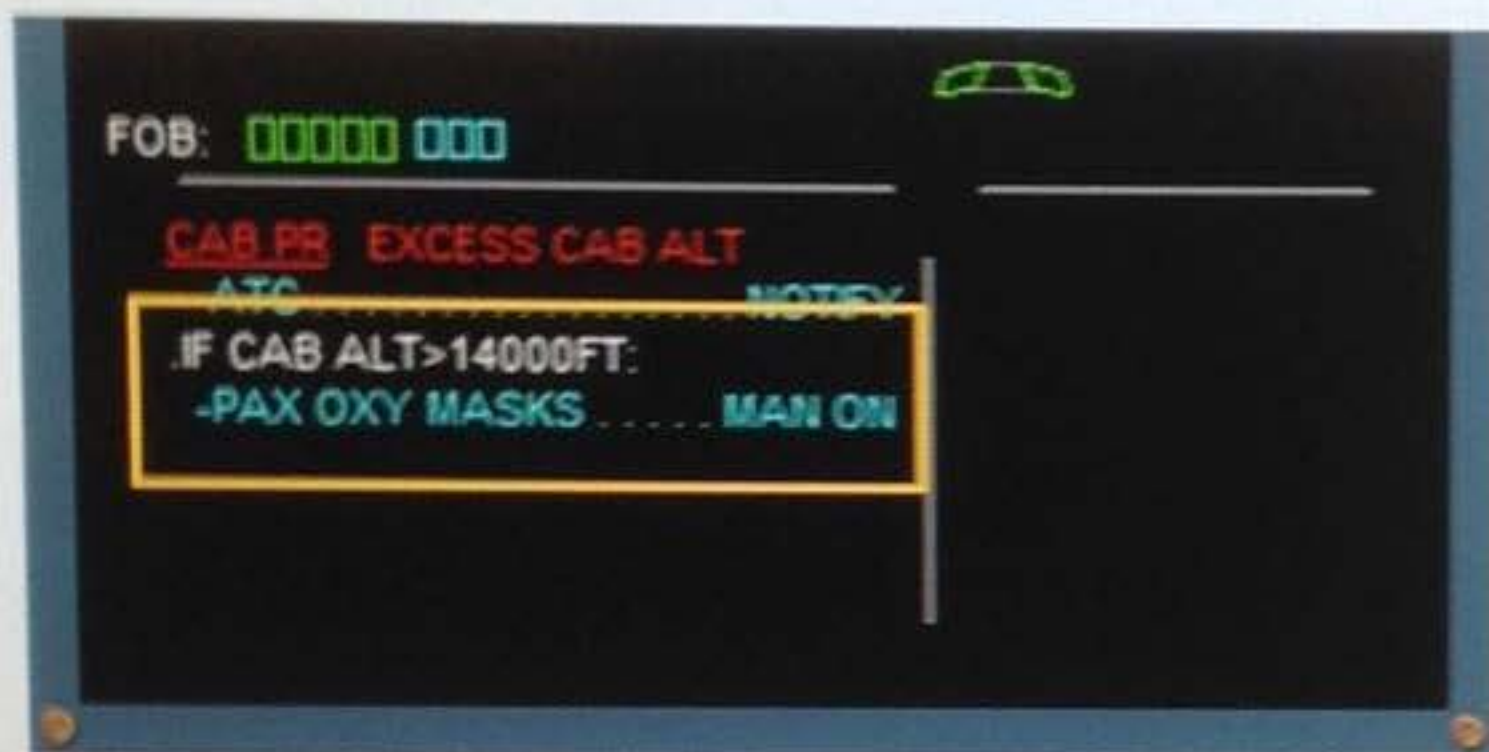
The nose wheel steering is still disconnected, and at least one engine is running.





According to this action line shown on the E/WD, which control must be used here?

- A
- B
- C



The function of the N/100% selector, installed on the crew oxygen mask, is:

A

When in 100% position, to provide the maximum oxygen pressure
When in N position, to provide the normal oxygen pressure.

B

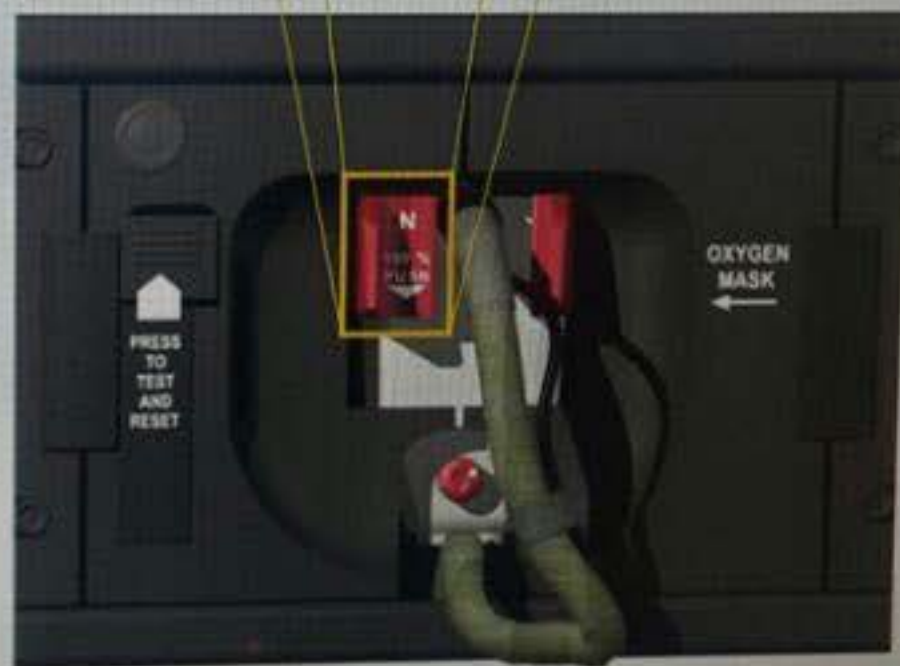
When in 100% position, to provide only pure oxygen
When in N position, to provide an air/oxygen mixture.

C

When in 100% position, to provide normal oxygen supply
When in N position, to stop the oxygen supply.

D

When in 100% position, to check the maximum oxygen pressure
When in N position, to check the normal oxygen pressure.





According to these ECAM cautions, what is the current status of the fire detection system?

A

Currently only one fire detection loop is inoperative on both engines. So, the fire detection on both engines is still available.

B

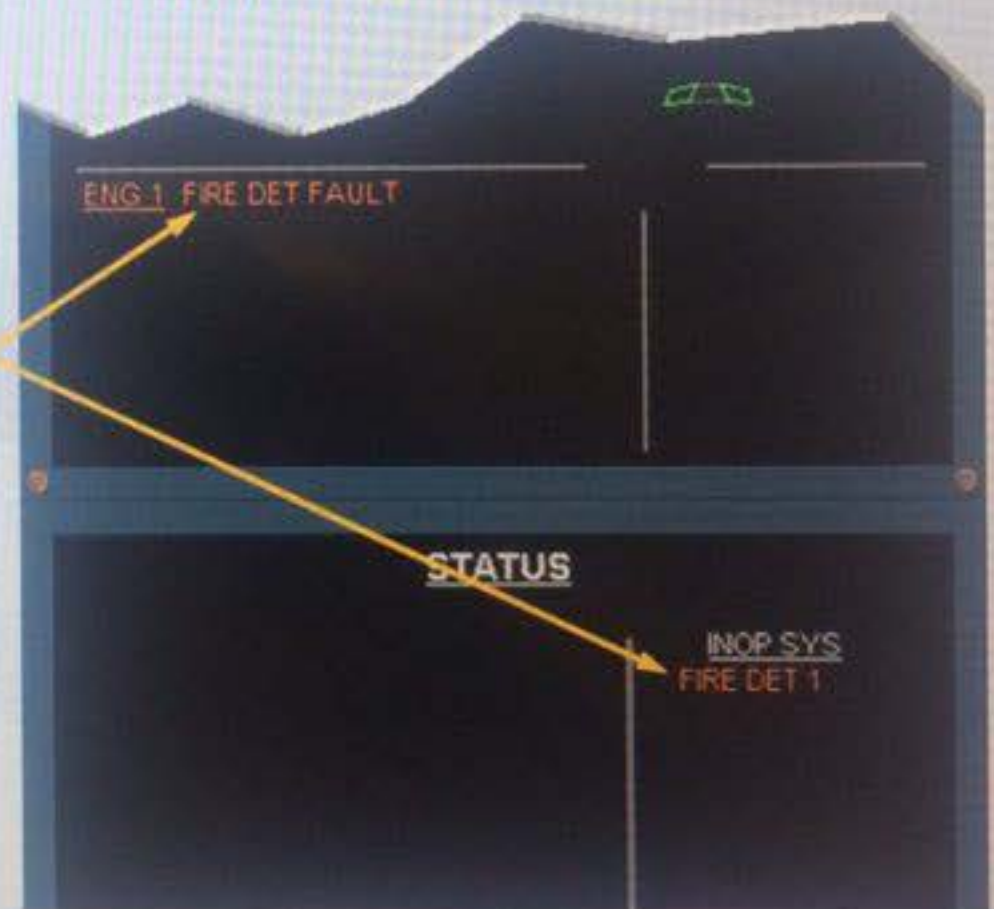
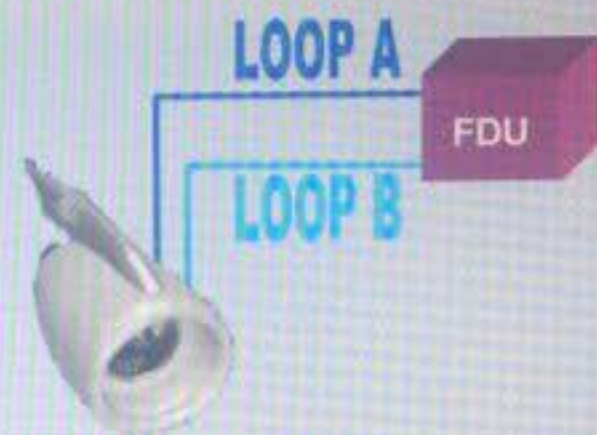
Currently both fire detection loops are inoperative. So, the fire detection of the engine 1 is lost.

C

Currently only one fire detection loop is inoperative on the engine 1. So, on this engine, the fire detection is still available.

D

Currently only one fire detection loop is inoperative on the engine 1. So, on this engine, the fire detection is no longer available.



A

B

C





In normal law, if the active sidestick is rapidly pulled fully back, can the aircraft maximum allowable "G" load be exceeded?

A

Yes. Rapid sidestick deflection must never be made.

B

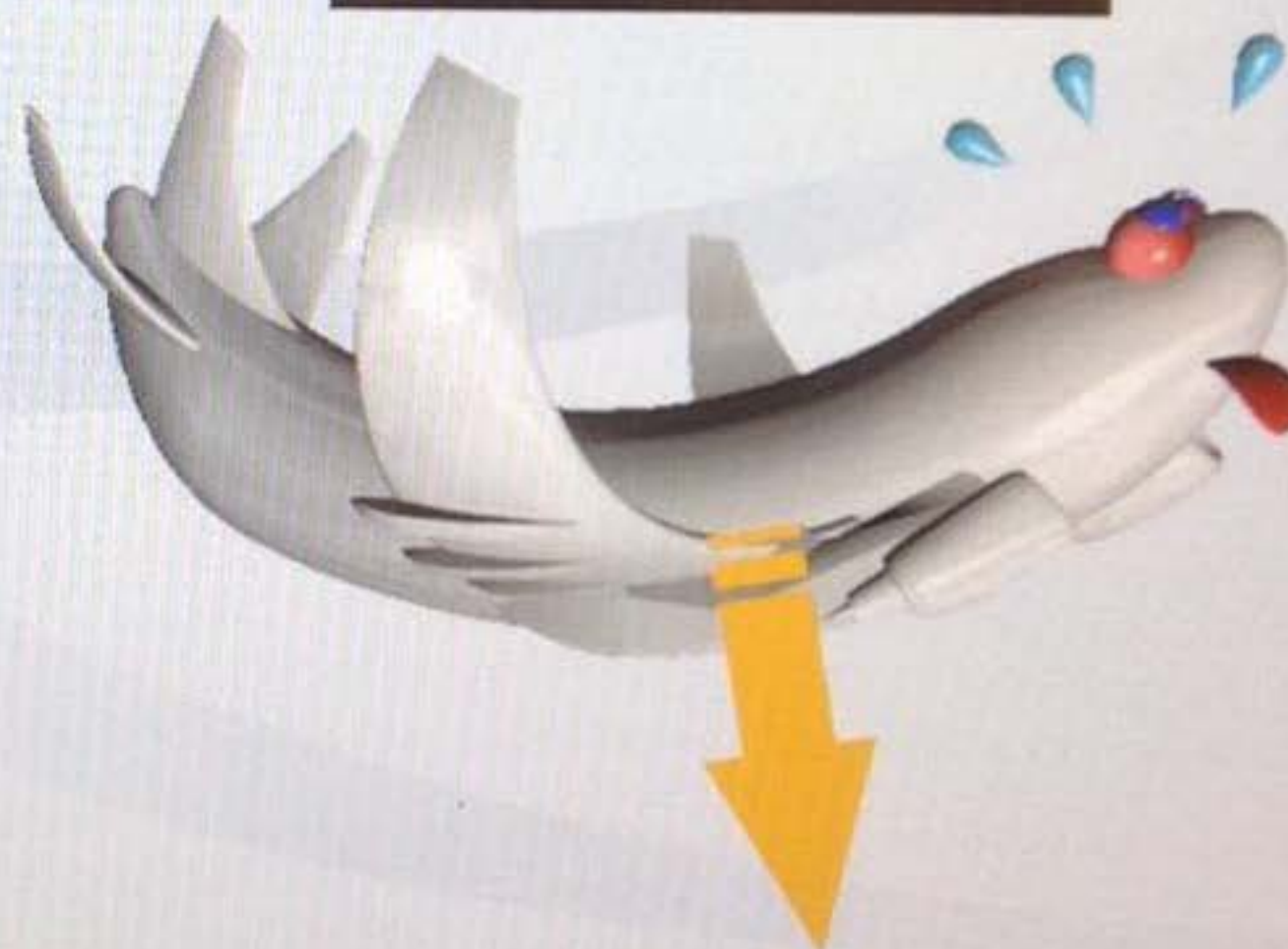
Yes, until the maximum pitch attitude is reached.

C

No. Because when at maximum "G" load, the sidestick is deactivated for few seconds to prevent structural overstress.

D

No. The normal law load factor limitation prevents structural overstress by limiting the surface deflections through the flight control computers.

**MAX "G" LOAD**



Due to this ECAM caution, the two fuel pumps of the left inner tank have been switched OFF. Even if no pumps are available on that side, can this remaining fuel be still used?

A

Yes, this remaining fuel, when required, can be only used by gravity.

B

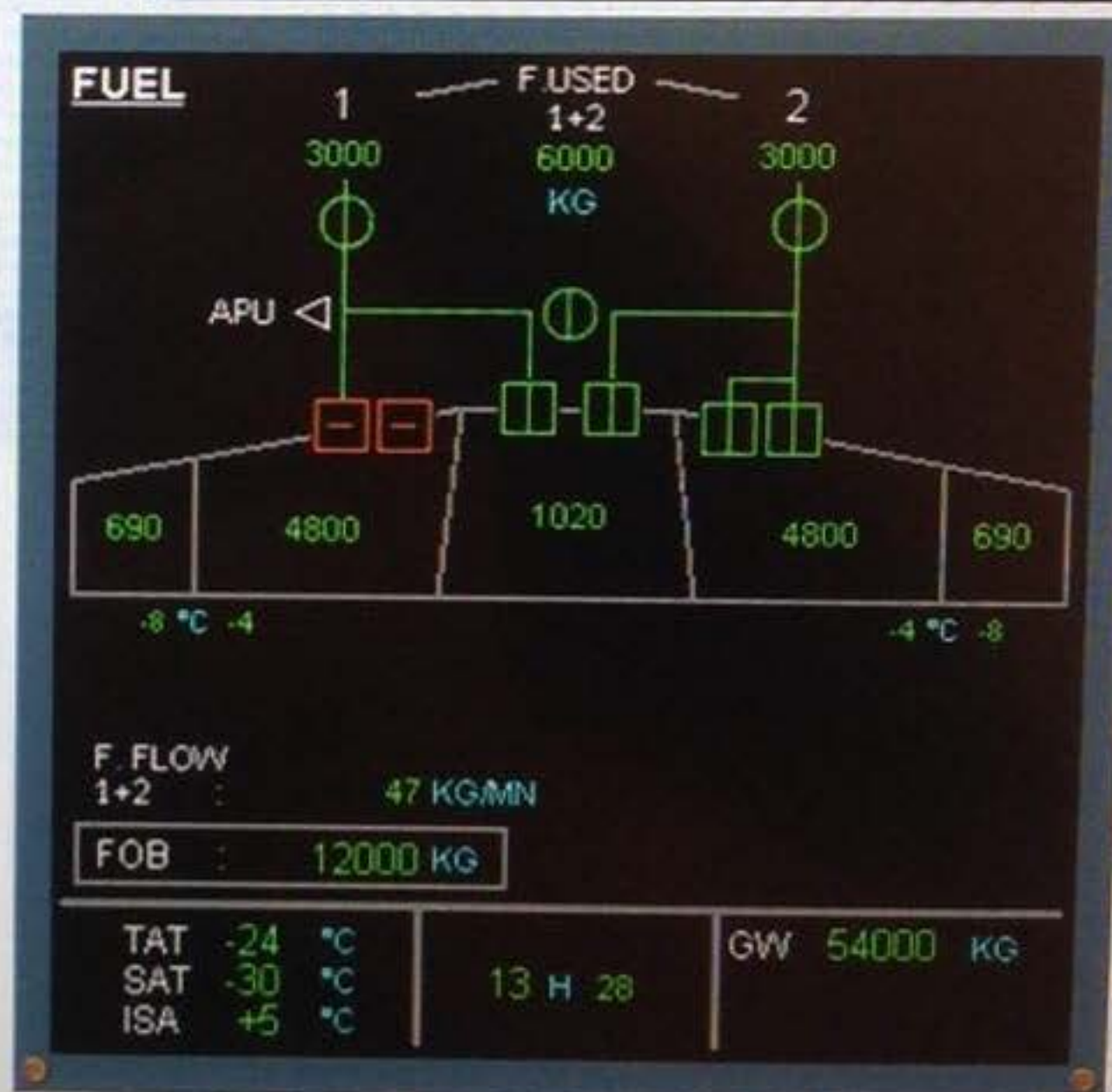
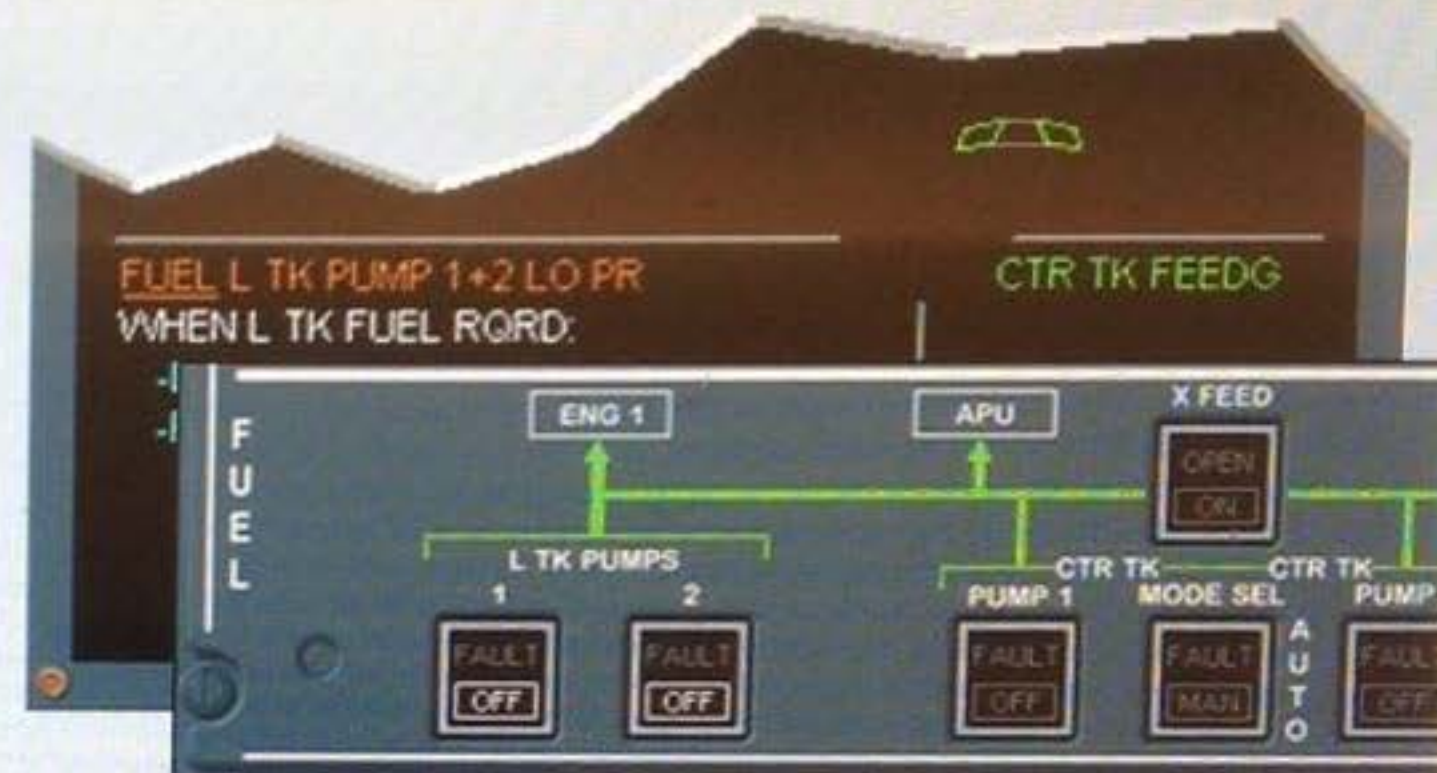
No, this remaining fuel is lost.

C

Yes, this remaining fuel, when required, must be manually transferred to the related outer tank.

D

Yes, this remaining fuel, when required, must be manually transferred to the center tank.



As shown here the thrust levers have been set to reverse idle position. So, on this E/WD, what do the green REV indications mean?

A

The reversers are faulty.

B

The reversers are fully deployed.

C

The reversers are stuck.

D

The reversers are unlocked.

[Questions/answers list](#)[Previous question](#)[Next question](#)

FUJITSU

AIRBUS

TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION



Refer to this E/WD unit. What can you conclude if a box surrounds an amber caution or a red warning message?

A

This indicates a primary failure that affects other systems

B

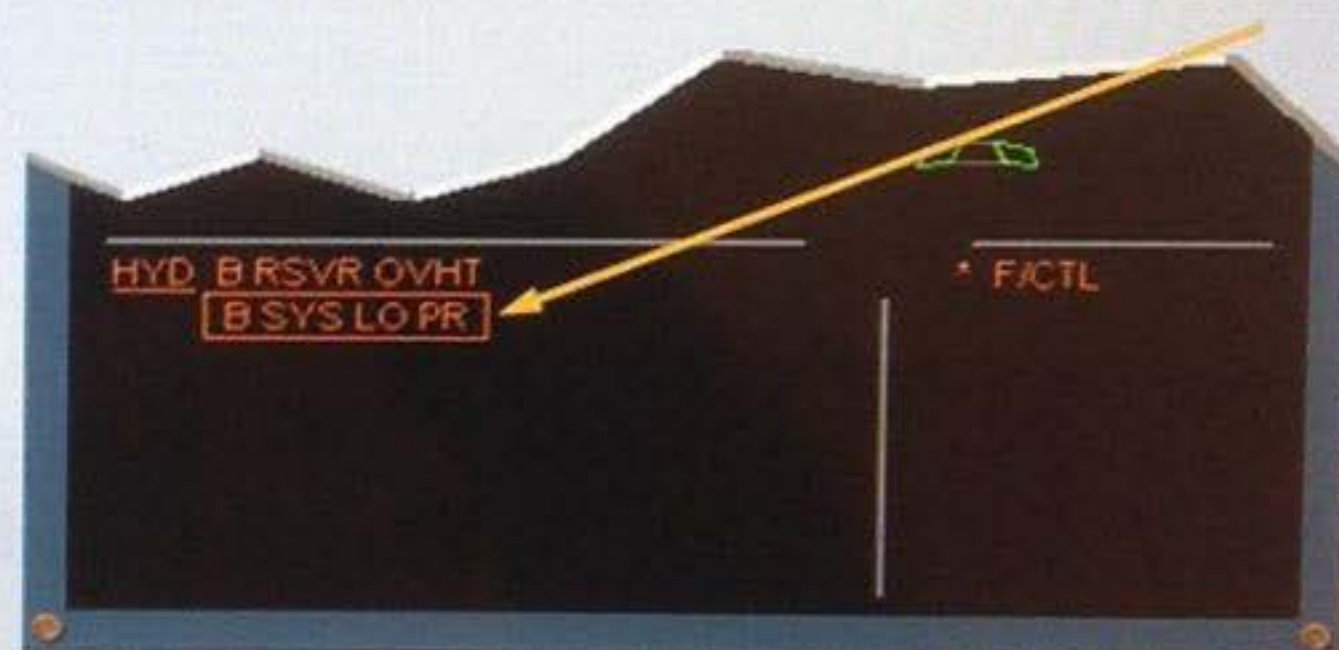
This indicates an automatic advisory procedure.

C

This indicates additional information that has to be found in the FCOM.

D

This indicates an independent failure that has been detected.



Just after setting the CREW SUPPLY pb-sw to OFF, which ECAM DOOR/OXY page would you expect to see?

A B C D



Questions/answers list Previous question Next question



According to the indications shown on this ECAM HYD page, what has happened?

A

The green hydraulic system is directly pressurized by the yellow hydraulic fluid transfer unit.

B

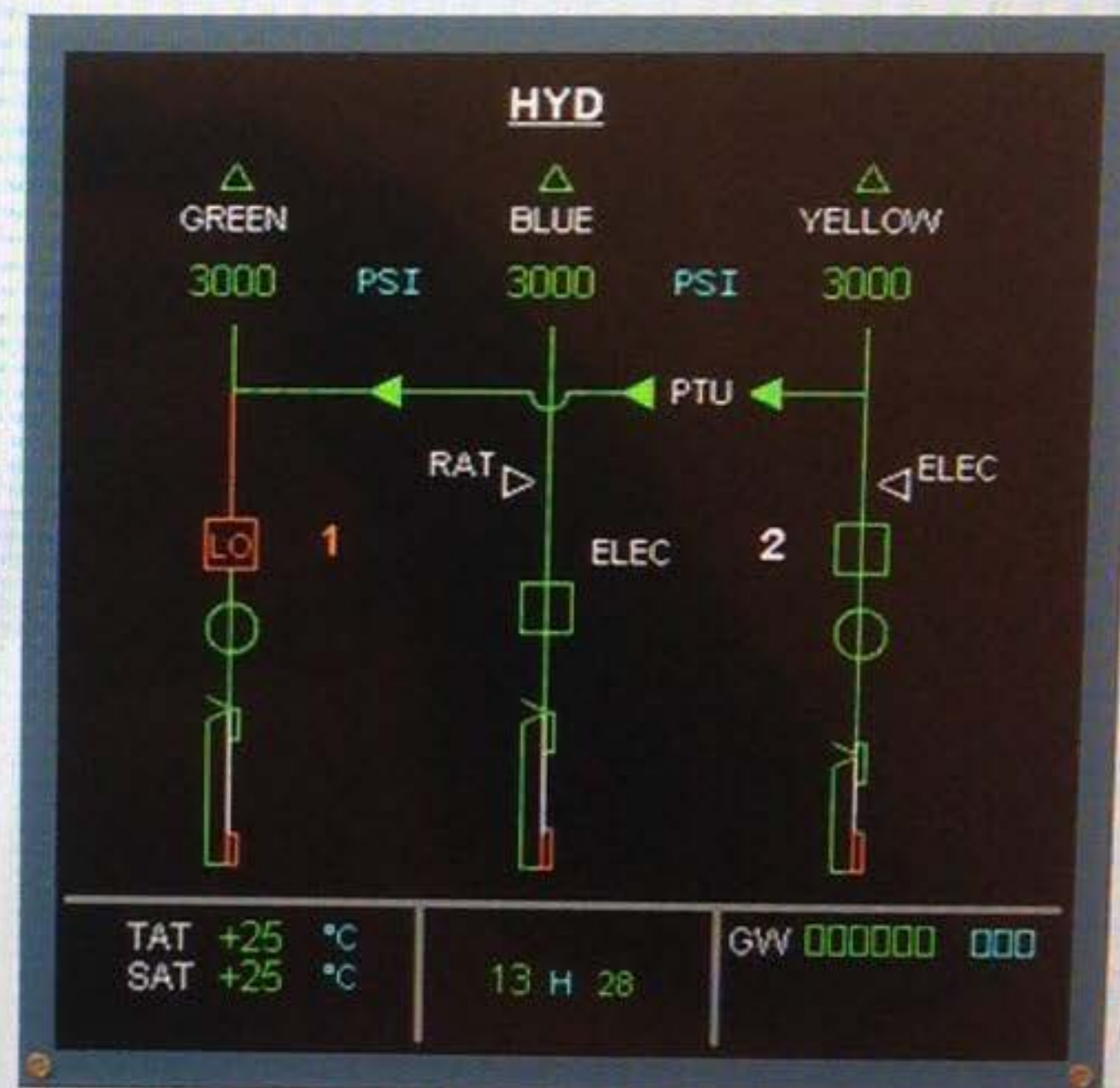
The green hydraulic system is now pressurized by the RAT driven pump.

C

The green hydraulic system is now pressurized by the electric pump.

D

The green hydraulic system is kept pressurized by the automatic operation of the PTU, driven by the yellow hydraulic system.



FUJITSU

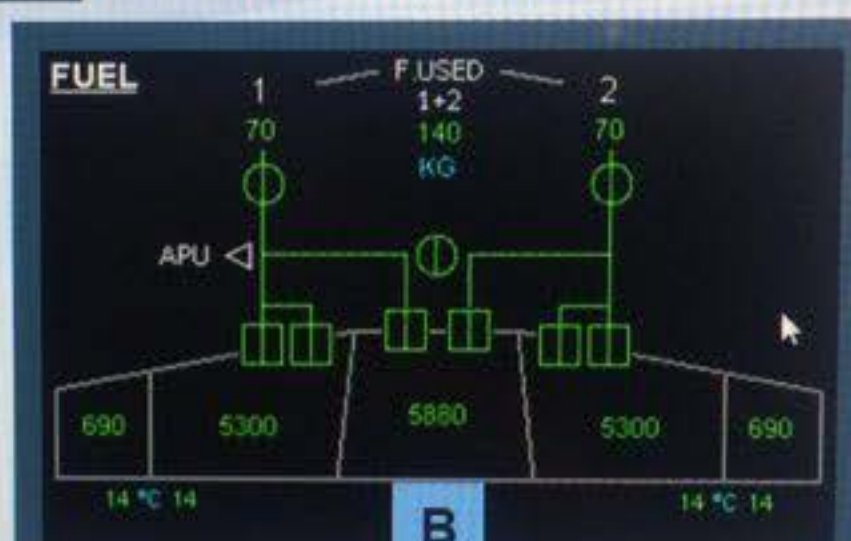
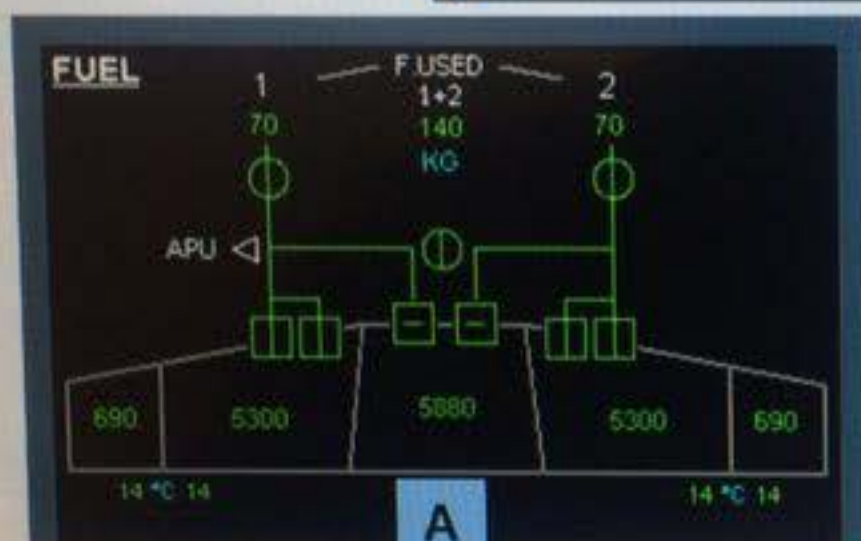
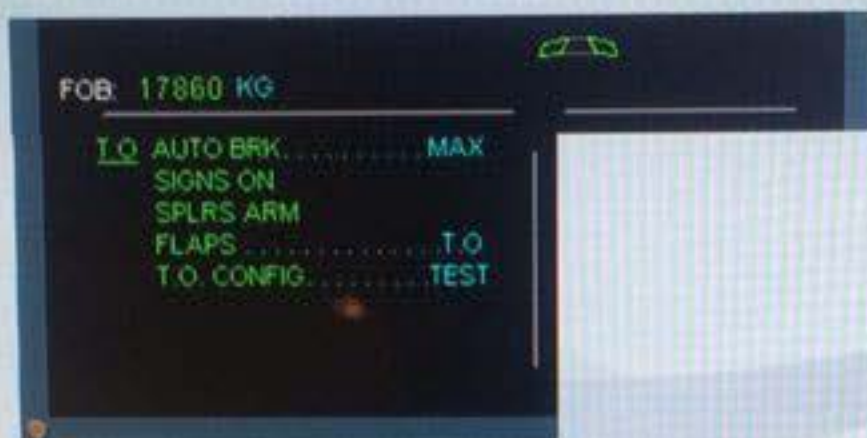
AIRBUS

TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION

Which ECAM FUEL page corresponds to the configuration shown on this E/WD?

A

B



Question 47/100
A320 Family - CFM (Metric units) - ATA 28

[Questions/answers list](#)

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A320 FLIGHT CREW PERFORMANCE TEST

TAKEOFF

QUESTION 5

After a last minute change, and when the doors are closed, the actual takeoff conditions are :

AIRPORT LFPO PARIS (ORY) RWY 08

Weather Conditions	Actual aircraft and runway status
Wind 060/10 gusting 15 kt	Runway Condition: WET
OAT 12°C	TOW: 73.3 T
QNH 1004 hpa	Default CG: Basic
	Take off configuration OPT CONF
	Air conditioning ON
	Thrust FLEX

Could you find the flexible temperature in the optimum configuration, if any ?

A

B

C

D

43° C

No Flex

53° C

51° C



Refer to the indications on this PFD speed scale. The magenta triangle represents the target speed that:

A

Is automatically managed by the FMGS.

B

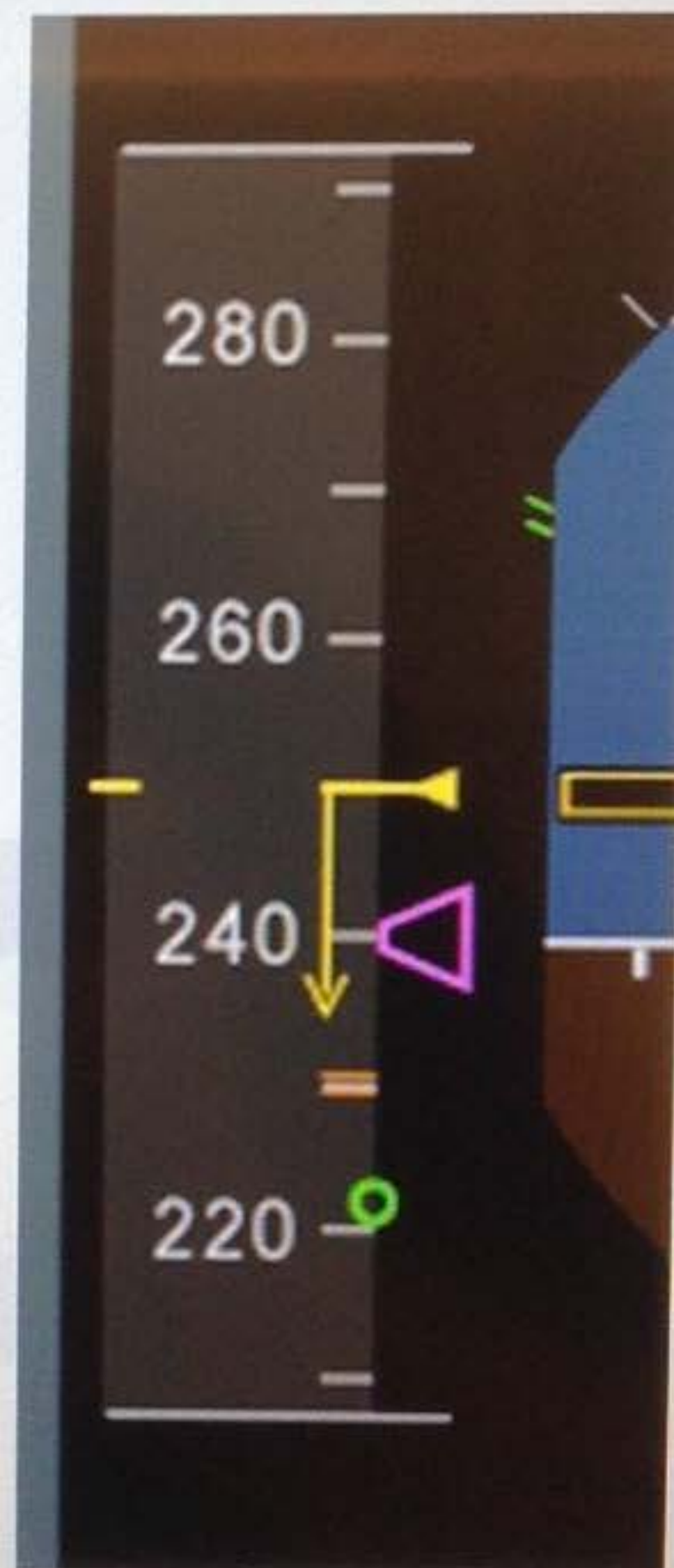
Corresponds to VMAX.

C

Has been manually selected on the FCU by the flight crew.

D

Will be reached within 10 seconds, if the deceleration remains constant.



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TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION



Refer to the speed trend arrow indications. They indicate an acceleration or a deceleration, and:

A

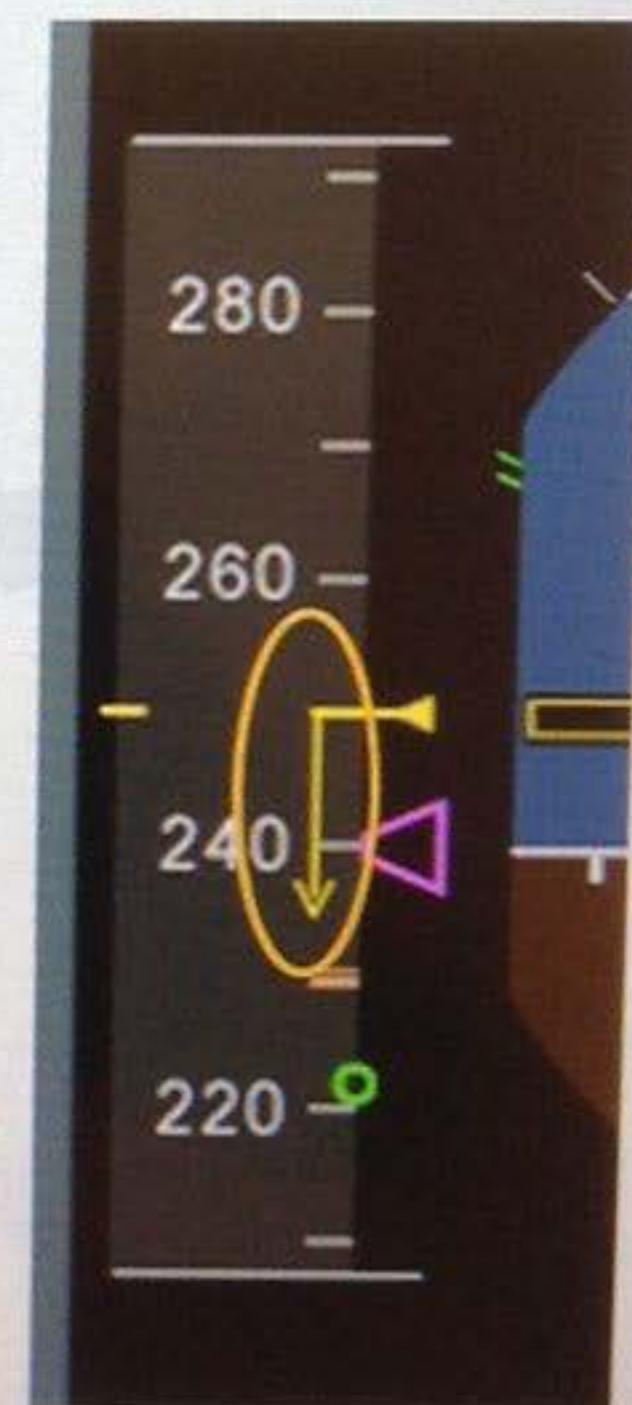
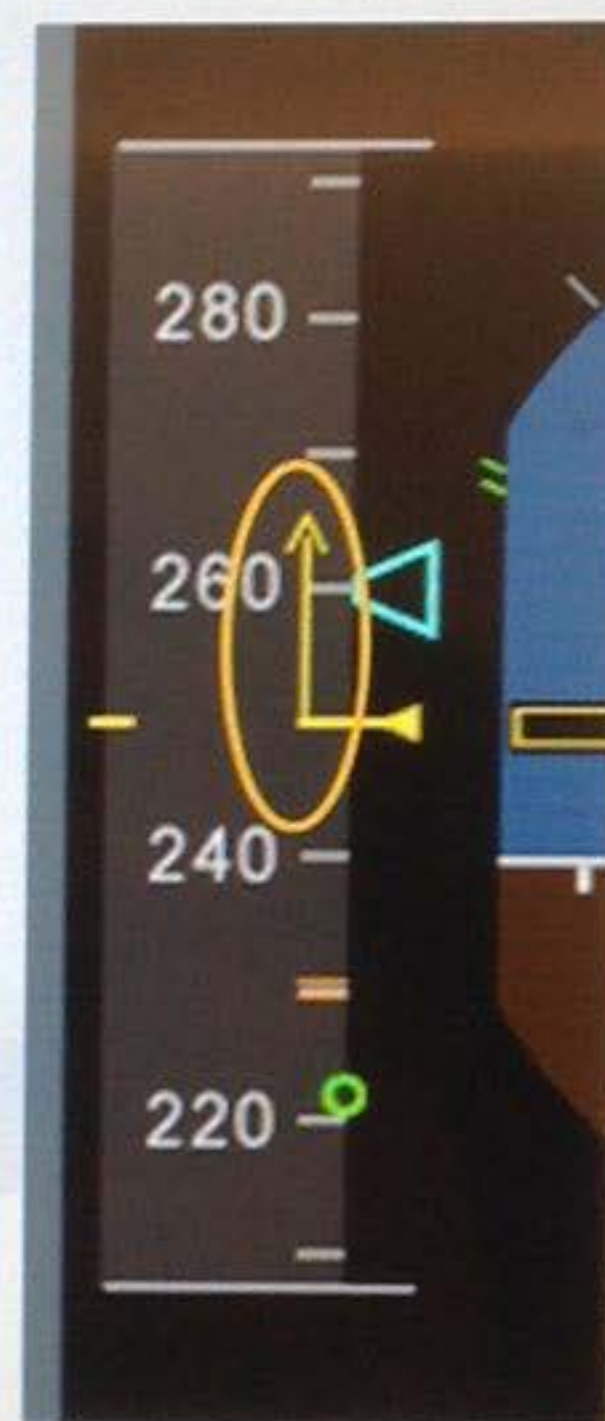
Only when the auto thrust is active.

B

Only when the thrust lever angle is manually adjusted.

C

The top of arrow points the speed that will be reached within 10 seconds if this acceleration or this deceleration remains constant.



After setting the FLAPS lever to FULL, the PFD speed scale indications are:

A

130 knots for the selected VAPP, and 125 knots for VOMAX.

B

130 knots for the managed VAPP, and 125 knots for VLS.

C

130 knots for the managed VAPP, and 107 knots for VOPROT.

D

130 knots for the managed VAPP, 115 knots for VLS and 107 knots for VOPROT.

[Questions/Answers list](#)[Previous question](#)[Next question](#)



For approach, when the FLAPS lever is set to FLAPS 1, the amber dashes at 200 knots correspond to:

A

VFE NEXT (maximum speed for FLAPS 2 selection).

B

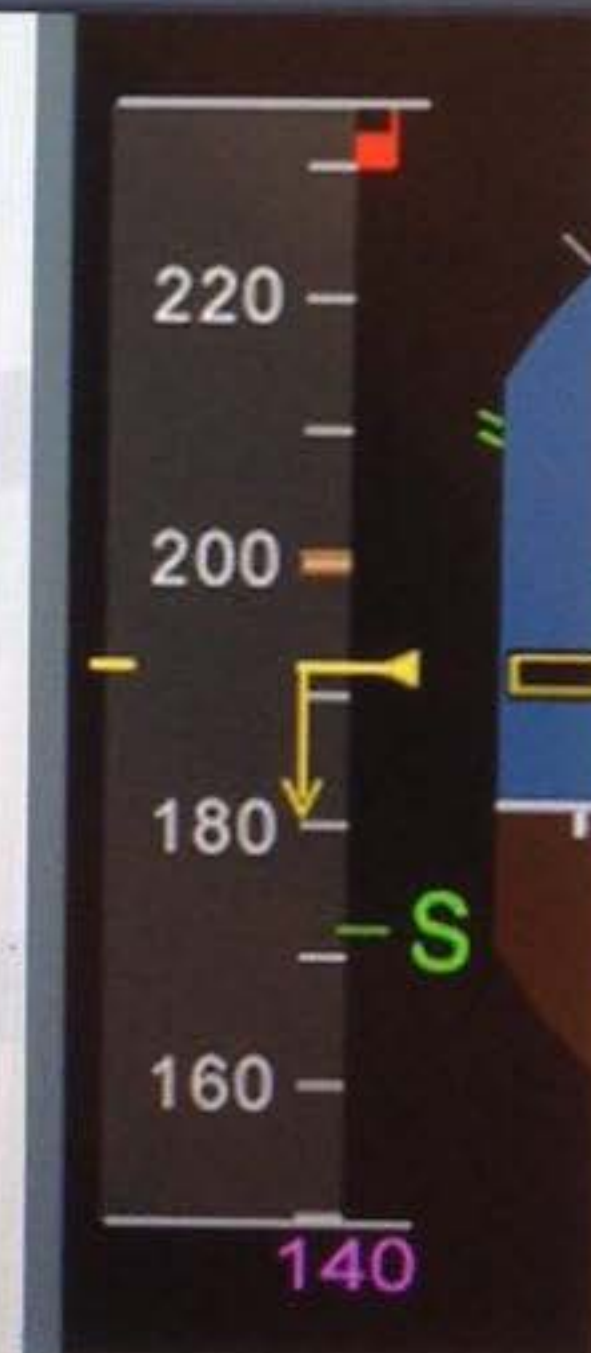
VLE (maximum landing gear extension speed).

C

VFE (maximum flap limit speed).

D

Slat retraction speed, and the magenta digits for VMAX.





The LAT REV page has been displayed with the associated lateral options. The AIRWAYS prompt should be used to:

A

Build-up a secondary F-PLN waypoint by waypoint.

B

Enter a beacon in the VIA field and a waypoint in the GO TO field.

C

Display the AIRWAYS page.

D

Change the destination airport.





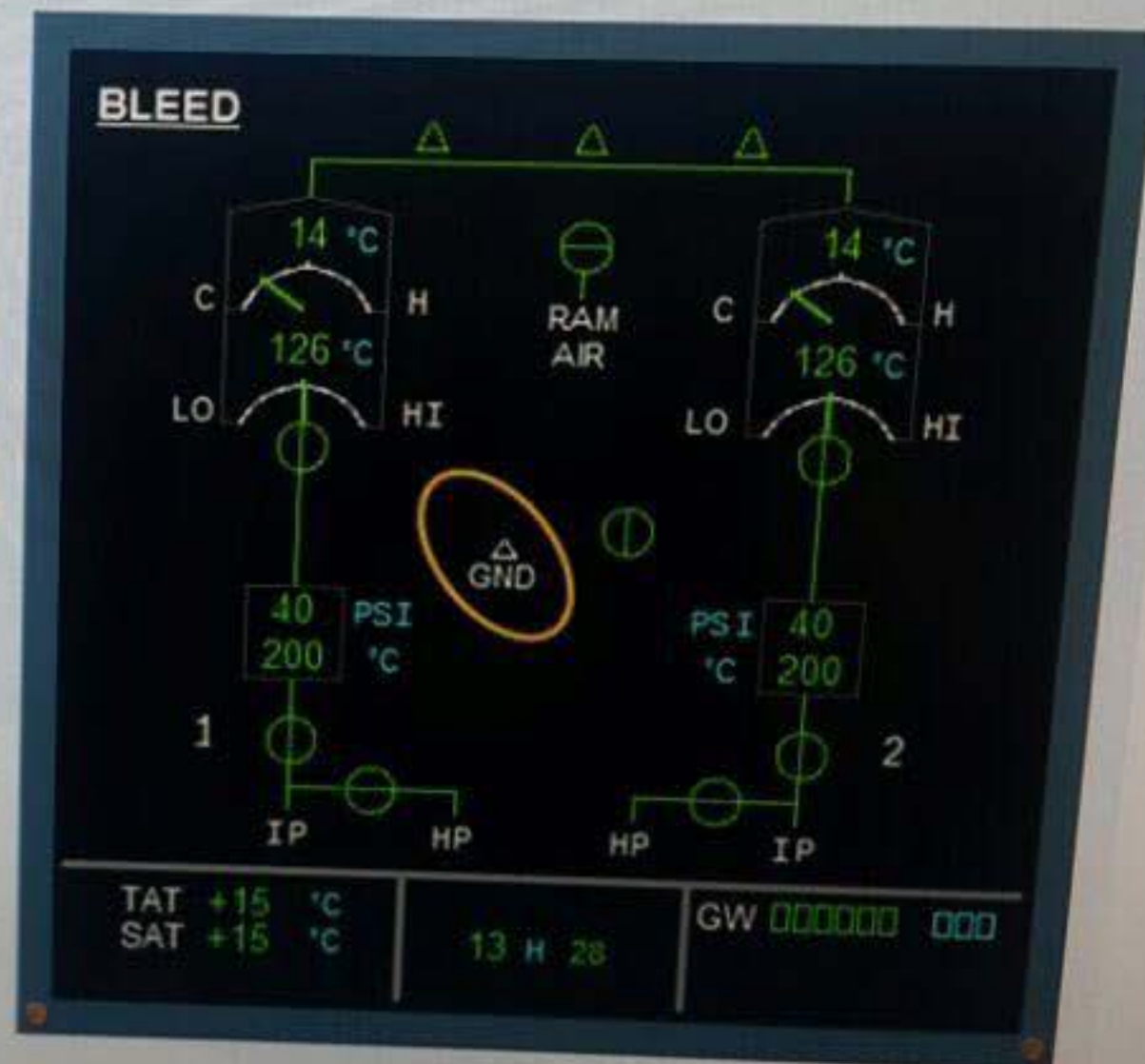
According to the GND indication shown on this ECAM BLEED page, you can conclude that:

A

The aircraft is still on ground.

B

A HP external ground cart is still connected to the aircraft.





You are about to perform a takeoff. But you have not inserted a FLEX temperature. Which thrust lever detent shall be used for takeoff?

A

Any manual setting.

B

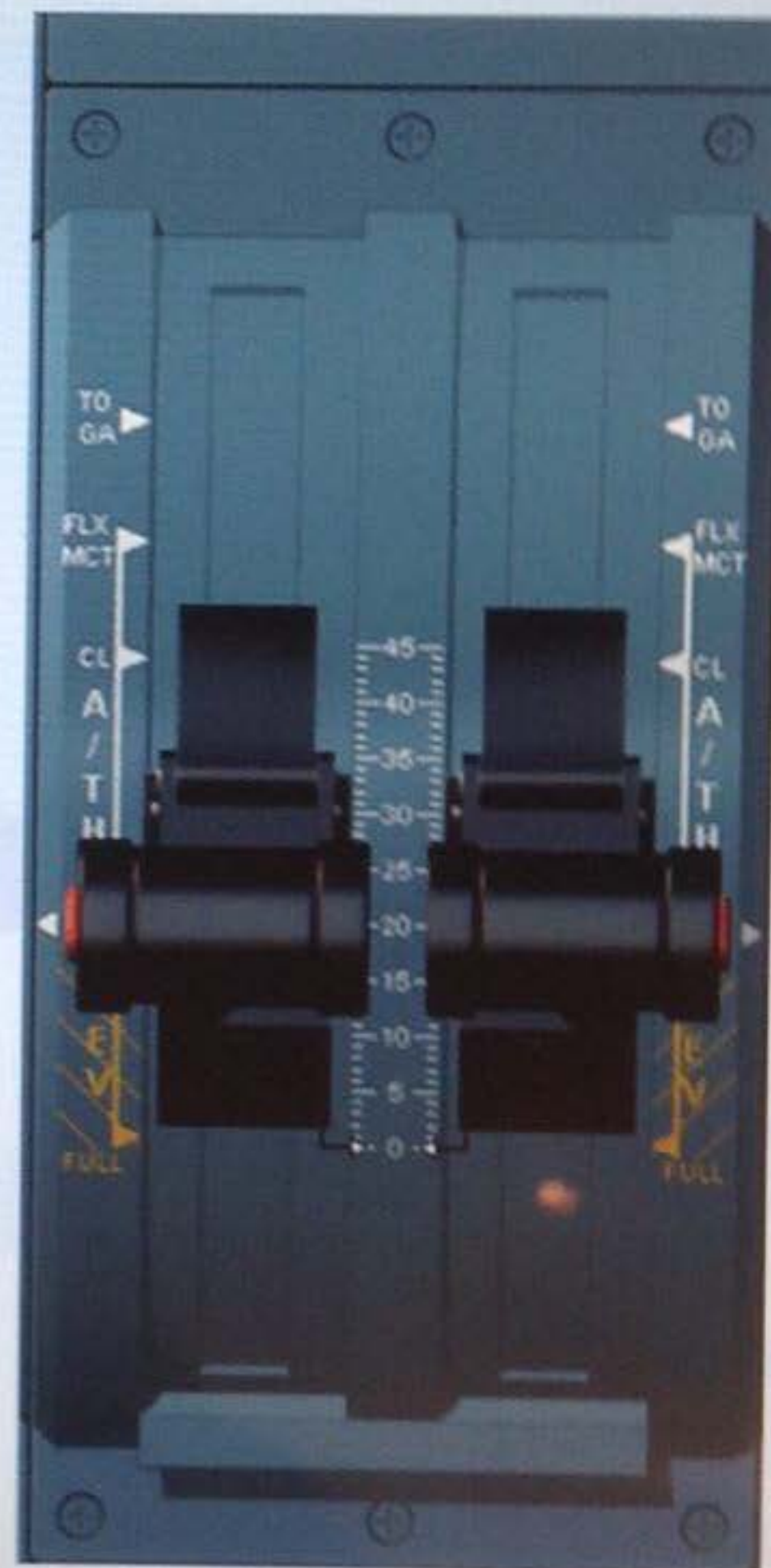
CL detent.

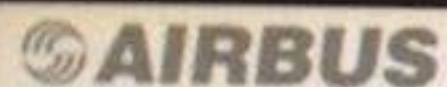
C

FLEX/MCT detent.

D

TO/GA detent.





The recorders (CVR and DFDR) are manually energized. The blue ON light will go off when:

A

After landing, the electrical power is turned off.

B

After landing, the PARKING BRK handle is set to ON.

C

The first engine is started.

D

After lift off, the landing gear is retracted.





During the manual start sequence of the engine 2, you observe that the IGN A and IGN B are together used. Is this normal?

A

No, usually for engine 2 manual start the IGN A is used.

B

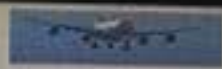
Yes, usually for any manual engine start the IGN A and IGN B are always used.

C

No, usually for engine 2 manual start the IGN B is used.

D

Yes, usually for any automatic and manual engine start the IGN A and IGN B are always used.



Refer to this PFD altitude scale. You can conclude that:

A

The red ribbon means that the radio altitude information is unknown.

B

The green digits indicates the current altitude and the red ribbon represents the radio altitude.

C

The blue 17000 at the top of the scale represents the selected altitude in meters.

D

The red ribbon is always displayed regardless the status of the radio altimeters.



Questions/answers list

Previous question

Next question



Refer to this PFD heading scale. The current heading is:

A

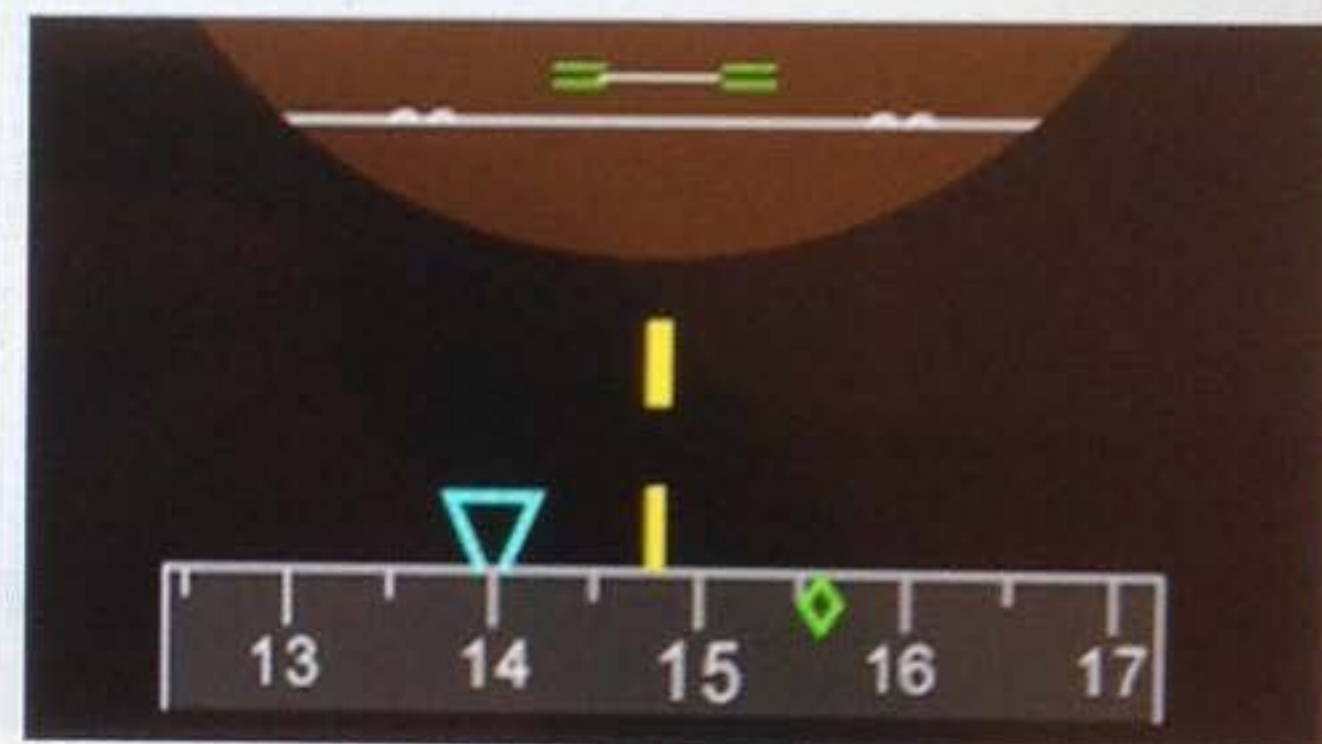
140 degrees.

B

148 degrees.

C

156 degrees.





Refer to the indications shown on this PFD. You can conclude that:

A

The magenta dagger represents the ILS course.

B

The magenta dagger represents the deviation from the RWY localizer.

C

The magenta diamond represents the ILS course.

D

The aircraft is drifting to the right.

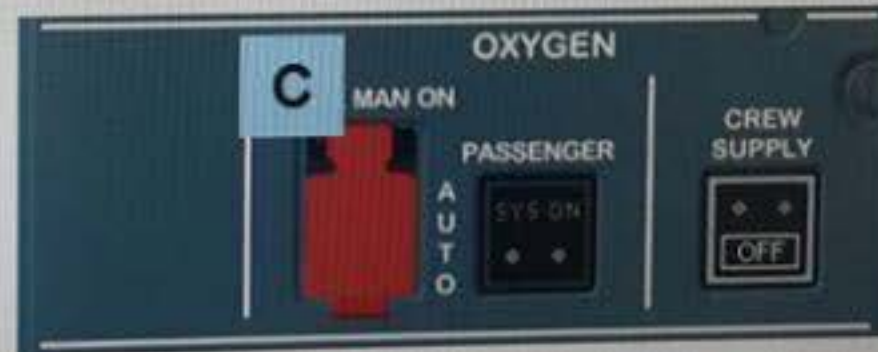
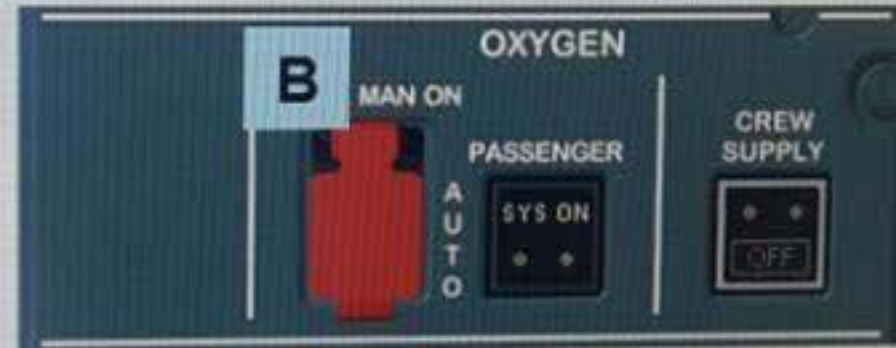
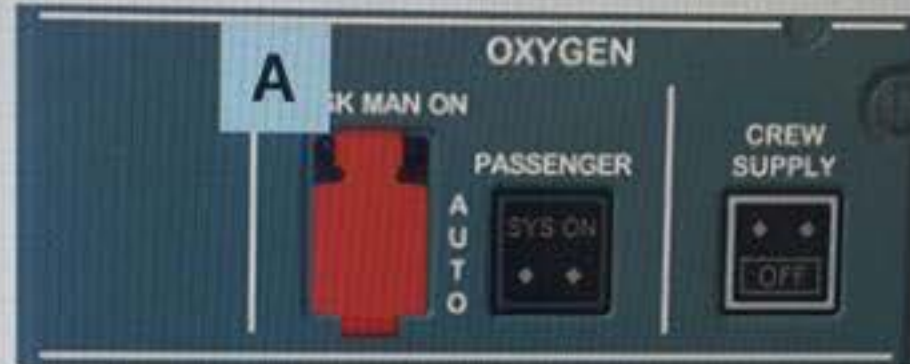


Which indication confirms that the control of the passenger oxygen mask doors has been activated?

A

B

C





Refer to the illustration. The E/WD image has been automatically transferred to the LOWER DU. To display a system on this LOWER DU, you should :

A

Only press and hold the corresponding system key on the ECP keyboard.

B

Set the ECAM/ND XFR selector to CAPT or F/O. This will replace the ND image by the E/WD image. Then a system key can be used.

C

Do nothing, because now the system keys cannot be used.



Questions/answers list

Previous question

Next question

As you can see, an APU shutdown has been initiated, but you realize that there is no external electrical power available. Can you abort this APU shutdown sequence?

A

It does not matter, because the APU does not shutdown as long as an external electrical power is not connected.

B

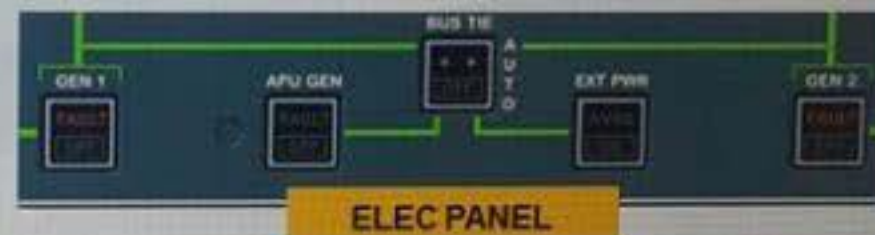
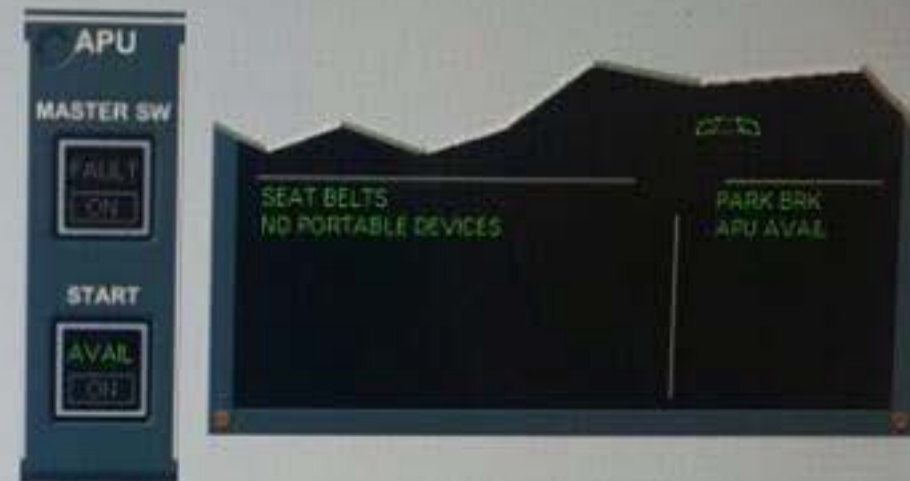
Yes, as long as the APU AVAIL light is on, I simply press on the APU MASTER SW pb-sw.

C

Yes, as long as the APU AVAIL light is on, I simply press on the APU START pb.

D

No, I have to wait until the full shutdown, then the APU START pb must be directly pressed.





According to the indications on this ELEC panel and on this ECAM ELEC page, you can conclude that:

A

All APU GEN parameters are within limits, but the EXT PWR supply has always priority over the APU GEN supply.

B

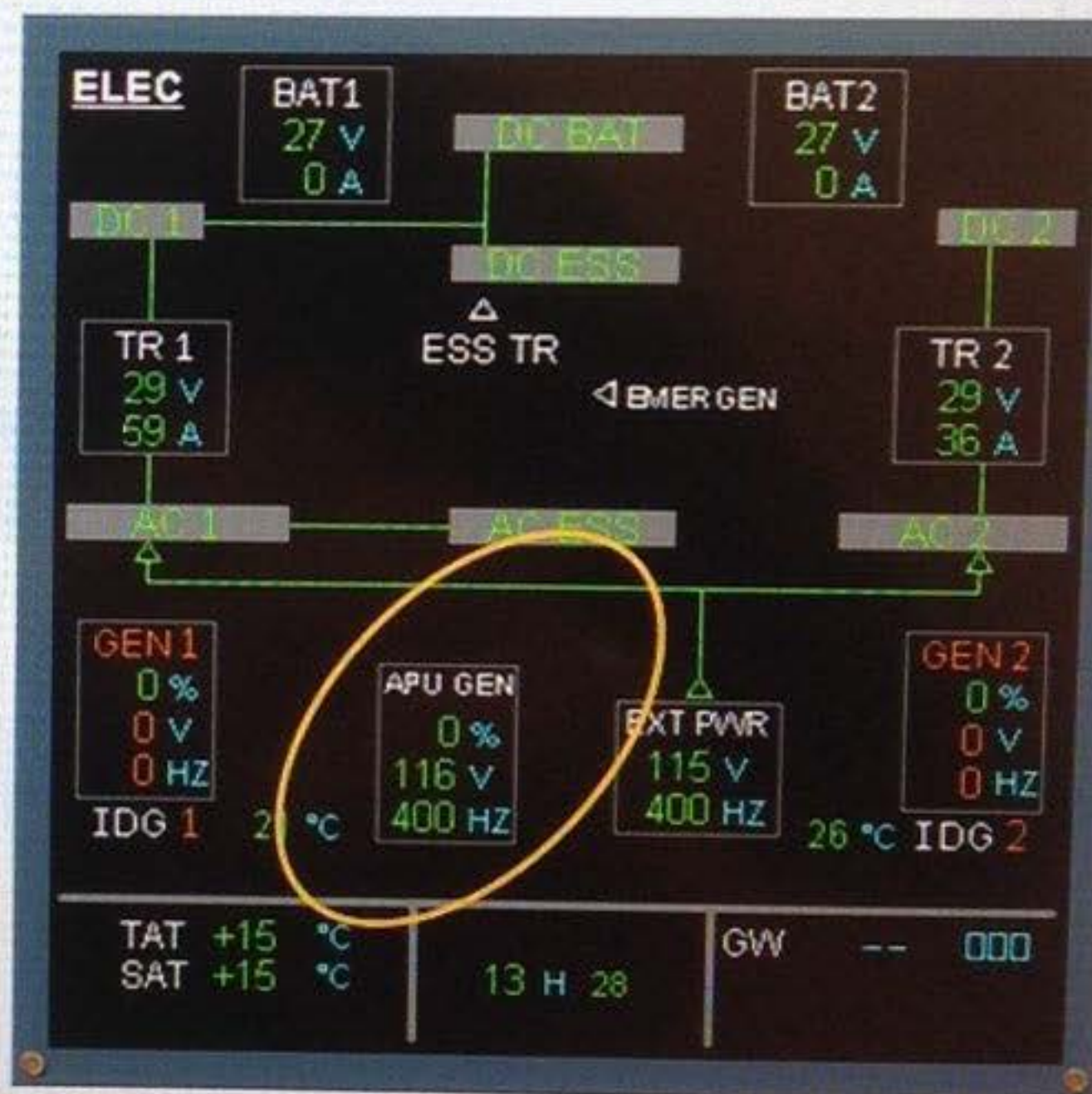
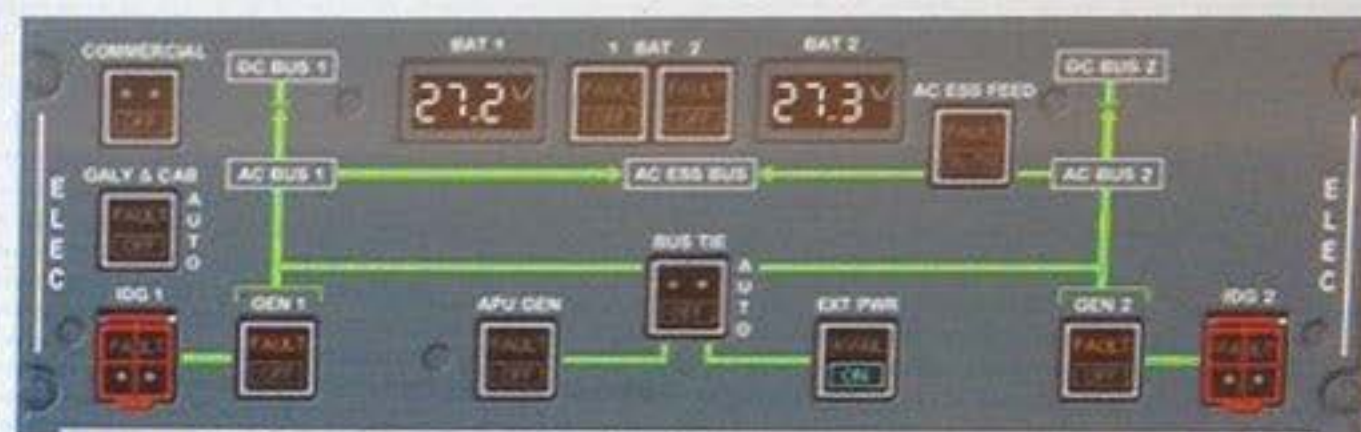
On this ELEC panel, as the related APU GEN pb-sw is not switched on, the APU GEN supply cannot be connected.

C

This indicates that the APU is not yet fully operational.

D

There is an APU GEN parameter out of limits.





After engines start, the INIT page B is no longer accessible. If the weight data must be modified, it should be possible by using:

A

The PROG key to display the progress page.

B

The PERF key to display the PERF takeoff page.

C

The DATA key to display the A/C STATUS page.

D

The FUEL PRED key to display the fuel prediction page.





According to the indications shown this ND and this MCDU page, can you conclude that the NAV ACCUR check is OK?

A

Yes, raw data and FMGS position are the same or the difference is within acceptable limits.

B

No, there is a major discrepancy between raw data and FMGS position.

C

No, the accuracy is not correct on the MCDU page.





Refer to this PFD attitude. The aircraft is drifting to:

A

The left, with a flight path angle at 5 degrees up.

B

The left, with a flight path angle at 10 degrees up.

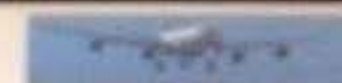
C

The right, with a flight path angle at 5 degrees up.

D

The right, with a flight path angle at 9 degrees up.





Refer to the ECAM E/WD and the attention getters. This amber caution message is triggered with no MASTER CAUT lights and no Single Chime, because this fault:



A

Leads the FWC to be lost.

B

Is classified as a level 1, and only requires crew awareness.

C

Is classified as a level 0, and does not require crew awareness.

D

Is classified as a level 0, and only requires crew awareness.





The SEL lights indicate that:

A

There is a SELCAL.

B

The VHF selected on the RMP1 is not the RMP1 dedicated VHF.

C

RMP2 is selected on a VHF which is not its dedicated VHF.

D

The VHF selected on the RMP1 is the RMP3 dedicated VHF.

RMP 1



RMP 2



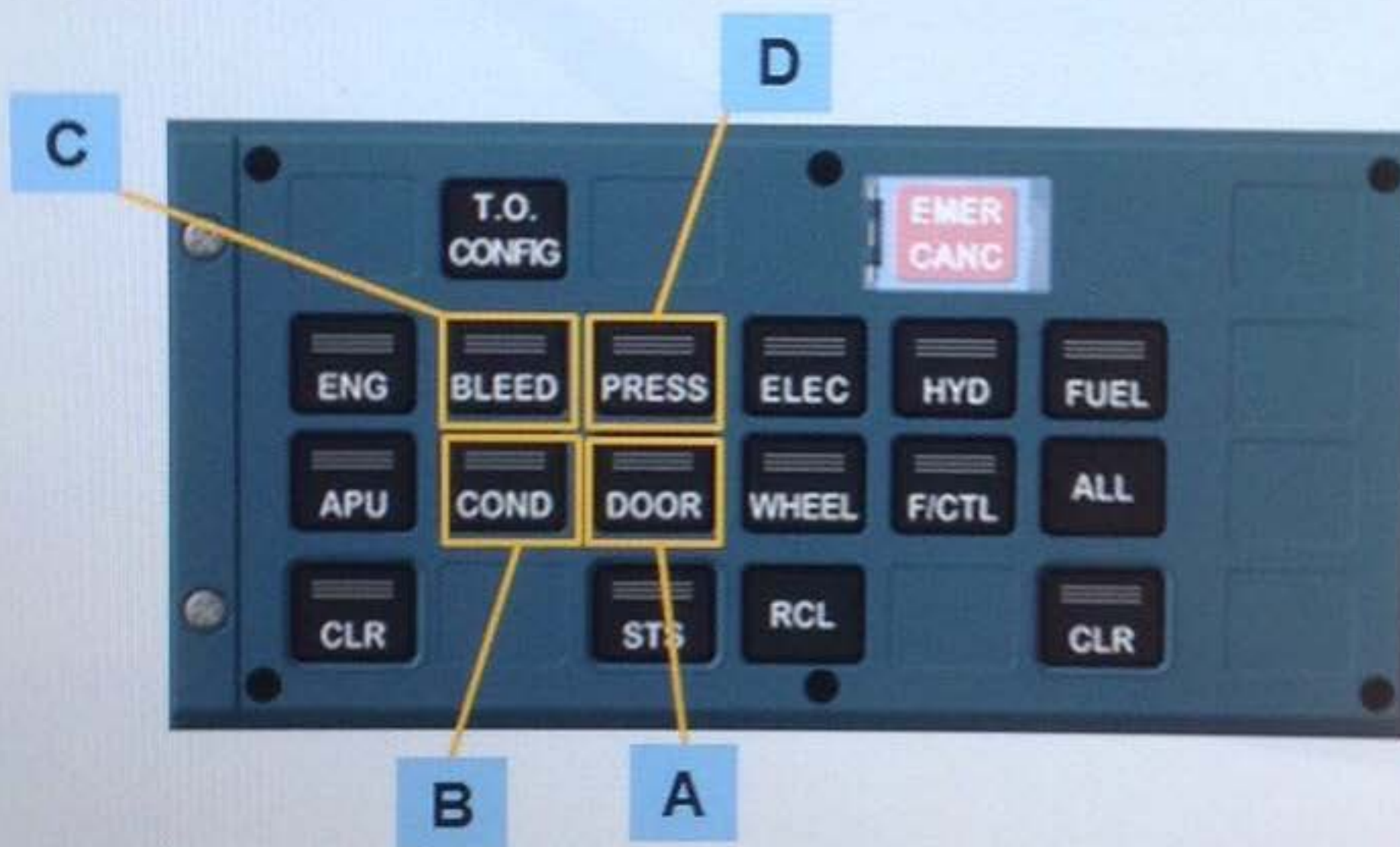
On the ECAM control panel, please select the appropriate ECAM key to get information about the OXYGEN system:

A

B

C

D



While performing a FLEX Takeoff, when does A/THR become active?

A

As soon as the thrust levers are moved back into the CL detent.

B

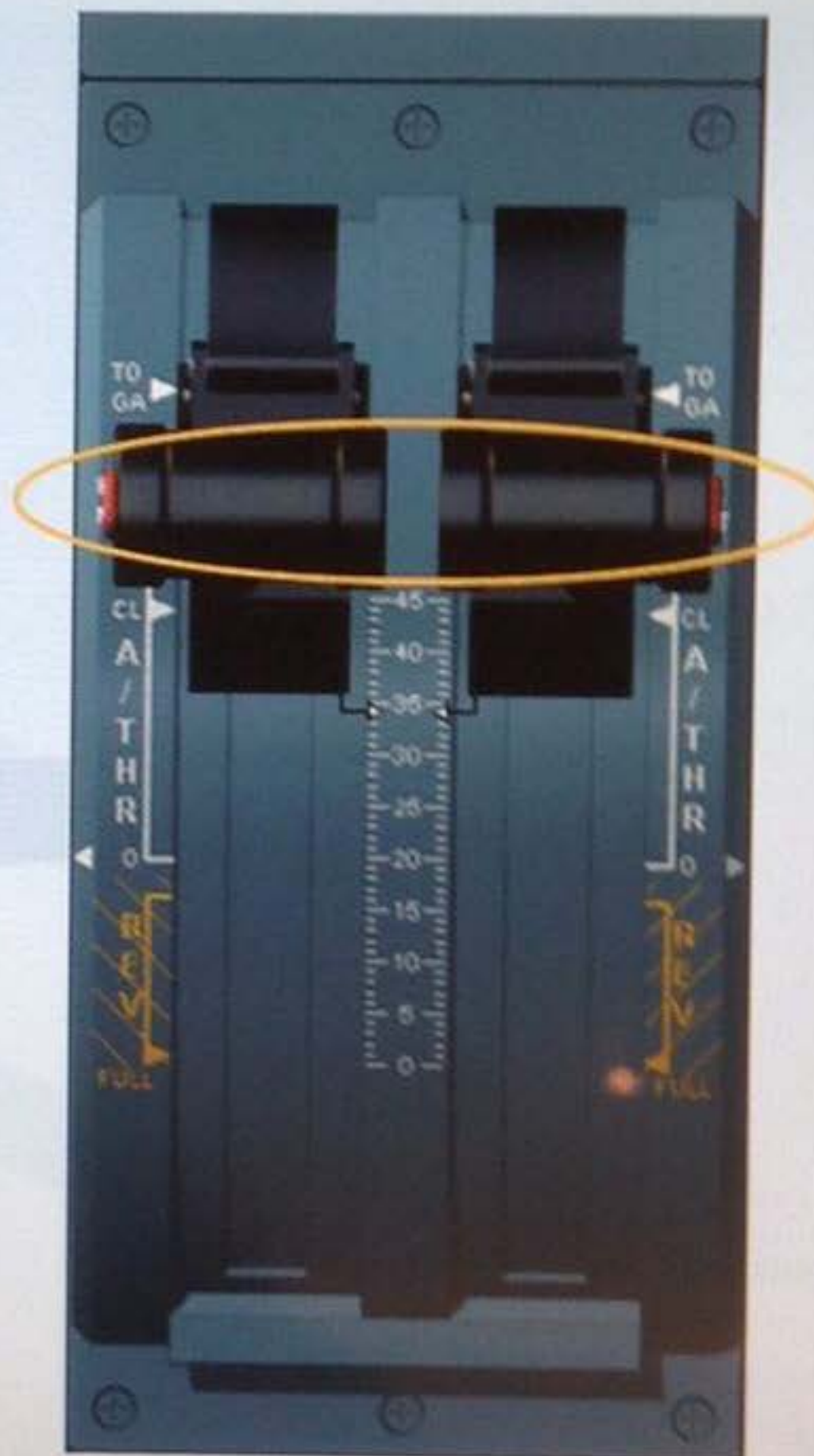
Automatically as soon as the thrust reduction altitude is passed.

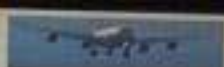
C

As soon as the autopilot is engaged.

D

As soon as the A/THR pb of the FCU is pressed.





You have set the L/G selector lever to the DOWN position and momentarily get the following indications. Is it normal and what is happening?

A

This is not normal. L/G is up and unlocked, the L/G doors are open and the amber L/G CTL shows a control problem.

B

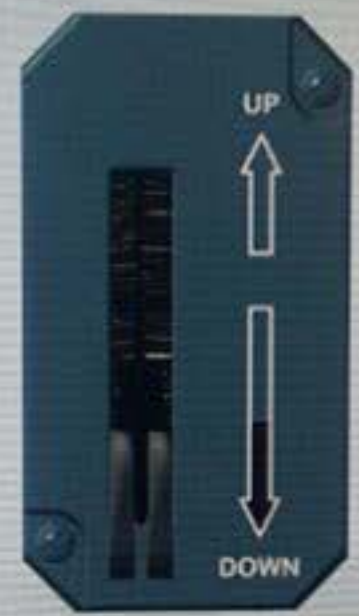
This is not normal. The computers which provide gear position information have failed.

C

This is normal. The L/G is not yet locked in the selected position. The amber L/G CTL is displayed as long as the L/G lever and L/G position do not agree.

D

This is not normal. The amber L/G CTL indicates that the lowering system has failed. The gear must be extended by gravity.



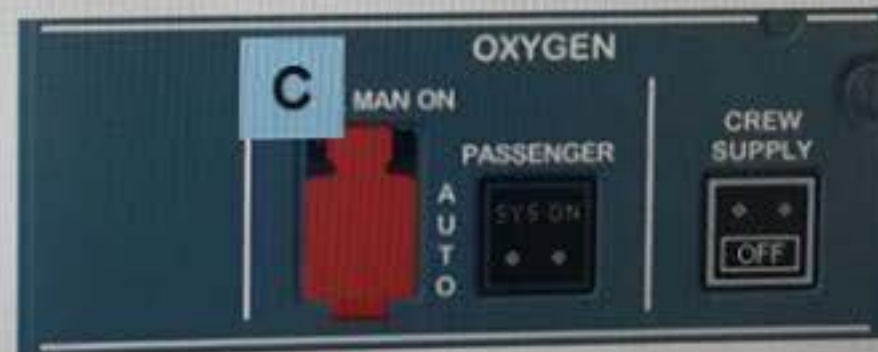
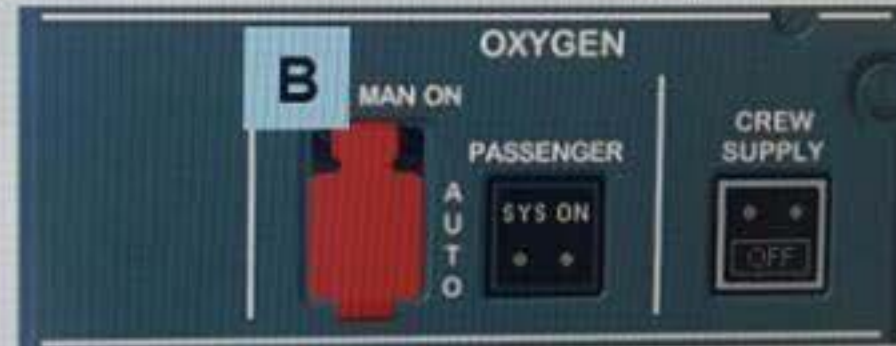
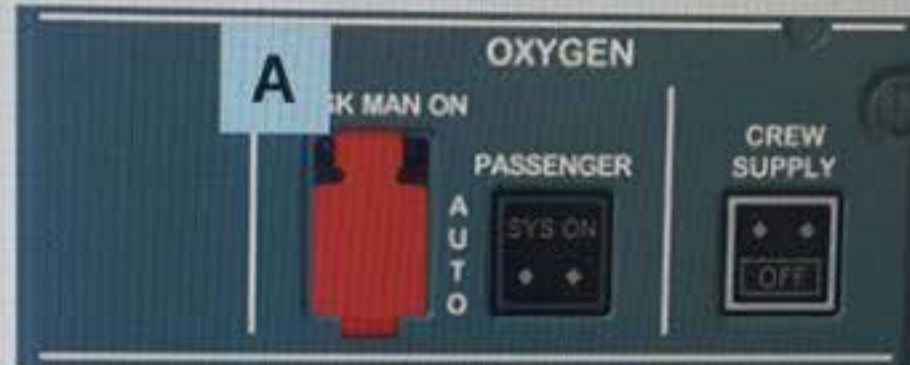
Questions/answers list

Previous question

Next question

Which indication confirms that the control of the passenger oxygen mask doors has been activated?

- A B C



FLIGHT PREPARATION
QUESTION 3 LOADING

You are preparing your takeoff from Paris Orly (LFPO) to Cairo (HECA) with the following conditions:

CONFIGURATION

Conf Code: SCHEDULED
 Entry mode: DETAILED
 Crew : 2/4
 Catering : CAT-75%
 Miscellaneous : E + 100 kg / 220 lb

AIRCRAFT LOADING CONDITION			
Passengers		Cargo (kg)	
Total going to HECA	103 adults 6 childrens 3 infants	Total going to HECA	3500
Distribution	OA 8 OB 54 OC 50	Distribution	CP1 900 CP3 950 CP4 1100 CP5 550

FOB 17000 Kg
 Trip Fuel 13000 Kg

Taxi Fuel 140 Kg
 Fuel Density 0.785 kg/l

A - The loading is correct, as no error message appeared.

B - The loading is not correct, as the landing CG is out of its envelope.

C - The loading is not correct, as the takeoff CG is out of its envelope.

D - The loading is not correct, as the ZFWCG is out of its envelope.



An ENG 1 BLEED fault has occurred and you get the following indications. Which statement is correct?

A

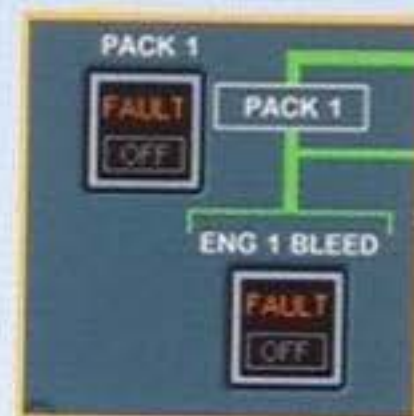
The ENG 1 BLEED valve has been automatically closed.

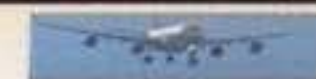
B

PACK1 can not be recovered.

C

APU bleed can never supply the left side.





Following an ENG 1 BLEED fault the ECAM procedure has been applied; on the ECAM status page how do we interpret the STATUS information message in green?

A

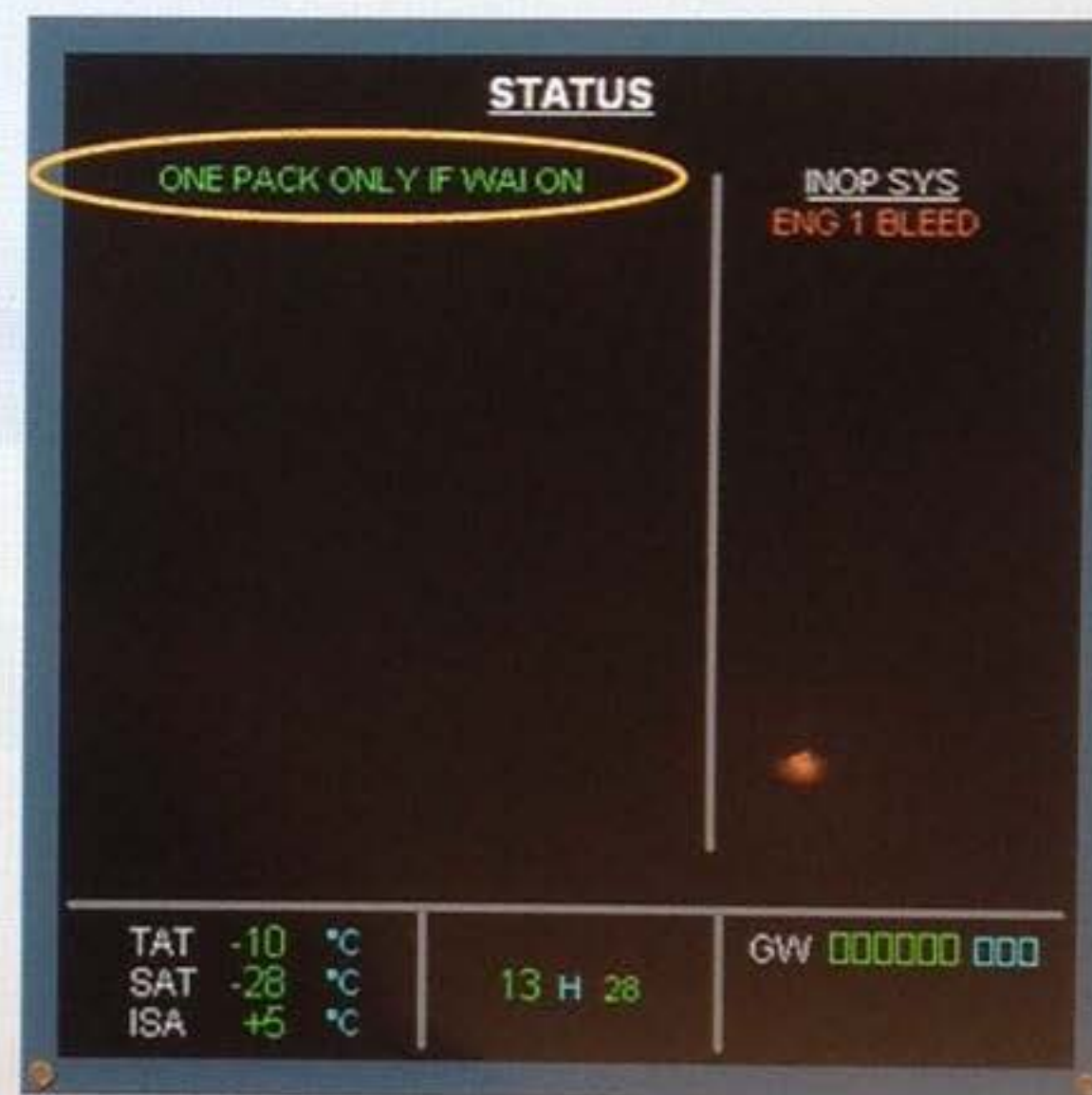
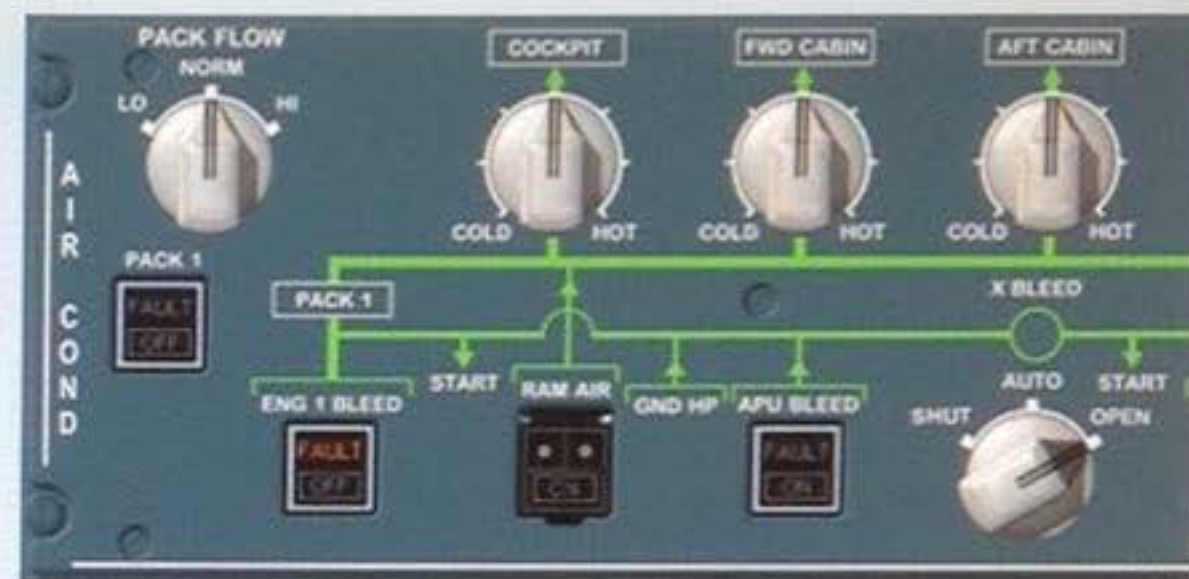
One pack has been automatically switched off because one ENG BLEED system cannot supply WAI and 2 packs.

B

One pack has to be switched OFF if WING ANTI ICE (WAI) is used because one ENG BLEED system cannot supply WAI and 2 packs together.

C

If WAI, has to be used, the X BLEED valve is automatically closed. Therefore, pack 1 will no longer be supplied.





The bottom part of the ND screen is always used to show VOR or ADF NAVAID information, except in PLAN mode. Here, you can conclude that only the VOR 1 data is displayed, because:

A

On the CAPT EFIS control panel, only the ADF-VOR sel sw 1 has been set to VOR.

B

The aircraft is within this VOR reception range.

C

Only this VOR has been manually tuned on the MCDU RAD NAV page.

D

Only this VOR is currently tuned on the RMP.



CAPT ND UNIT

[Questions/answers list](#)

[Previous question](#)

[Next question](#)



It is the first flight of day. According to the SOP, what must be checked before doing the APU fire test?

A

The AC power must be supplied
The position of the APU FIRE PUSH button must be in, and guarded.

B

The APU must be running
The position of the APU FIRE PUSH button must be out, and guarded.

C

The position of the APU FIRE PUSH button must be out, and guarded
On the AGENT pb, the lights must be off.

D

The position of the APU FIRE PUSH button must be in and guarded
On the AGENT pb, the lights must be off.





According to these indications, you are in the middle of an engine start procedure. Which start is this, automatic start or manual start?

A

Automatic.

B

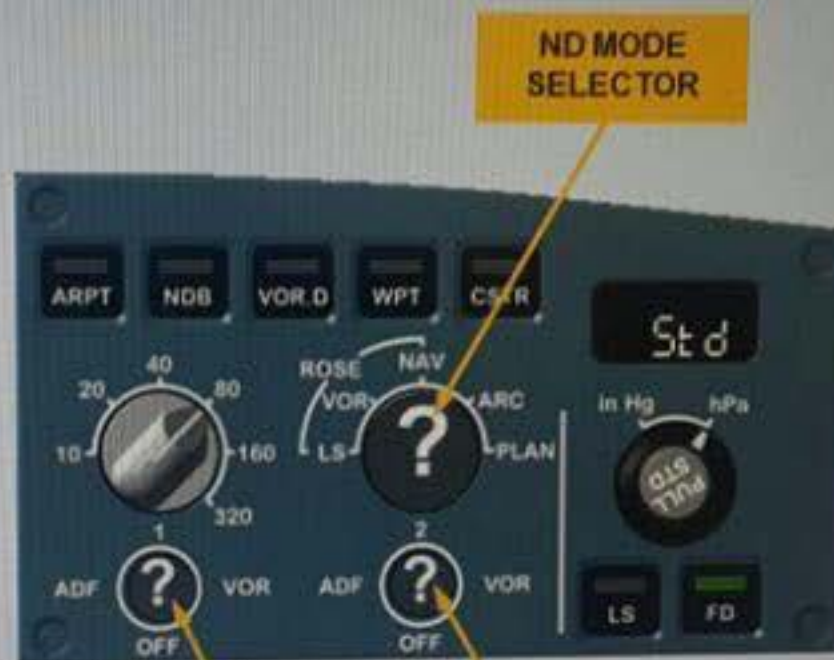
Manual.

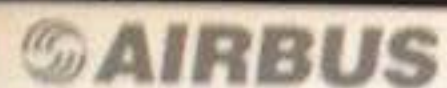




To display on the F/O ND, a 360° image with full VOR bearing and distance information, the F/O should set on his EFIS CTL panel the ND MODE selector to:

- A** PLAN, and VOR/ADF pointer selectors to VOR.
- B** ROSE NAV, and VOR/ADF pointer selectors to VOR.
- C** ARC, and one VOR/ADF pointer selector to the desired NAV aid.
- D** ROSE VOR only.





Refer to this illustration. The E/WD image:

A

Has been automatically transferred to the F/O ND unit.

B

Has been automatically transferred to the CAPT ND unit.

C

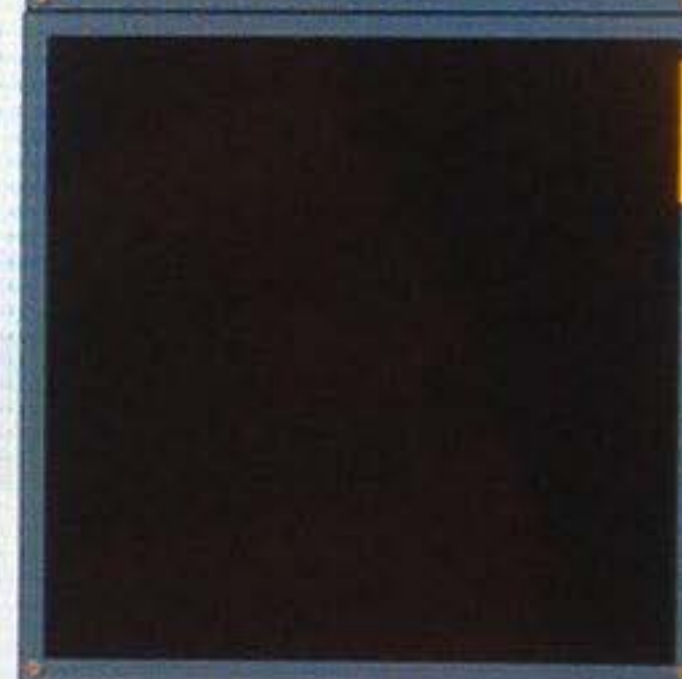
Can be recovered only by transferring manually this image to one of the CAPT EFIS or the F/O EFIS screen.

D

Is permanently lost.



UPPER DU



LOWER DU





According to these indications, a fuel pump fault has triggered an ECAM caution. What is the reason, for this fault, to not trigger the MASTER CAUTION lights and the single chime.

A

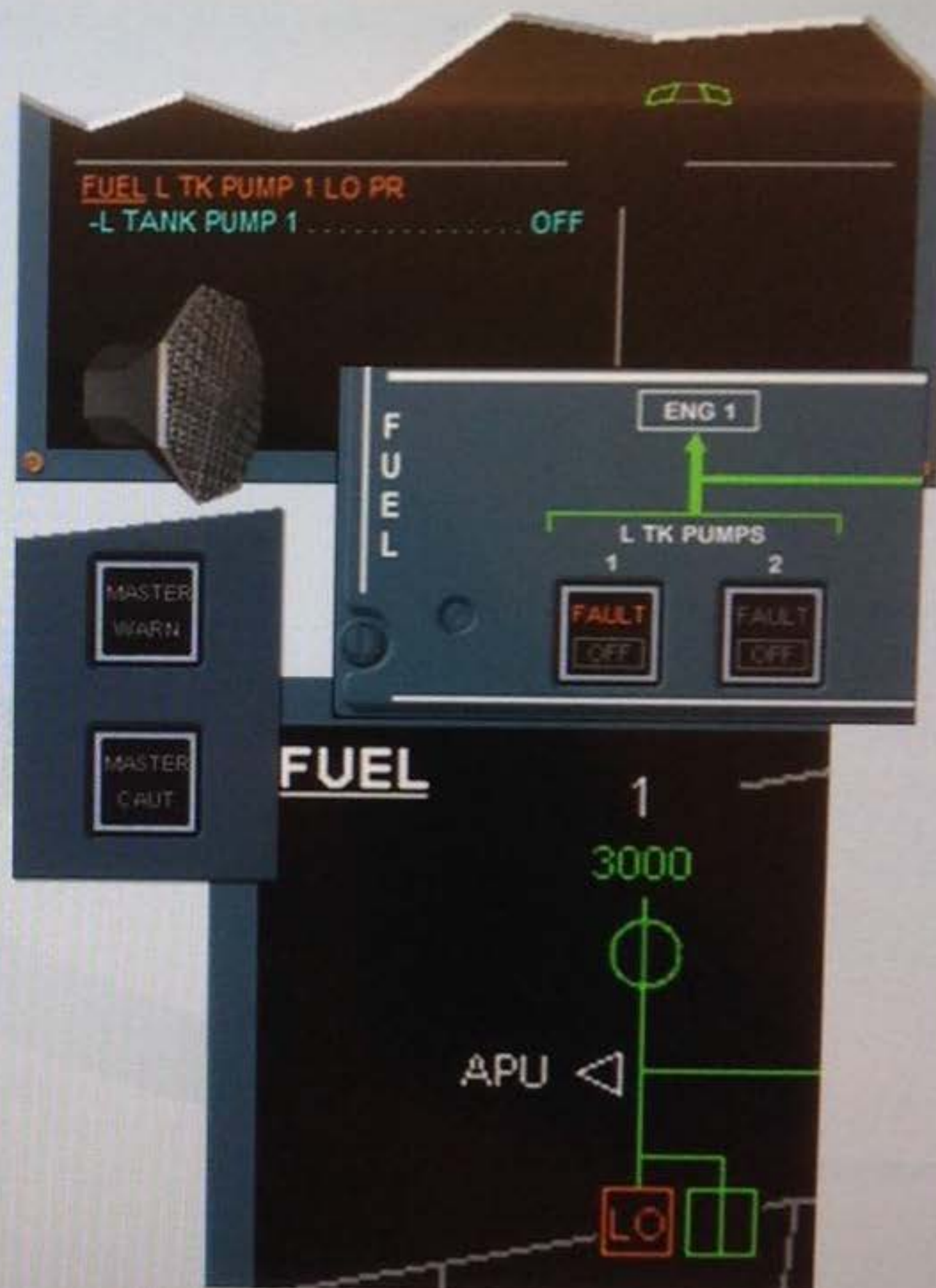
A single fault in the fuel system is not connected to the Flight Warning Computers (FWCs).

B

Due to the pump redundancy in the related fuel tank, a single pump fault is classified by the Flight Warning Computers (FWCs) as a level 1.

C

Due to the pump redundancy in the related fuel tank, a single pump fault is classified by the System Data Acquisition Concentrators (SDACs) as a level 0.





On this PFD fixed roll scale, what is the meaning of these amber crosses?

A

The auto trim function is lost and so the manual pitch trim must be used.

B

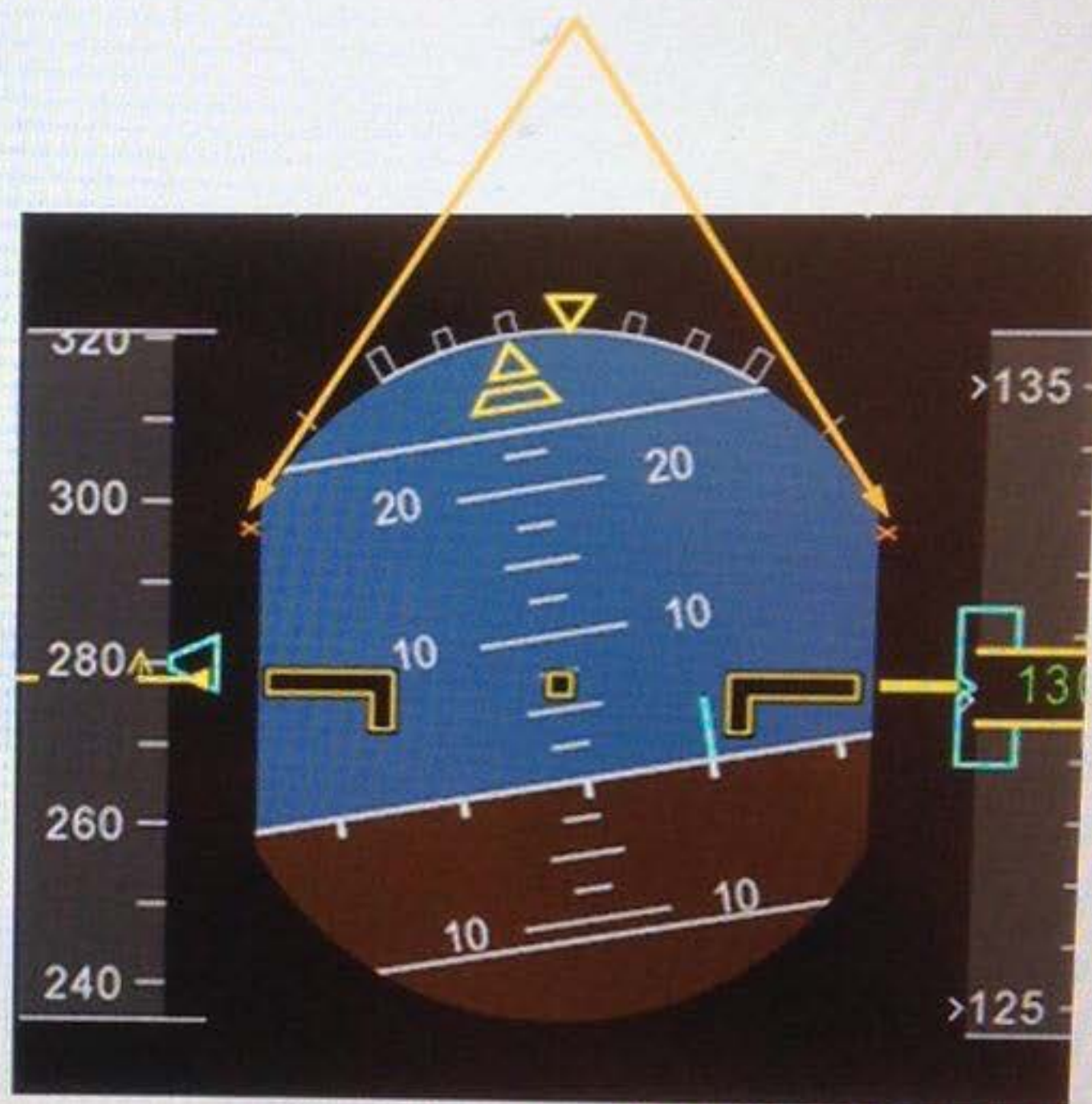
For roll function, only the ailerons are directly controlled by the sidestick deflection.

C

The bank angle limit protection is lost.

D

The bank angle protection is active.





According to these PFD indications, which of the following law is activated?

A

The normal law.

B

The alternate law.

C

The direct law.

D

The mechanical backup.



After having performed the L/G GRAVITY EXTENSION procedure due to a green hydraulic problem and according to these indications, which statement is true ?

A

The gears are down and locked but the gear doors are kept open.

B

The gravity extension handle must be turned counterclockwise to close the gear doors.

C

After GRAVITY EXTENSION the gear indications on the ECAM WHEEL page are not reliable.





Refer to the illustration. You can conclude that the two temperatures of each aircraft zone are monitored by the ACS controllers, and:

A

The value at the bottom is the outlet temperature of the PACK. The value above is the actual temperature of this zone.

B

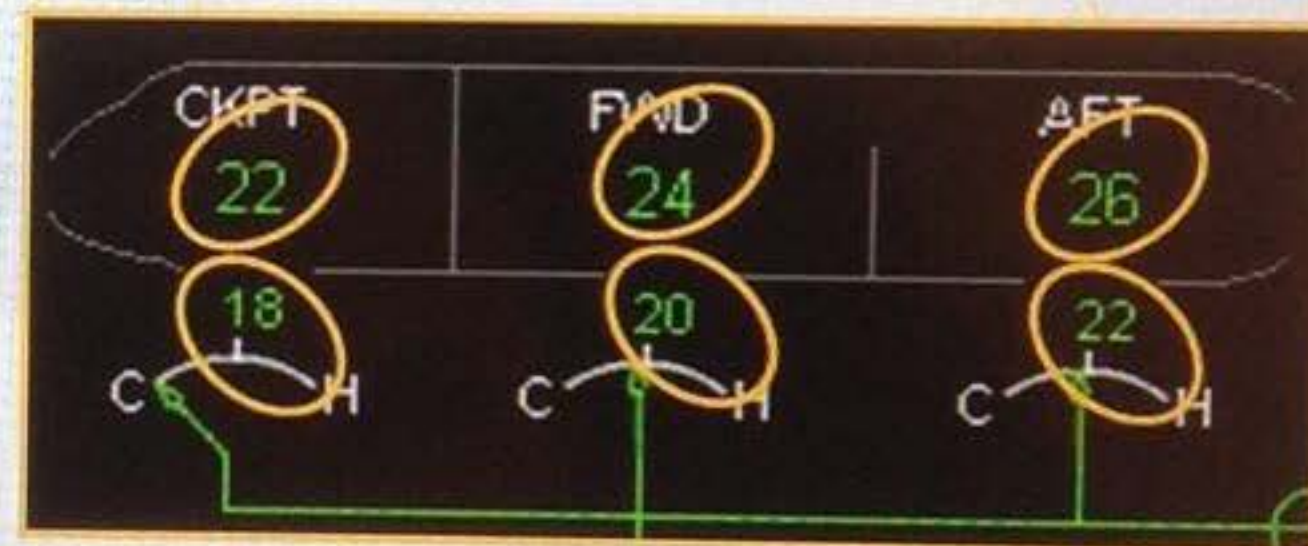
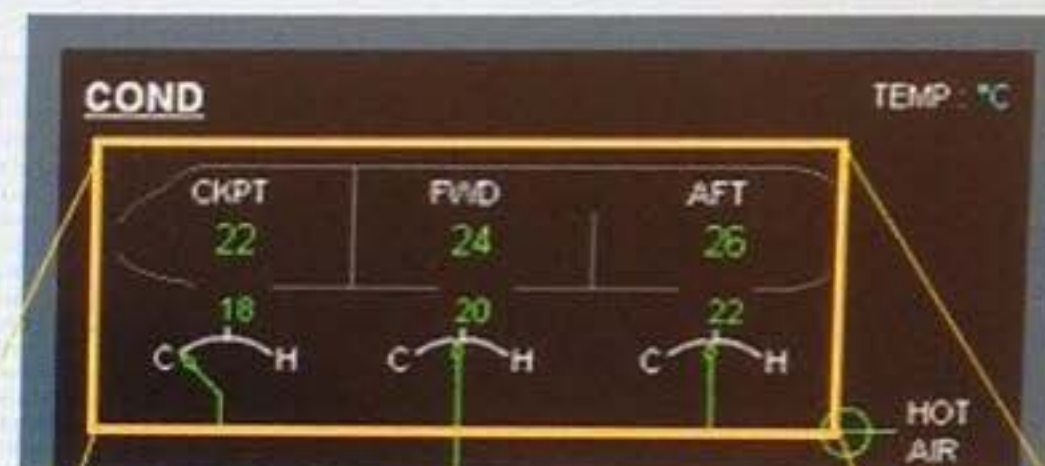
The value at the bottom is the outlet temperature of the HOT AIR valve. The value above is the outlet temperature of the PACK.

C

The value at the bottom is the temperature of the air entering this zone. The value above is the actual temperature of this zone.

D

The value at the bottom is the actual temperature of this zone. The value above is the selected temperature of this zone.





On this FCU, both APs are shown engaged. This configuration should be:



A

Never possible.

B

Possible for any kind of approach.

C

Only possible after arming the APPR mode for an ILS approach.

D

Only possible after arming the APPR mode for a non precision approach in managed mode.



According to these PFD indications, which of the following law is activated?

A

The normal law.

B

The alternate law.

C

The direct law.

D

The mechanical backup.





According to the ECAM caution message shown on this E/WD, the first blue action line request to switch off the PTU. Why?

A

Because the PTU is faulty.

B

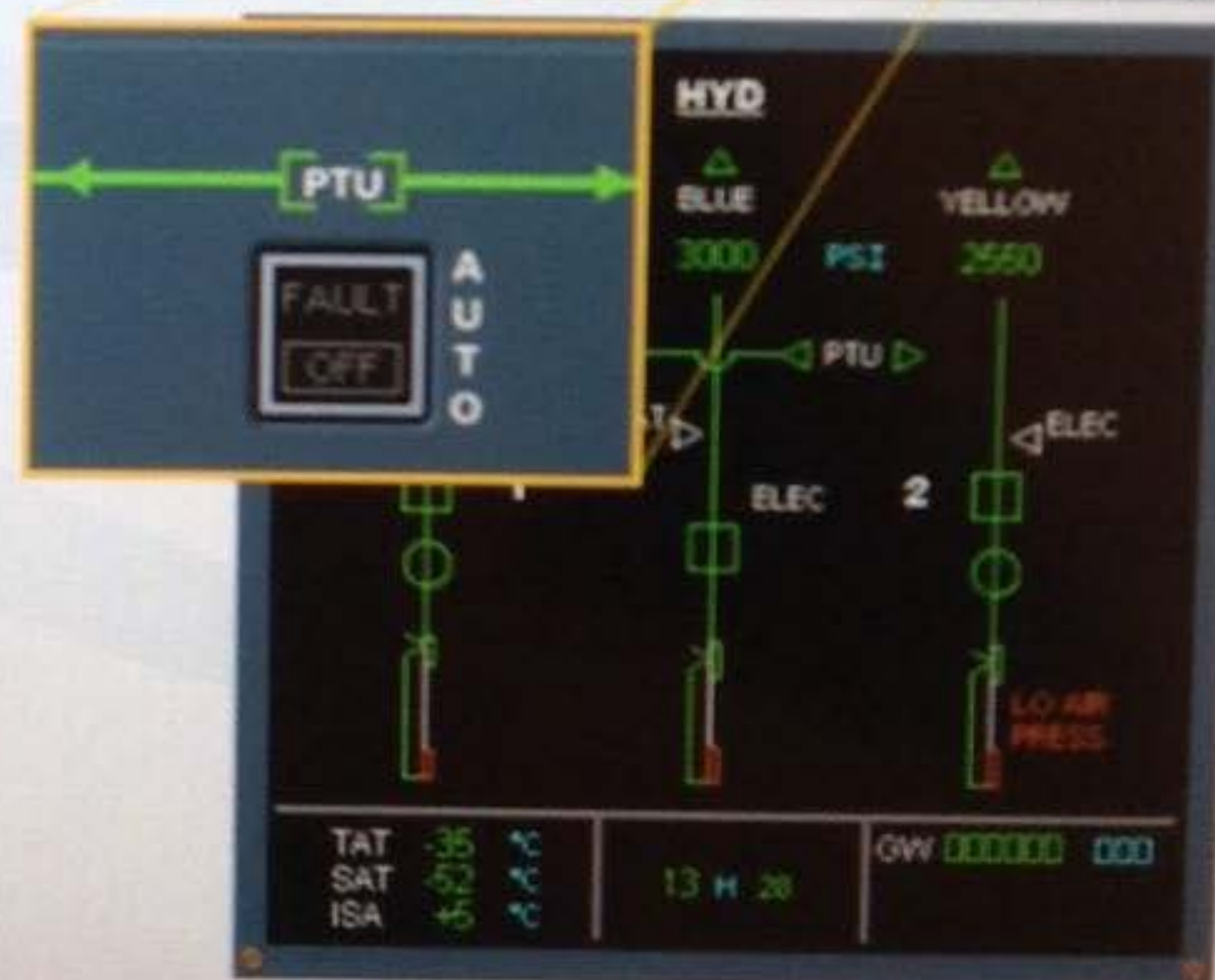
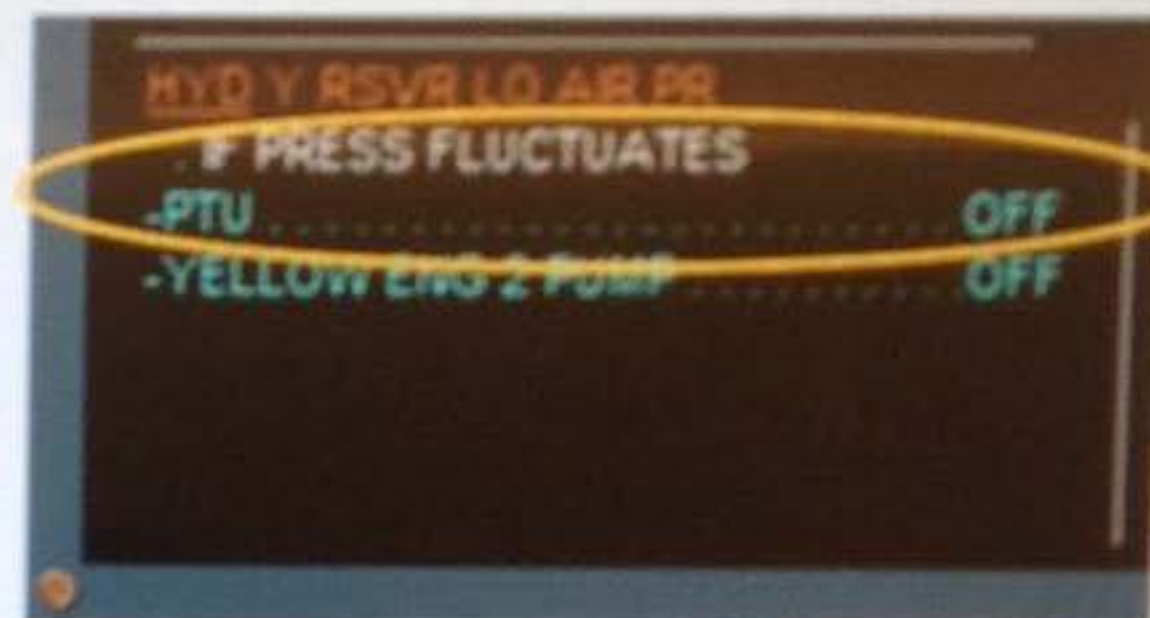
Because this will avoid the automatic start of the yellow electric pump after switching the engine 2 driven pump off.

C

Because this will avoid the related reservoir to be kept air pressurized.

D

Because this will avoid the automatic start of the PTU after switching off the engine 2 driven pump, as the faulty hydraulic system must be depressurized.



With the thrust manually kept at idle, the active sidestick has been held in full back position in order to maintain the selected altitude. On this PFD, what has happened?

A

Due to an excessive angle of attack, the alpha floor protection is triggered and the A/THR is automatically engaged to deliver the climb thrust (CLB).

B

Due to an excessive angle of attack, the alpha floor protection is triggered and the A/THR is automatically engaged to deliver the maximum thrust (TOGA).

C

Due to an excessive angle of attack, the alpha floor protection is triggered and overrides the sidestick input. So the pitch will be lowered.

D

A stall has been detected.



How do you interpret the green arc shown over the wheel indication (here wheel #2)?

A

It marks the hottest brake when one brake temperature exceeds 100 °C.

B

It indicates an abnormal high temperature.

C

The ANTI/SLID system is automatically releasing the pressure of that brake.

D

The L/G control system has detected a low tire profile.



[Questions/answers list](#) [Previous question](#) [Next question](#)



Refer to the indications on this PFD speed scale. The blue triangle represents the target speed that:

A

Has been manually selected on the FCU.

B

Has been manually entered on the MCDU PERF CRUISE page.

C

Is automatically managed by the FMGS.

D

Will be reached within 10 seconds, if the acceleration remains constant.



Questions/answers list

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TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION



According to the indications on this ECAM ELEC page, if only the APU and the engine 2 are running, the AC busses supply configuration is:

A

Not correct, because the generator of engine 2 should supply the whole electrical network.

B

Not correct, because the generator of the APU should be kept to supply the whole electrical network.

C

Correct, because the generator of the engine 2 has priority over the generator of the APU to supply its own side of the electrical network.



According to these indications, can you conclude that the AUTO/BRAKE is active?

A

Yes, because the ground spoilers are deployed, but the obtained deceleration does not yet trigger the DECEL light, due to anti-skid protection.

B

No, because the AUTO/BRK is still armed, that is confirmed by no DECEL light.

[Questions/answers list](#)[Previous question](#)[Next question](#)



Which of these ECAM HYD pages shows a blue hydraulic system correctly pressurized by the RAT driven pump?

A

B

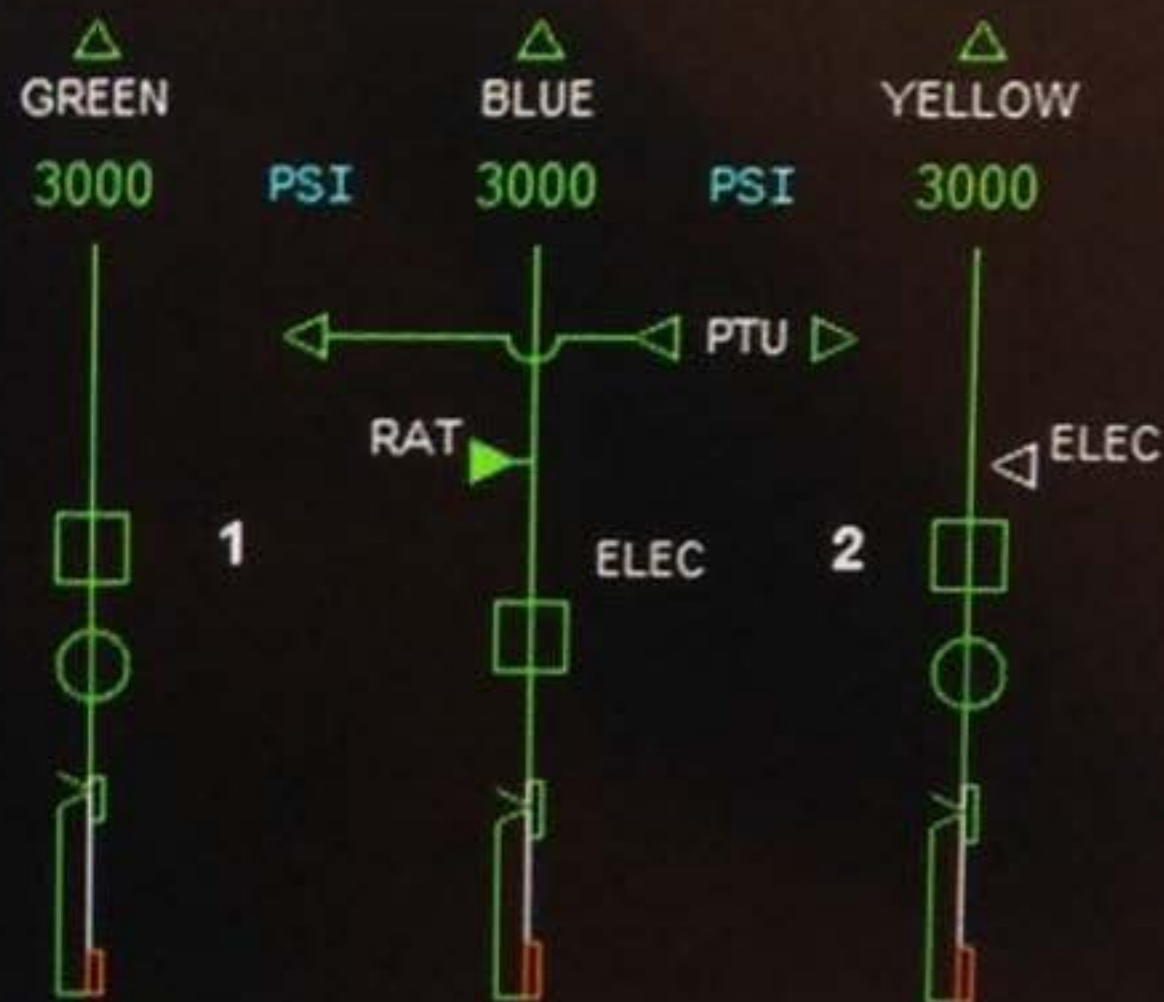
A

HYD



B

HYD





The bottom part of the ND screen is always used to show VOR or ADF NAVAID information, except in PLAN mode. Here, you can conclude that only the VOR 1 data is displayed, because:

A

On the CAPT EFIS control panel, only the ADF-VOR sel sw 1 has been set to VOR.

B

The aircraft is within this VOR reception range.

C

Only this VOR has been manually tuned on the MCDU RAD NAV page.

D

Only this VOR is currently tuned on the RMP.



CAPT ND UNIT

Questions/answers list

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An **INDEPENDENT OPERATION** message is shown on both MCDU scratchpads. In this case, the master FMGC:

A

Is the FMGC1.

B

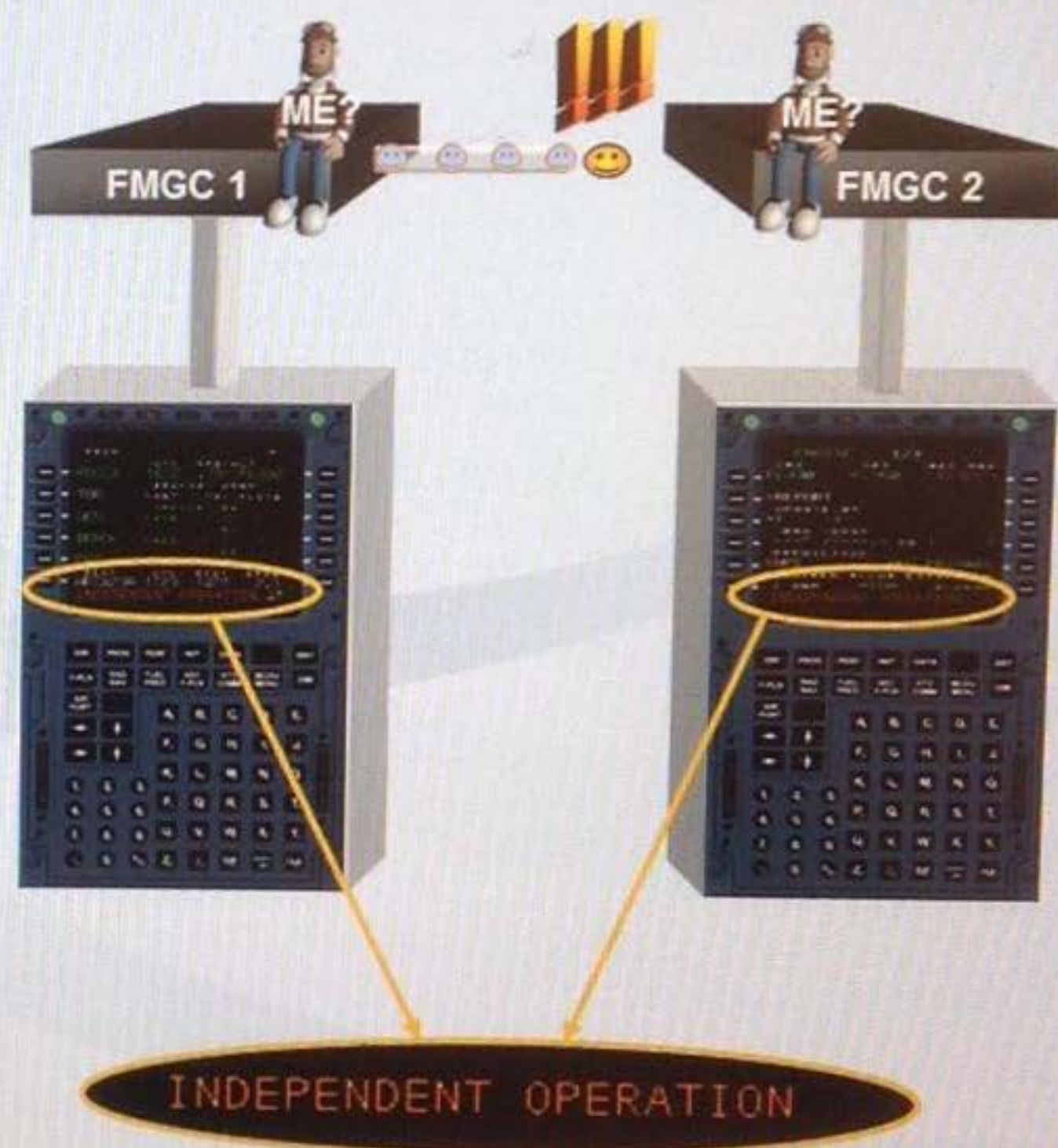
Is the FMGC2.

C

Is None, because both FMGCs work independently.

D

Depends on which of FMGC was the master at the time of the independent operation.





This PFD shows a climb towards an altitude constraint. When this altitude constraint is reached, the PF should:

A

Push the ALT selector knob on the FCU, in order to continue the climb.

B

Select the new constraint altitude by means of the ALT selector knob on the FCU.

C

Do nothing, as long as the vertical guidance is managed by the FMGC.

D

Engage the V/S mode in order to stop the climb.





According to the selections shown on this ANTI ICE panel, which of the following E/WD memos relates to these current selections?

A

B

C

D



SEAT BELTS
NO PORTABLE DEVICES

IGNITION
WING A ICE

A

SEAT BELTS
NO PORTABLE DEVICES

IGNITION
ENG A ICE

B

SEAT BELTS
NO PORTABLE DEVICES

ENG A ICE
WING A ICE

C

SEAT BELTS
NO PORTABLE DEVICES

WING A ICE

D



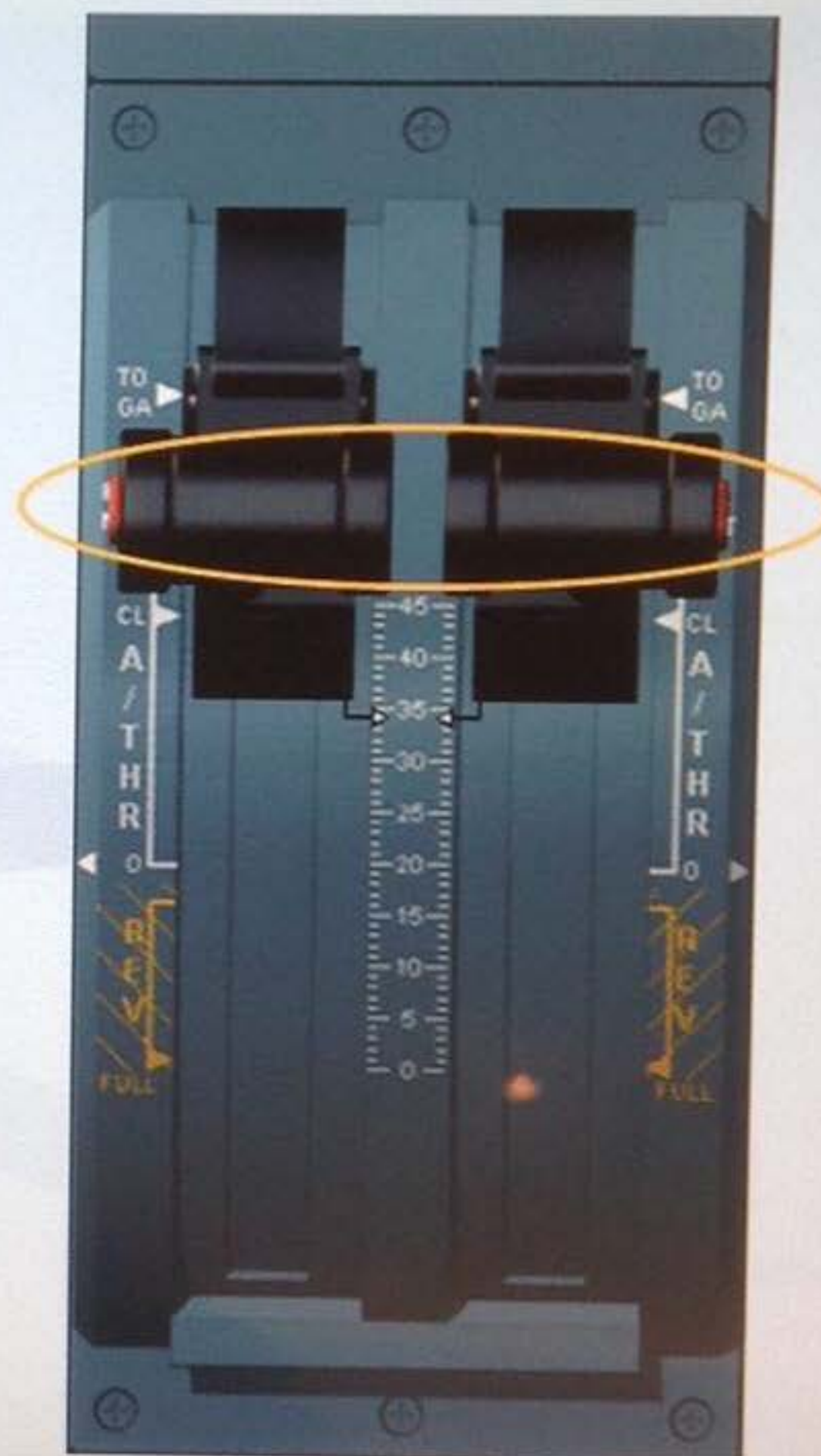
While performing a FLEX Takeoff with the thrust levers in FLEX/MCT detent, is A/THR now active?

A

Yes.

B

No.





After having cleared previous warnings and cautions, how can you display them again on the E/WD?

A

By pressing the EMER CANCEL pb.

B

By pressing the RCL key.

C

By pressing the CLR key for at least 3 seconds.

D

By pressing the ALL key for at least 3 seconds.



[Questions/answers list](#)

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According to this ND image, you can conclude that the WX
RADAR MODE selector is set to:

A

WX.

B

WX+T.

C

MAP.





In normal law, two green dashes relate to the maximum bank angle that can be reached with the active sidestick fully deflected. What is the value of this maximum bank angle?

A

33°.

B

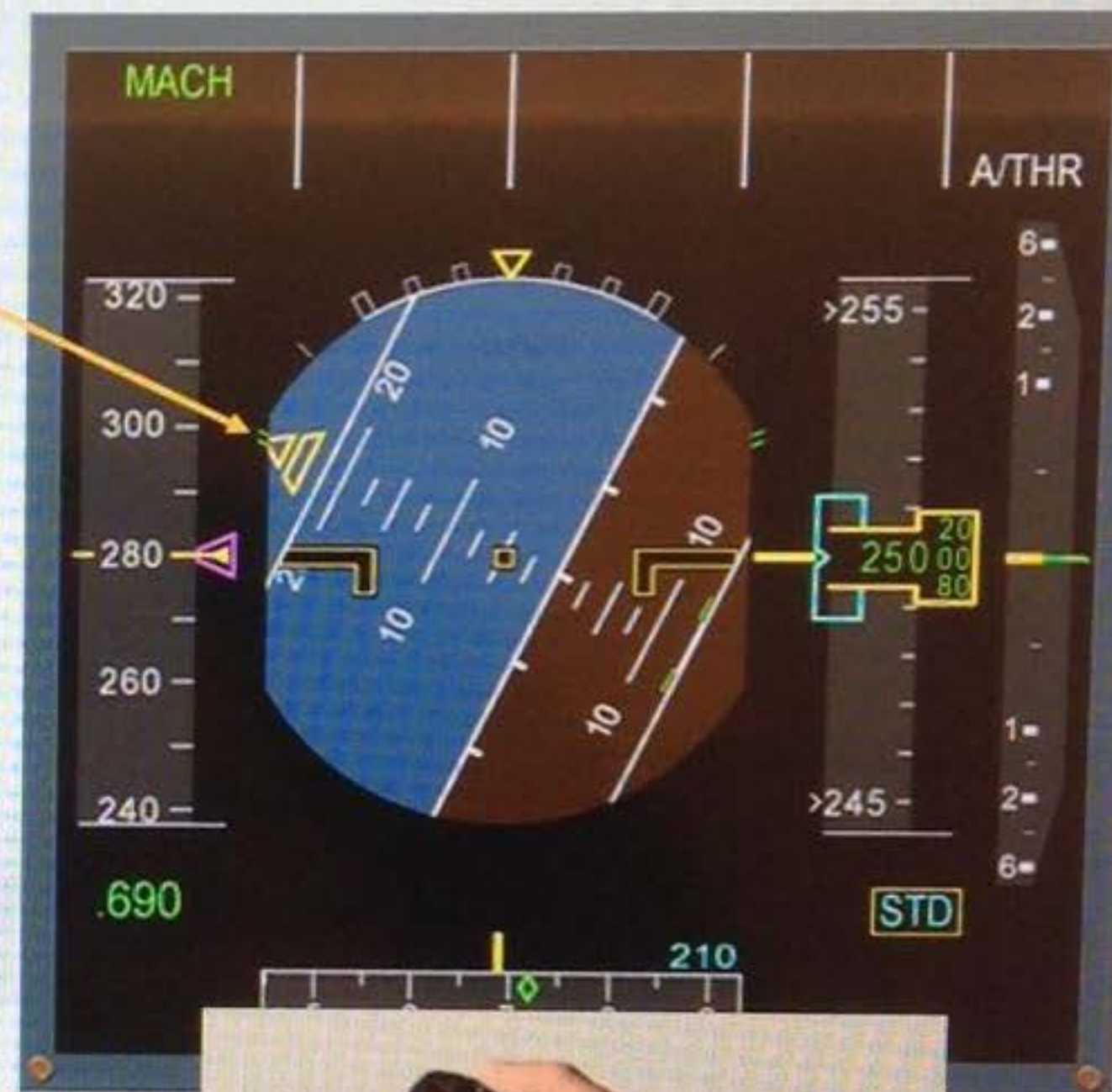
45°.

C

80°.

D

67°.





AIRBUS

A320 FLIGHT CREW PERFORMANCE TEST

This performance test is based on a flight from LFPO (Paris Orly) to HECA (Cairo).

It comprises 10 questions.

Data needed for the calculations are given in each page.

When some data are missing, please take the default one and use the Standard values (Std)
i.e. Configuration missing take OPT CONF (STD).

Please, use the ANSWER SHEET and draw crosses in the answer boxes.

If any doubt or any problem concerning this test, please ask the instructor in charge.

Aircraft Data:

Select Metric units on the Airbus laptop

VERSION:	L5 05/2016 V01 or V02
AIRCRAFT TYPE:	A320-214
AIRCRAFT REGISTRATION:	19-CMHE
FLT number:	AIB320
CITY PAIR:	LFPO – HECA

MMEL items

F/CTL GND SPLR FAULT Spoiler 1 and 2 inoperative
ELEC TR 1 FAULT



According to the indications shown on this ELEC panel, you can conclude that the GEN 1 supply is no longer connected to the AC bus 1. In this case the supply of the AC bus 1 is now:

A

Automatically connected to the AC ESS bus supply.

B

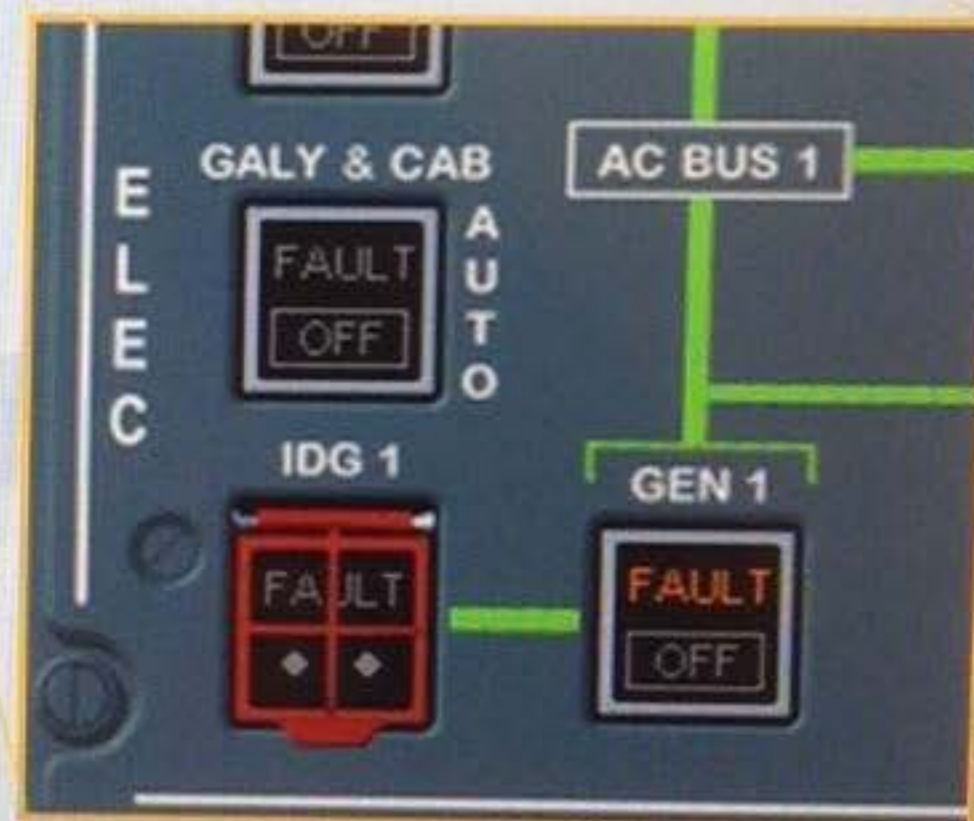
Automatically connected to the APU GEN supply if already connected, or to the GEN 2 supply.

C

Lost, except if the AC ESS FEED pb-sw is used to supply the AC bus 1 directly by the AC bus 2.

D

Lost, except if the AC ESS FEED pb-sw is used to supply the AC bus 1 directly by the AC ESS bus.



TRAINING & FLIGHT OPERATIONS SUPPORT CENTER

Which nav-aids are displayed on this DDM?

A

VOR 1 and VOR 2.

B

ADF 1 and ADF 2.

C

VOR 1 and ADF 2.

D

VOR 2 and ADF 1.



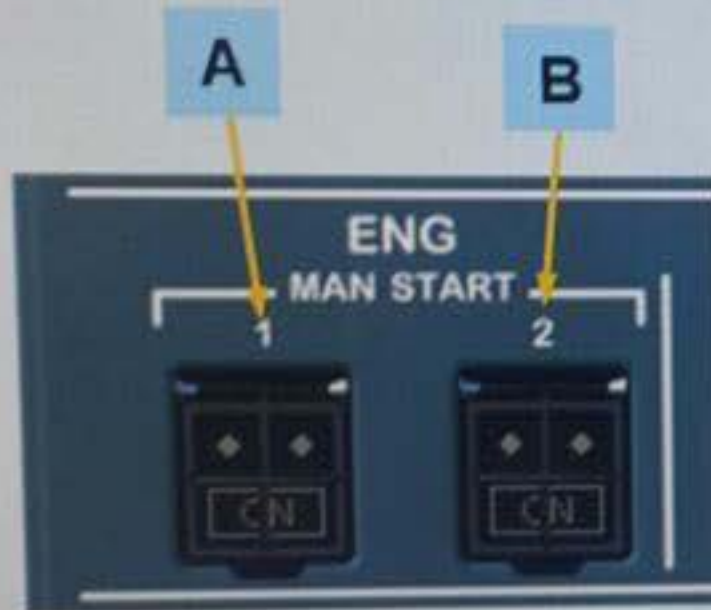
Questions/answers list

Previous question

Next question

Question 84/100
A320 Family - CFM (Metric units) - ATA 34

At engine start the Eng FADEC needs to be energized, which control do you activate in order to energize the FADEC prior to engine start?





Refer to this PFD speed scale. The VFE NEXT corresponding to the VFE of the next FLAP/SLATS configuration is at:

A

140 kt.

B

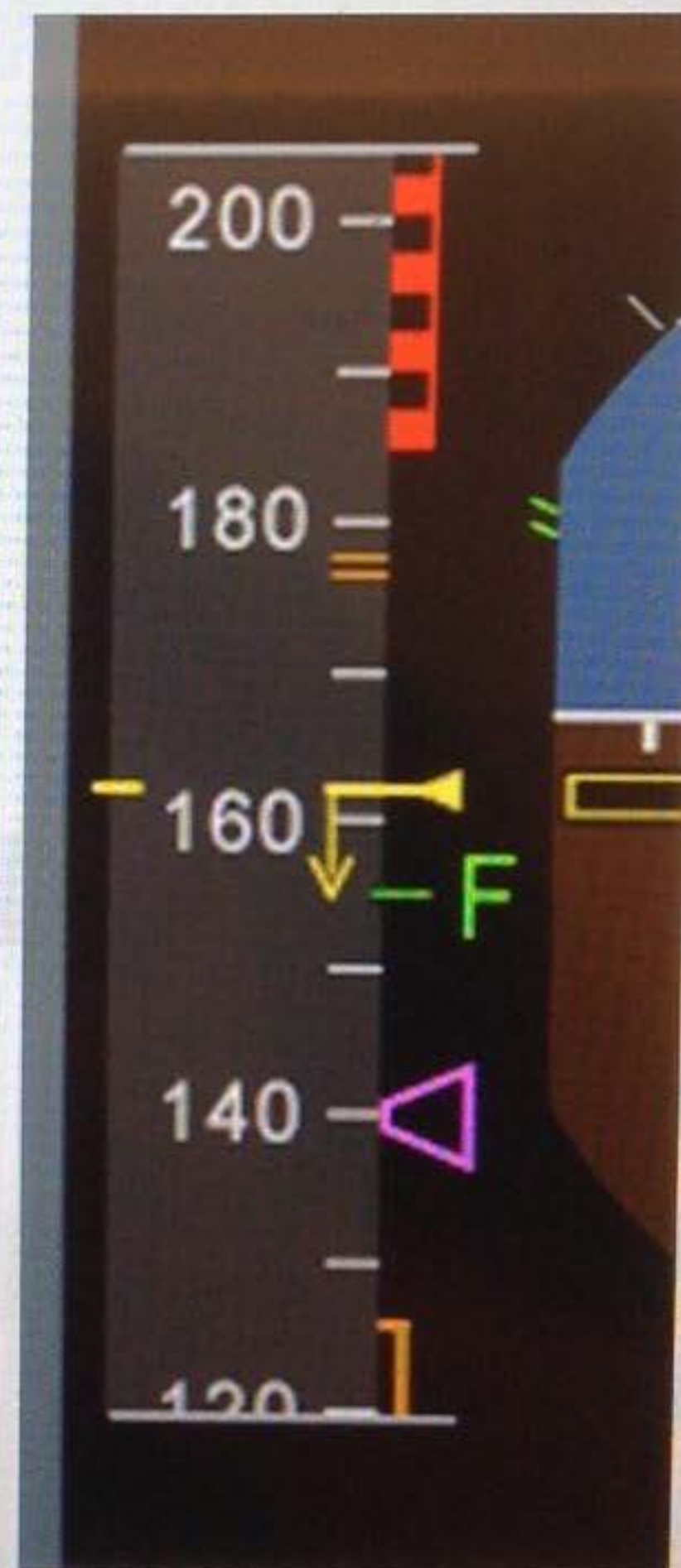
155 kt.

C

177 kt.

D

185 kt.





Which of these highlighted parts control the IR and ADR operation ?

A

B

C





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20 FLIGHT CREW PERFORMANCE TEST

FLIGHT PREPARATION

QUESTION 1

Based on the MMEL items, can we dispatch the aircraft?

A/ no

B/ yes with penalty

C/ yes



On this EFIS control panel, if the mode selector is set to PLAN, the indications shown on the corresponding ND screen are oriented to the true north and always centered on the:

A

Current position.

B

Waypoint that is displayed on the second line of the F-PLN page, by scrolling it on the MCDU.

C

Last waypoint that has been overflown.



Refer to this PFD vertical speed (V/S) scale. The current V/S is:

A

08 ft/min in climb.

B

800 ft/min in descent.

C

80 ft/min in descent.

D

08 ft/min in descent.



Questions/answers list

Previous question

Next question



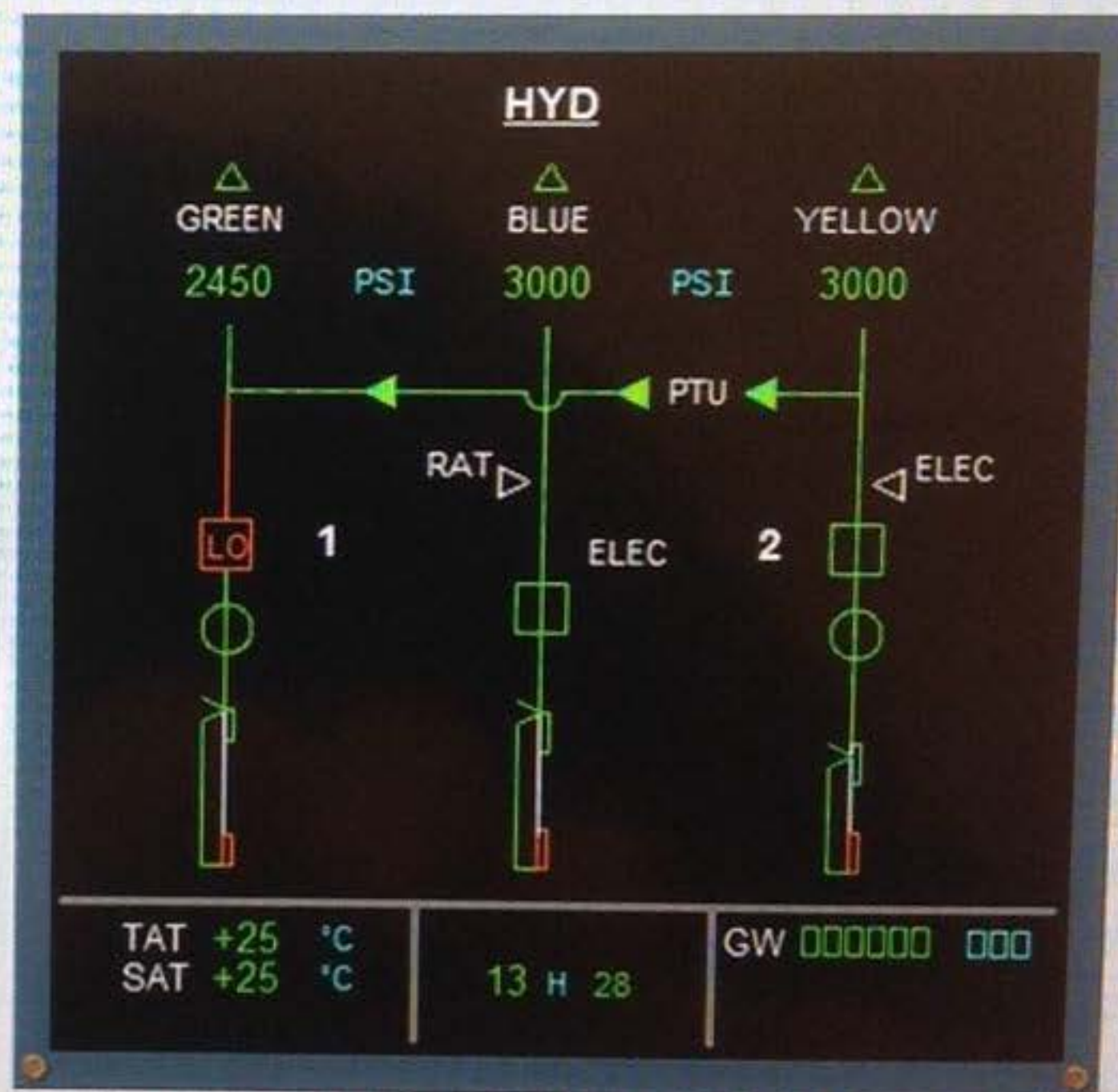
According to the indications shown on this ECAM HYD page, the PTU has automatically started. Is this PTU indication correct?

A

Yes.

B

No.



According to these indications, a fuel pump fault has triggered an ECAM caution. What is the reason the fuel fault has not triggered the MASTER CAUTION light and the single chime?

A

A single fault in the fuel system is not connected to the Flight Warning Computers (FWC).

B

Due to the pump redundancy in the selected fuel tank, a single pump fault is classified by the Flight Warning Computers (FWC) as a level 1.

C

Due to the pump redundancy in the selected fuel tank, a single pump fault is classified by the Flight Warning Computers (FWC) as a level 2.



On this FCU, the SPD/MACH window shows dashes with a white dot. You can conclude that they indicate that:



- A The corresponding speed target is currently managed by the FMGS.
- B The corresponding speed target has been selected but the current speed is still managed.
- C The corresponding speed selector knob has been pulled but no speed value has been yet set.
- D The corresponding speed target cannot be displayed, due to the lack of information.



To connect the APU GEN to the electrical AC network, you should:

A

Only switch on the APU GEN pb-sw.

B

Wait after the first engine start, as the APU GEN will automatically connect.

C

Only switch off the EXT PWR supply.

D

Switch off the BAT 1+2 pb-sw.





Refer to this ECAM CAB PRESS page. On ground, the avionics ventilation system is in closed configuration, because:

A

The current skin temperature is below the on-ground threshold with the engines thrust levers not at takeoff.

B

The current skin temperature is above the on-ground threshold with the engines thrust levers at takeoff.

C

The engines are not running and the EXTRACT pb-sw has been set to OVRD.





According to the indications shown on this ECAM ELEC page, you can conclude that the APU is running but its generator is not connected to electrical network, because:

A

The external power was connected before the APU generator.

B

The external power, when connected, has always priority over the APU generator connection.

C

The APU GEN pb-sw is not yet set to ON.

D

The external power is required to start the engines.



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TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION



Refer to this PFD speed scale. You can conclude that:

A

285 knots is the current managed speed and the corresponding current Mach number is .790.

B

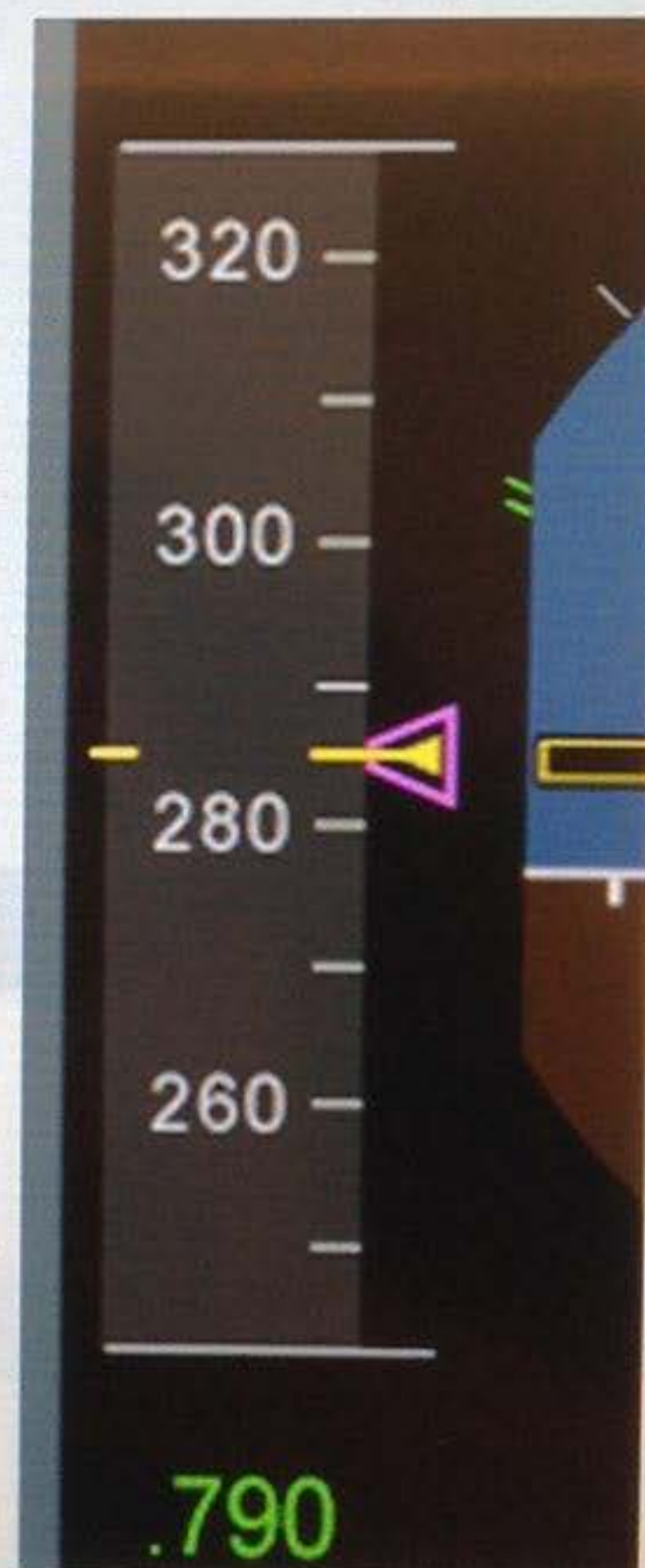
285 knots is the current selected speed and the Mach value of .790 represents MMO.

C

285 knots is the current speed, and the Mach value of .790 represents green dot speed.

D

285 knots is the selected target speed, and the Mach value of .790 represents the current speed.





On each MCDU, the same message is shown in the scratchpad. These indications mean that:

A

As the FMGCs work independently, both APs can now be engaged.

B

The crosstalk function is lost, and the FMGCs now operate independently. The flight crew should make the same data insertion on both MCDUs.

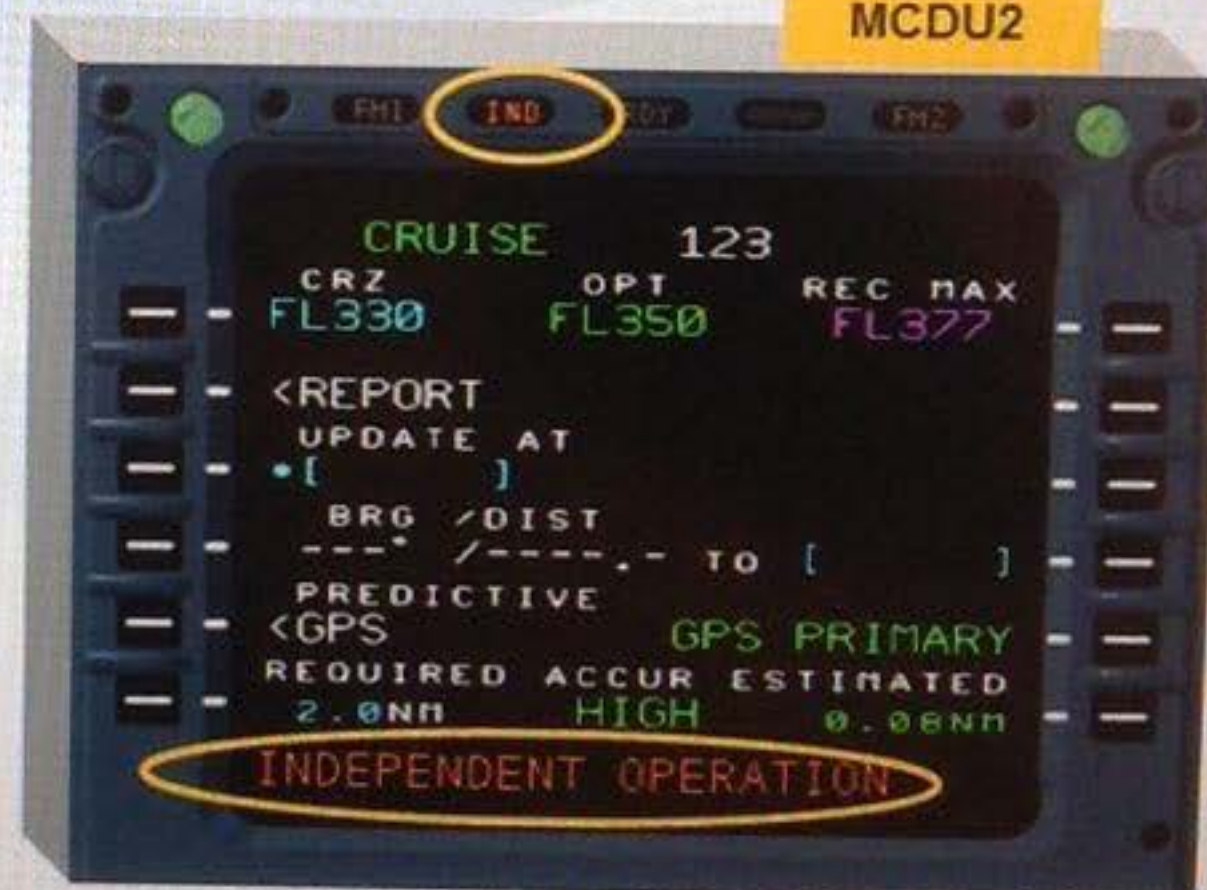
C

There is no more radio updating of the FMGC position. So, the navigation will use the coordinates provided by the MIX IRS computation.

MCDU1



MCDU2





A320 FLIGHT CREW PERFORMANCE TEST

FLIGHT PREPARATION

QUESTION 2 T/O Weight

One hour before departure from Paris Orly (LFPO) to Cairo (HECA).

AIRPORT LFPO PARIS (ORY) RWY: 08

Forecast Weather	Provided aircraft and runway status
Wind 040/12 kt	Runway Condition WET
OAT 16°C	A/ICE OFF
QNH 1005 hpa	TOW 73.5 T
	Default CG Basic
	CONF OPT CONF
	AIR COND On
	Thrust Option FLEX

With these conditions, what is the maximum performance TakeOff Weight?

A

77 T

B

73.5 T

C

81.8 T

D

82.3 T

APPROACH

QUESTION 10

During descent, you experience a Brakes failure.

With the following conditions, what is the Factored Landing Distance (FLD) ?

Airport CAIRO 23L (HECA)

Forecast weather		Provided landing aircraft status	
Wind	200/15 kt	RWY condition	6 mm Water
OAT	43 °C	Anti-ice	OFF
QNH	1002 hpa	Landing weight	60.1 T
		Landing configuration	FULL
		Ldg CG:	Basic
		Air cond	ON
		Approach type	NORMAL
		GA gradient	Min
		Vpilot	0
		Landing technique	MAN-A/THR on
		Braking mode	Manual
		REV	Yes
		ECAM ALERT:	<u>BRAKES:</u> A/SKID FAULT

A

2160 m

B

1516 m

C

2484 m

D

1931 m

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Refer to the ECAM E/WD. The PM should perform the ECAM actions. What can you conclude about a displayed blue action line?

A

A blue action line will be only removed by pressing the CLR pb on the ECP.

B

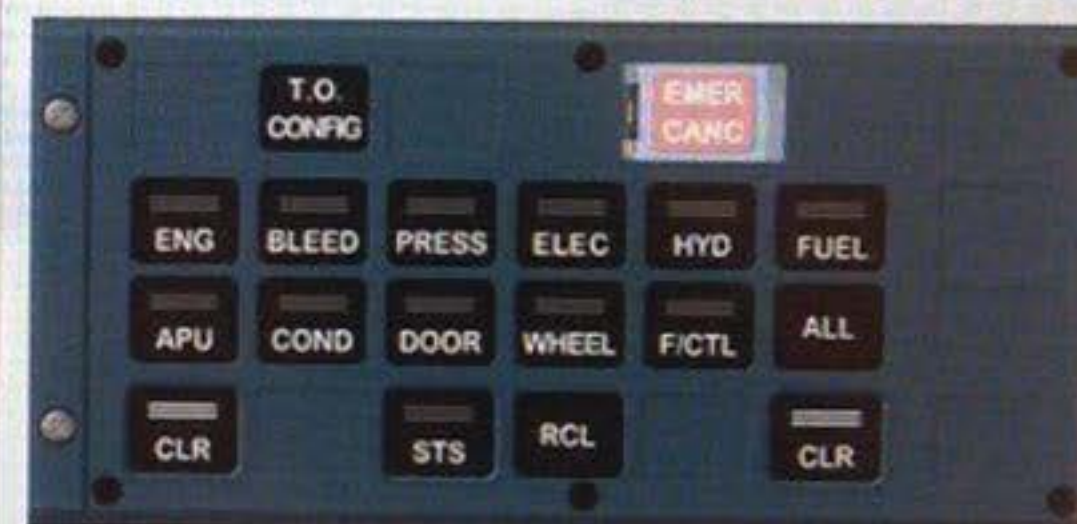
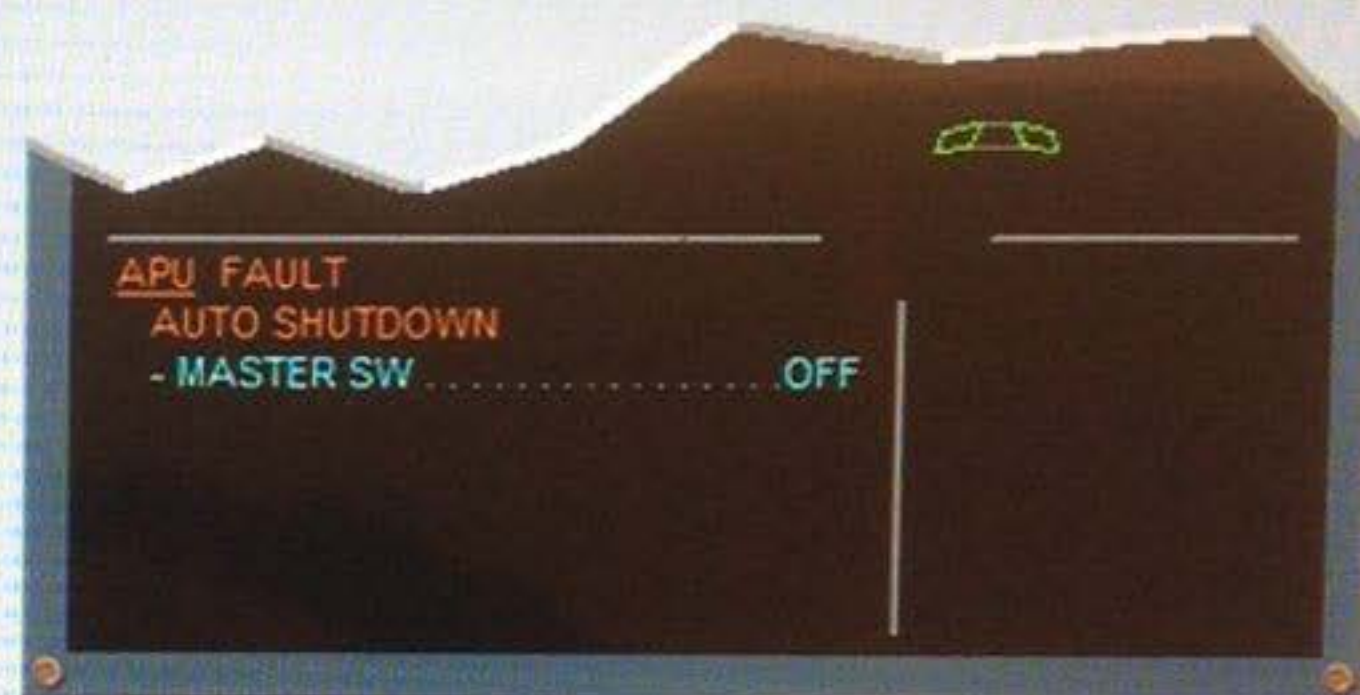
A blue action line remains always displayed.

C

In most cases, a blue action line will be removed after doing the corresponding action.

D

A blue action line remains displayed as long as the failure is detected by the FWC.



According to these indications, can you conclude that this ECAM BLEED page is correct?

A

No, because the APU bleed valve has to stay open with the X BLEED valve open.

B

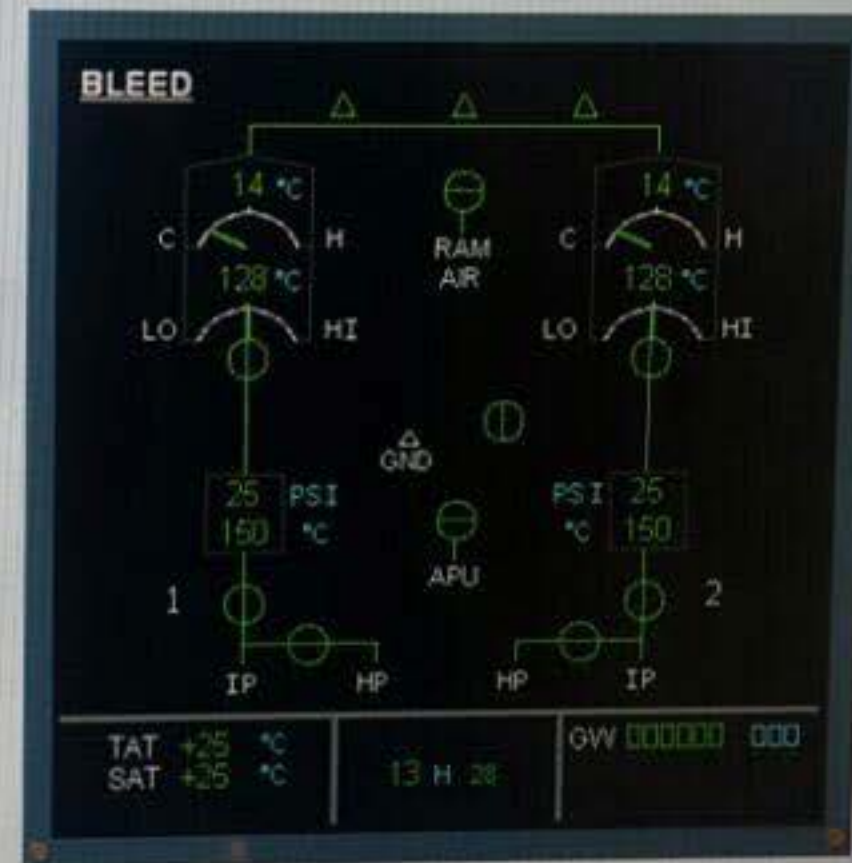
No, the flight crew has to select the X BLEED selector to SHUT in order to open the APU BLEED valve.

C

Yes, because the aircraft is in flight.

D

Yes, all indications are correct, including the HP valves that are shown open when the engines are at idle.





You perform a landing with AUTO/BRK MED mode armed. After touch down, when is the AUTO/BRK system activated?

A

As soon as the main landing gear is compressed.

B

When the command for ground spoilers extension is detected, then few seconds after, progressive pressure is sent to the brakes.

C

The thrust reversers are unlocked.

D

As soon as the nose gear is compressed.





On this MCDU PERF page the CLB phase is still active, while the PFD FMA shows the ALT active mode. But if this FL290 is the new cruise altitude, on this FMA the ALT mode should be replaced by the ALT CRZ mode, provided on:

A

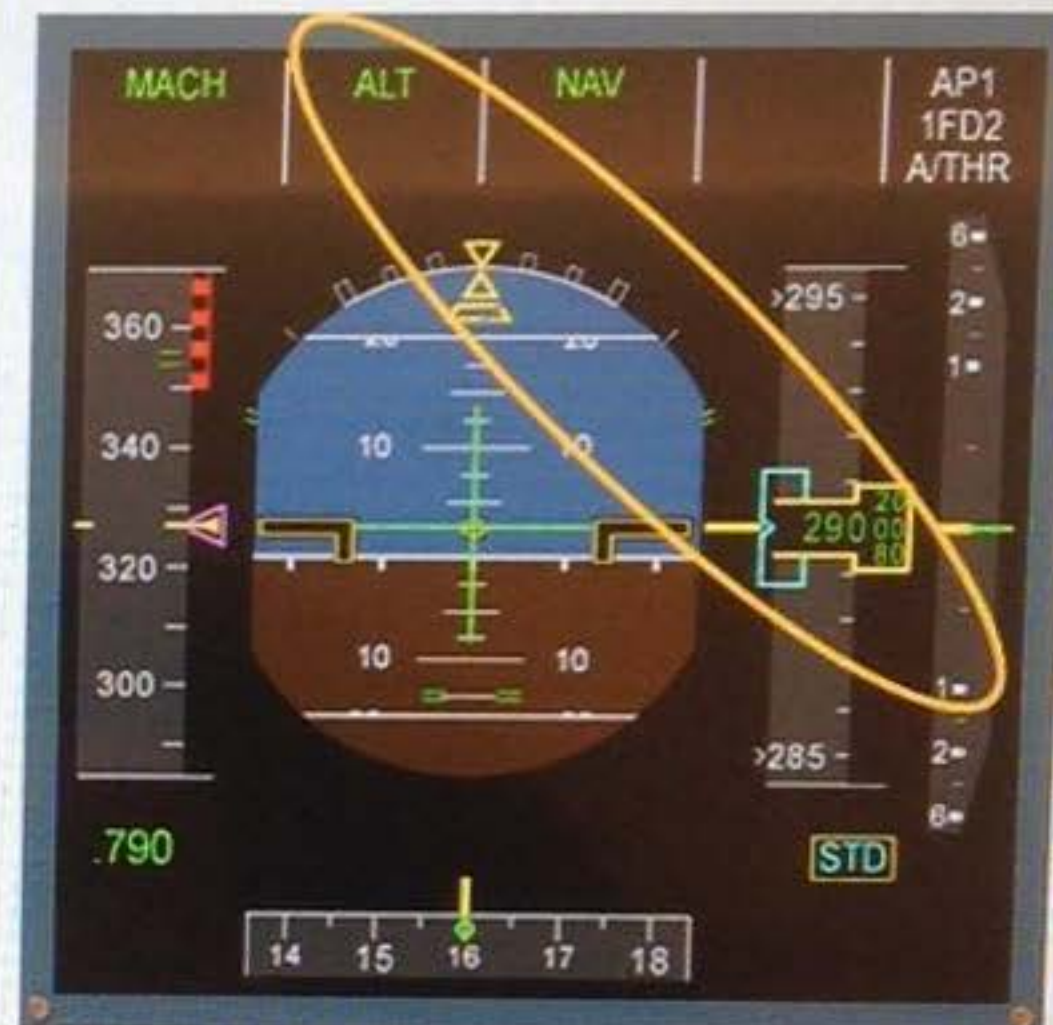
The MCDU PROG page, the initially entered CRZ FL is replaced by this actual FL290.

B

The MCDU PERF CRZ page, the initially entered CRZ FL is replaced by this actual FL290.

C

The FCU, the altitude selector knob is pushed in order to reactivate the climb as programmed before.





Refer to this PFD speed scale. You can conclude that:

A

250 kt is the current speed and also the target speed that has been manually selected, and 230 kt is the maximum speed for landing gear extension.

B

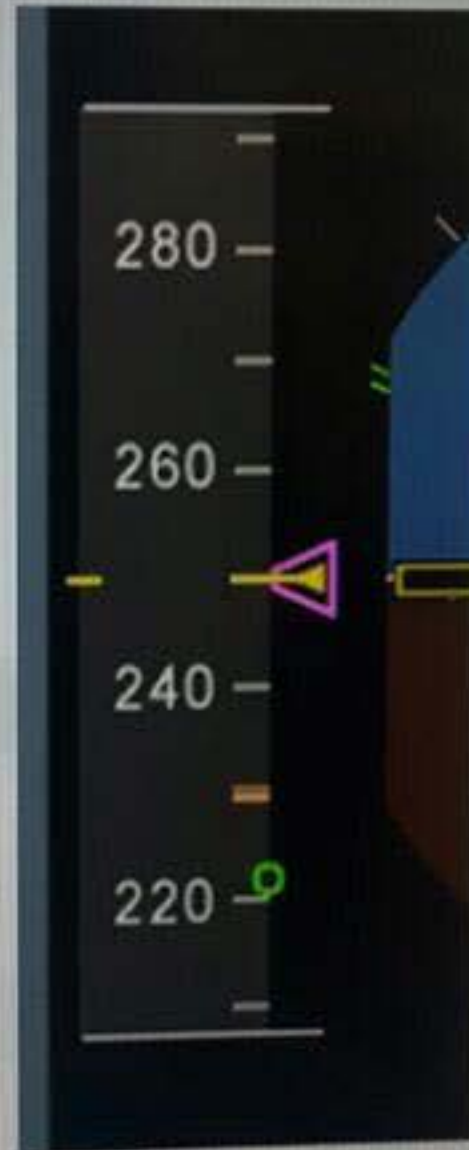
250 kt is the current speed and also the target speed that has been managed by the FMGS, and 230 kt represents the VFE for the next FLAPS lever position.

C

250 kt is the current speed and also the target speed that has been manually selected, and the green dot is the engine out operating speed.

D

The amber dashes at 230 kt represent a speed constraint, and the green dot represents the holding speed.



Questions/answers list

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TAKEOFF
QUESTION 7

To accelerate the traffic, air traffic control proposes a takeoff from an intersection at 1250m from runway start.

Can you accept, and what are the new TakeOff conditions, if any?

AIRPORT LFPO PARIS (ORY) RWY 08

CONDITIONS

Wind: 060/10 gusting 15 kt
OAT: 12 °C
QNH: 1004 hpa

Actual aircraft and runway status

Runway Condition	Water ¼" (6.3 mm)
Anti ice	Off
TOW	73.3 T
Takeoff CG	Basic
CONF	OPT CONF
Air conditioning	As required
Thrust	As required

A - You cannot accept the offer

B - You accept the offer, with TOGA thrust, CONF 1+F and Air Conditioning OFF.

C - You accept the offer, with TOGA thrust, CONF 3 and Air Conditioning OFF.

D - You accept the offer, with TOGA thrust, CONF 2 and Air Conditioning OFF.



A320 FLIGHT CREW PERFORMANCE TEST

TAKEOFF

QUESTION 6

After you left the gate, the rain increases and the actual takeoff conditions become :

AIRPORT LFPO PARIS (ORY) RWY 08

CONDITIONS	Actual aircraft and runway status
Wind 060/10 gusting 15 kt	Runway Condition Water ¼" (6.3 mm)
OAT 12 °C	TOW 73.3 T
QNH 1004 hpa	Takeoff CG Basic
	CONF OPT CONF

What are the take off speeds?

A

139/145/147

B

137/147/150

C

139/149/150

D

138/146/150

During the external walk-around, you notice that this light needs a new bulb. What is its name?

A

The left LANDING light.

B

The left RWY TURN OFF light.

C

The left T/O light.

D

The left TAXI light.



Questions/answers list

Previous question

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Question B1/100
A320 Family - CFM (Metric units) - ATA 33

You are performing the walk around with the APU running and suddenly it is in the cockpit. What will happen in case of an APU FIRE?

A

An APU AUTO shut down will occur and the APU fire bottle will be discharged.

B

You have to perform the ECAM actions to shut down the APU and extinguish the fire from the cockpit.

C

An APU AUTO shut down will occur but you have to discharge the APU fire bottle from the cockpit manually.

D

An APU AUTO shut down will occur but you have to discharge the APU fire bottle manually either from the cockpit or by pushing the APU SHUT DOWN switch on the external power panel.





According to these indications, what will the APU FIRE TEST pb trigger on the APU FIRE panel?

A

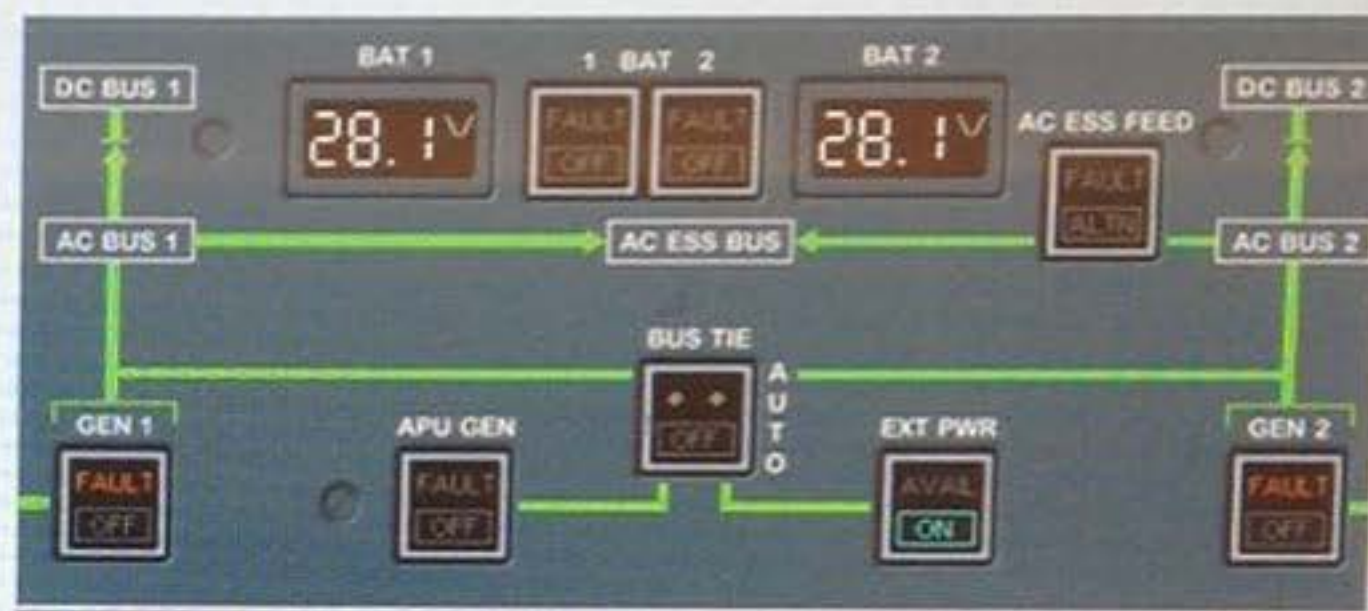
The full red APU FIRE light, on the AGENT pb the white SQUIB and the amber DISCH lights will be triggered with the related ECAM warnings.

B

The full red APU FIRE light, and on the AGENT pb, the white SQUIB and the amber DISCH lights will only be triggered.

C

Nothing will be triggered, because the APU FIRE test is only possible after starting the APU.





The flight crew should use the AIRPORT key in order to call up the F-PLN page that contains the next airport along the current flight plan, and also allows:

A

By successive pushes on that key, to show the alternate, then the origin (before takeoff) and again the next airport.

B

To check the data of a given airport.

C

To check the data of a destination airport.

D

To display all airports in the vicinity of the current aircraft position.





TRAINING & FLIGHT OPERATIONS SUPPORT DIVISION



The Display Unit (DU) called CAPT ND Unit or ND 1 is:

A

B

C

D

D

C

A

B





On this ECAM E/WD unit, a caution message shows that one channel of the FCU is not available. You can conclude that on the use of the FCU:

A

There is no consequence as the remaining FCU channel has automatically taken over all functions.

B

All functions, controlled by the faulty FCU channel, are only lost.

C

Only the lateral guidance selections are lost, as they are controlled by the lost FCU channel.

D

Only the approach functions are available as they are controlled by the remaining FCU channel.





An ILS approach is selected. Please indicate the displays with information about ILS 2.

A

PFD 1 and ND 1.

B

PFD 2 and ND 2.

C

PFD 1 and ND 2.

D

PFD 2 and ND 1.



ND ?

PFD ?



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Which of those area has NO FIXED fire extinguishing system installed?

A

B

C

D



Question 33/100
A320 Family - CFM (Metric units) - ATA 26

[Questions/answers list](#)

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According to the indications shown on this ECAM FUEL page, what is the status of the APU?

A

The APU is not running.

B

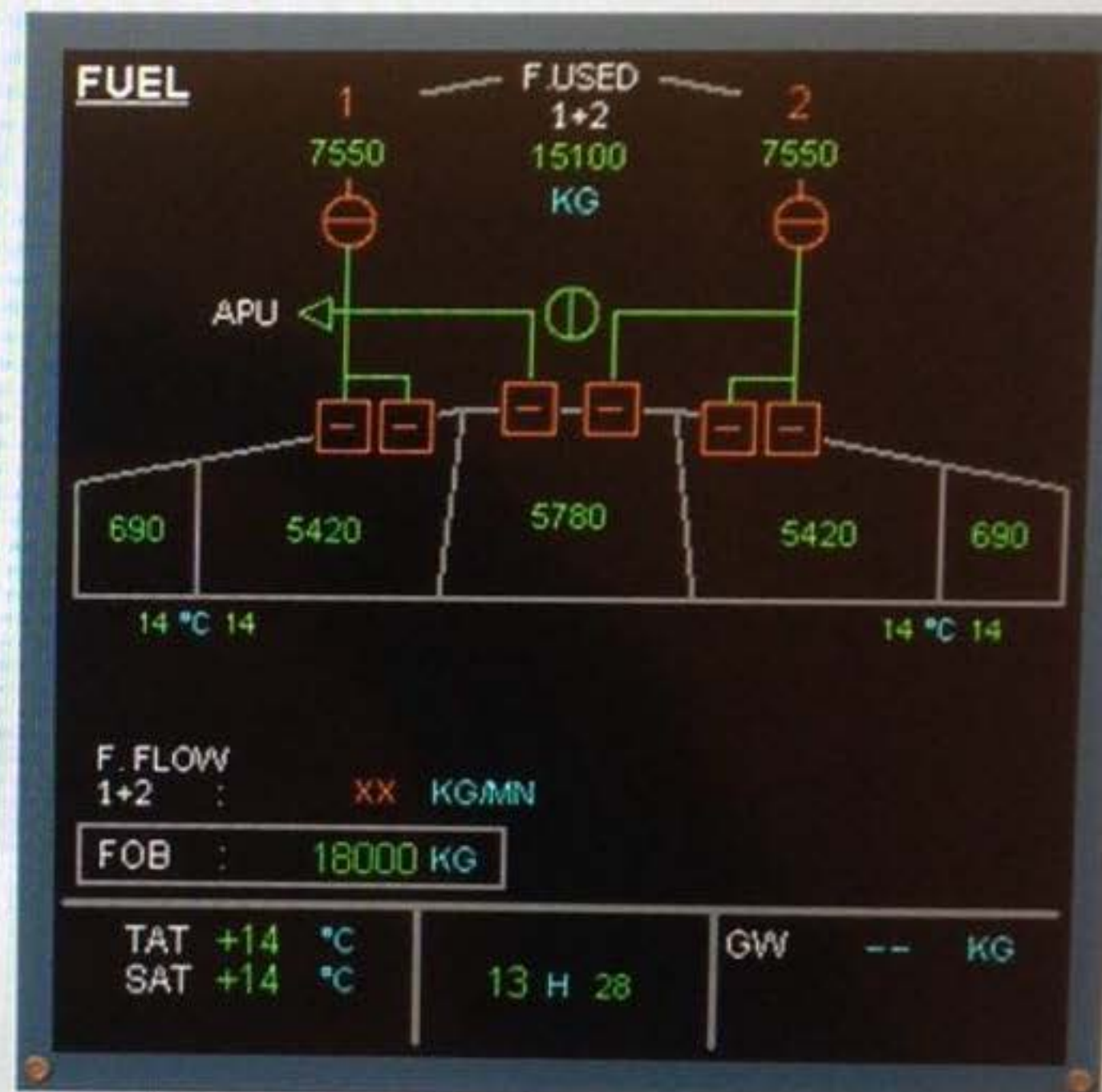
The APU is running and is fed by the left inner tank due to an APU fuel pump suction, that is automatically kept running as long as this feeding side fuel pressure is low.

C

The APU is running and is directly supplied by gravity from the left inner tank, as there is no fuel pump pressure on this feeding side.

D

The APU is not running, as long as there is no fuel pressure on the left feeding side.





After completion of an ECAM procedure, what does the amber PTU indication, as shown on this ECAM HYD page, indicate to the pilots?

A

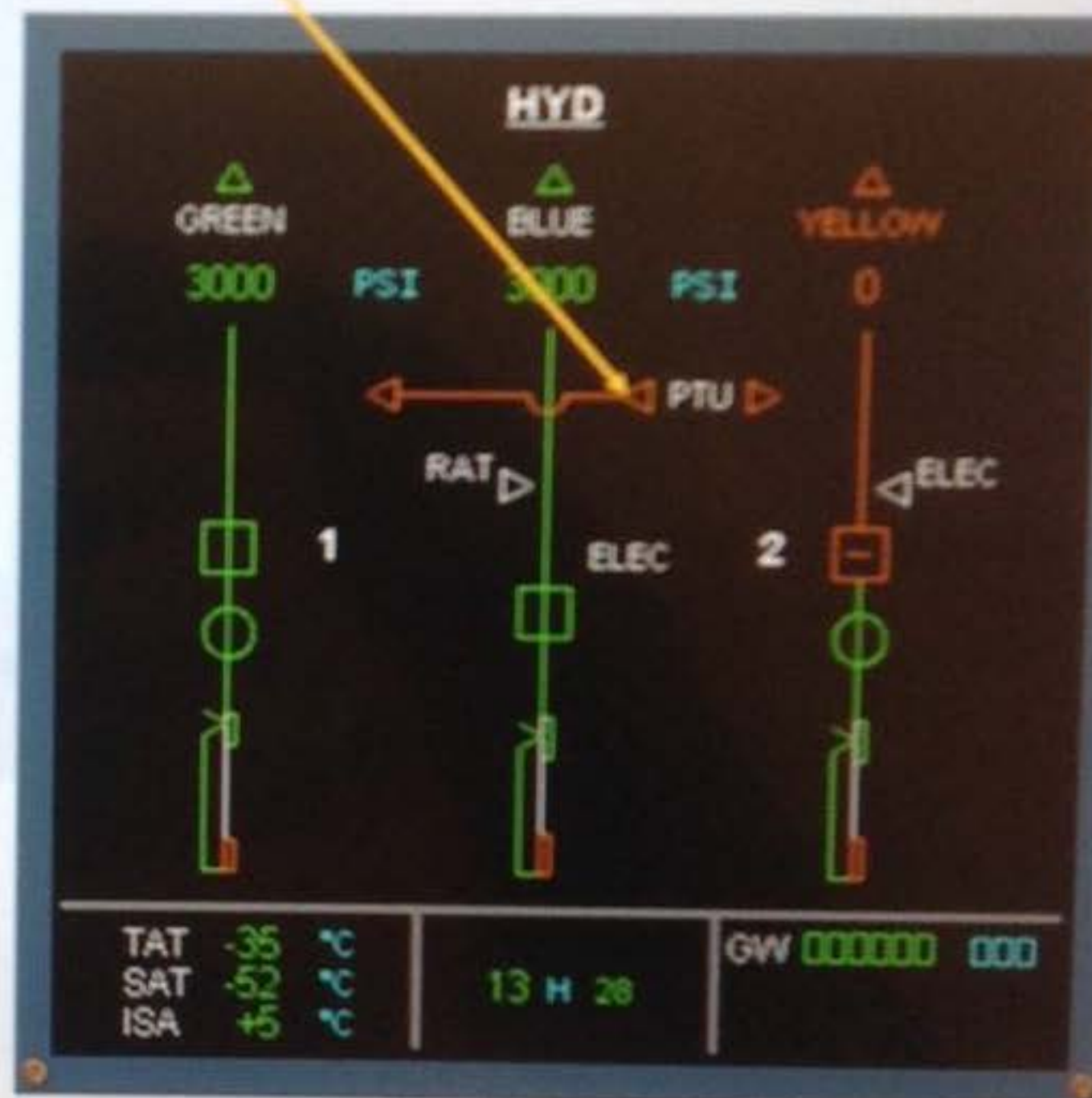
This indicates that the PTU is not hydraulically driven.

B

This indicates that the PTU has failed to start.

C

This indicates that the PTU pb-sw has been set to OFF.





According to these indications, the electrical power from the APU generator is:

A

Available as soon as the APU is running, regardless the APU GEN pb-sw setting, ON or OFF.

B

Only available if the EXT PWR is already connected to the electrical network.

C

Only available as long as the engines are not running, regardless the APU GEN pb-sw setting, ON or OFF.

D

Available as long as the APU is running and the APU GEN pb-sw is not set to OFF/R.



With the thrust manually kept at idle, the active sidestick has been held in full back position in order to maintain the selected altitude. On this PFD, what has happened?

A

Due to an excessive angle of attack, the alpha floor protection is triggered and the A/THR is automatically engaged to deliver the climb thrust (CLB).

B

Due to an excessive angle of attack, the alpha floor protection is triggered and the A/THR is automatically engaged to deliver the maximum thrust (TOGA).

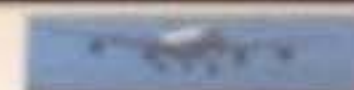
C

Due to an excessive angle of attack, the alpha floor protection is triggered and overrides the sidestick input. So the pitch will be lowered.

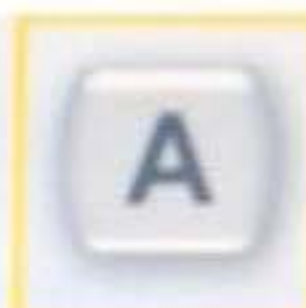
D

A stall has been detected.



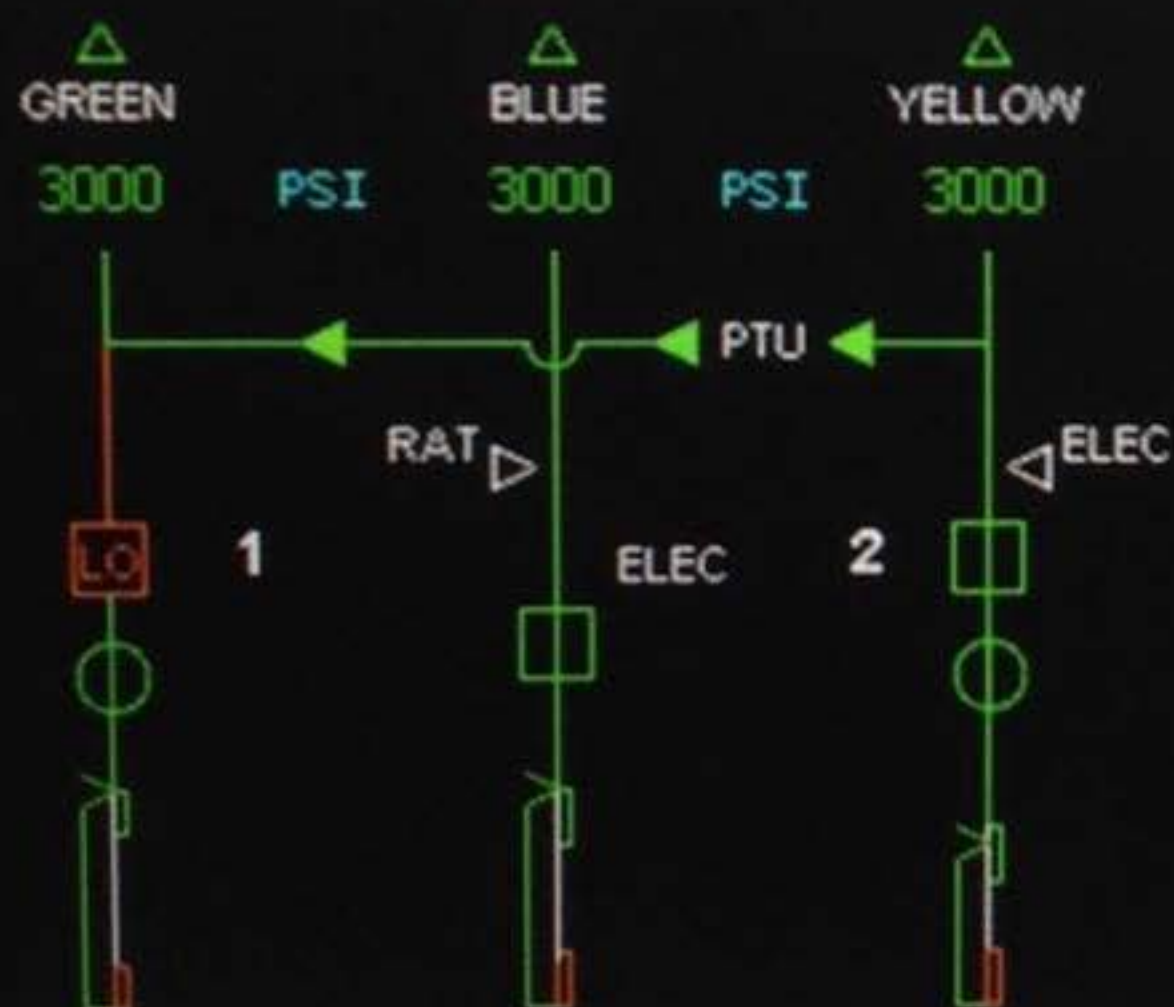


Which of these ECAM HYD pages shows an automatic start of the PTU, when it pressurizes the green hydraulic system?



A

HYD



B

HYD





On all ACPs, an amber CALL light flashes on the VHF3 transmission key, as shown here. You can conclude that the SELCAL system has detected that:

A

A ground station is calling the aircraft through the VHF3.

B

The aircraft is calling a ground station through the VHF3.





With either AP engaged, which of the following is only true?

A

Both sidesticks are locked in neutral position. This lock cannot be overridden.

B

Both sidesticks are deactivated until the engaged AP is disconnected.

C

Both sidesticks are locked in neutral position. But by applying a certain force, the lock can be overridden, but this will not disconnect the engaged AP.

D

Both sidesticks are locked in neutral position. By applying a certain force, the lock can be overridden which will disconnect the AP.



CAPT SIDESTICK



F/O SIDESTICK



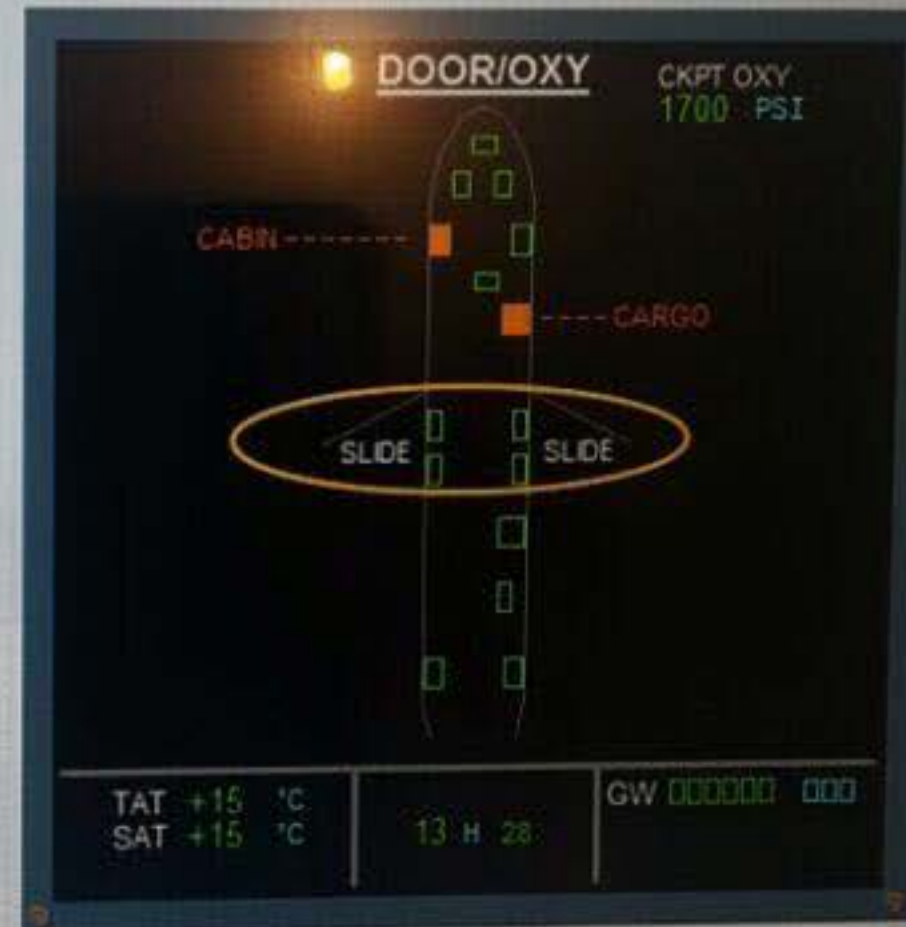
At the gate and according to the indications shown on this ECAM DOOR/OXY page, can you conclude that the overwing exits are disarmed?

A

Yes.

B

No.





A320 FLIGHT CREW PERFORMANCE TEST

TAKEOFF SPEEDS

QUESTION 8

With the same conditions, What are the takeoff speeds ?

A

116/133/137

B

121/133/137

C

125/133/140

D

119/133/137



Refer to this illustration. You can conclude that:

A

The flight crew must set both packs to OFF just before engine start.

B

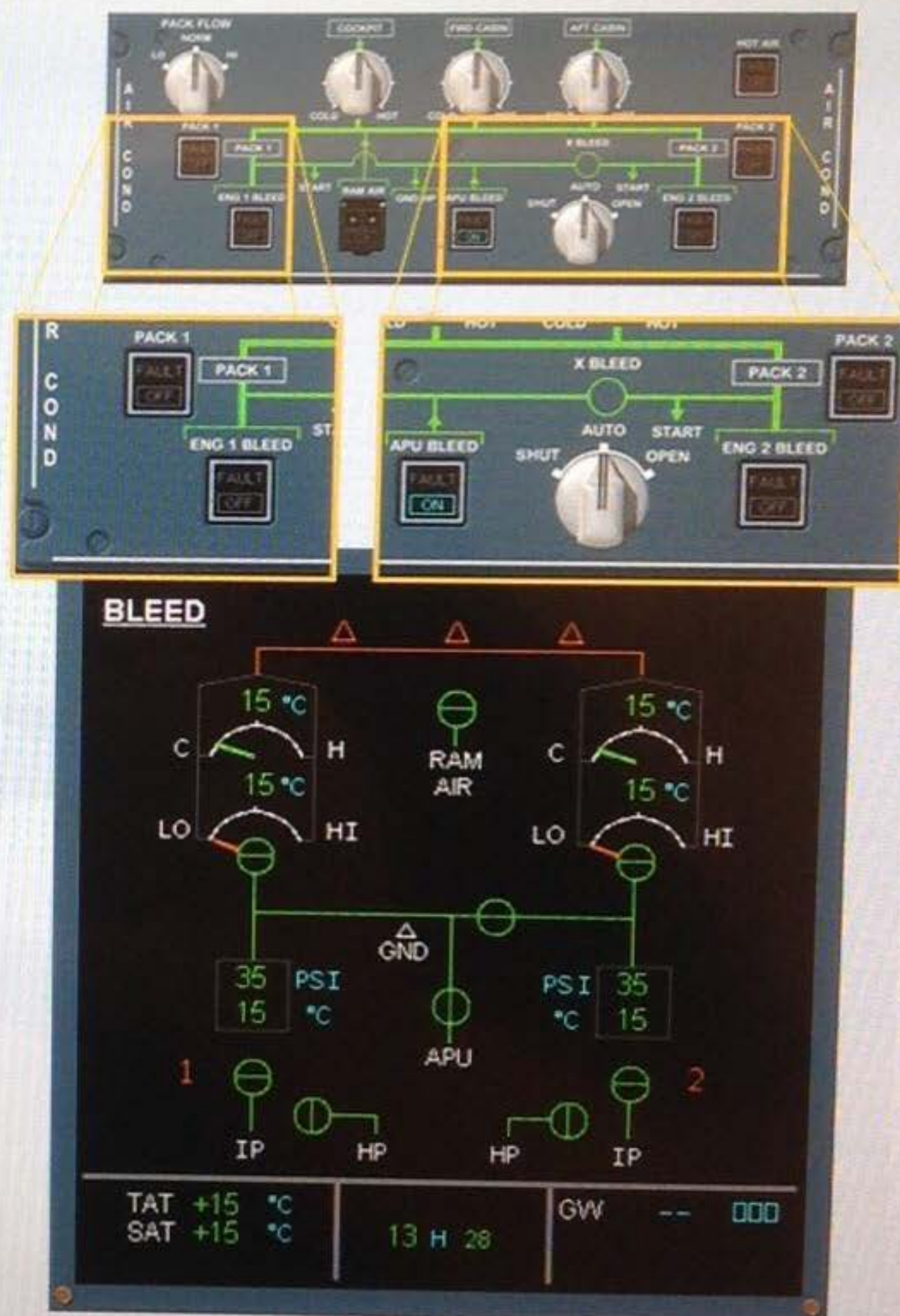
The flight crew must set the engine bleed valves to OFF just before engine start.

C

For engine start, all indications on this ECAM BLEED page and on this AIR COND panel are correct.

D

The flight crew must set the X BLEED selector to SHUT, in order to first pressurize the left side.





Due to this emergency electrical configuration, the lower ECAM DU is no longer available. To display an ECAM system page, the PM should only:

A

After a transfer of the ECAM to the ND of the first officer, press the corresponding system key of the ECP.

B

Press and hold the corresponding system key of the ECP, that allows the upper ECAM DU to show the desired system page.



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To set an event mark on the flight data records, the flight crew may briefly press this DFDR EVENT pb located:

A

On the overhead panel.

B

On the pedestal.





The FMGS approach phase has been activated and the magenta target speed is VAPP. The deceleration towards this VAPP will depend on:

A

The engaged autopilot.

B

The vertical mode previously flown.

C

The associated master FMGC.

D

The current aircraft configuration.



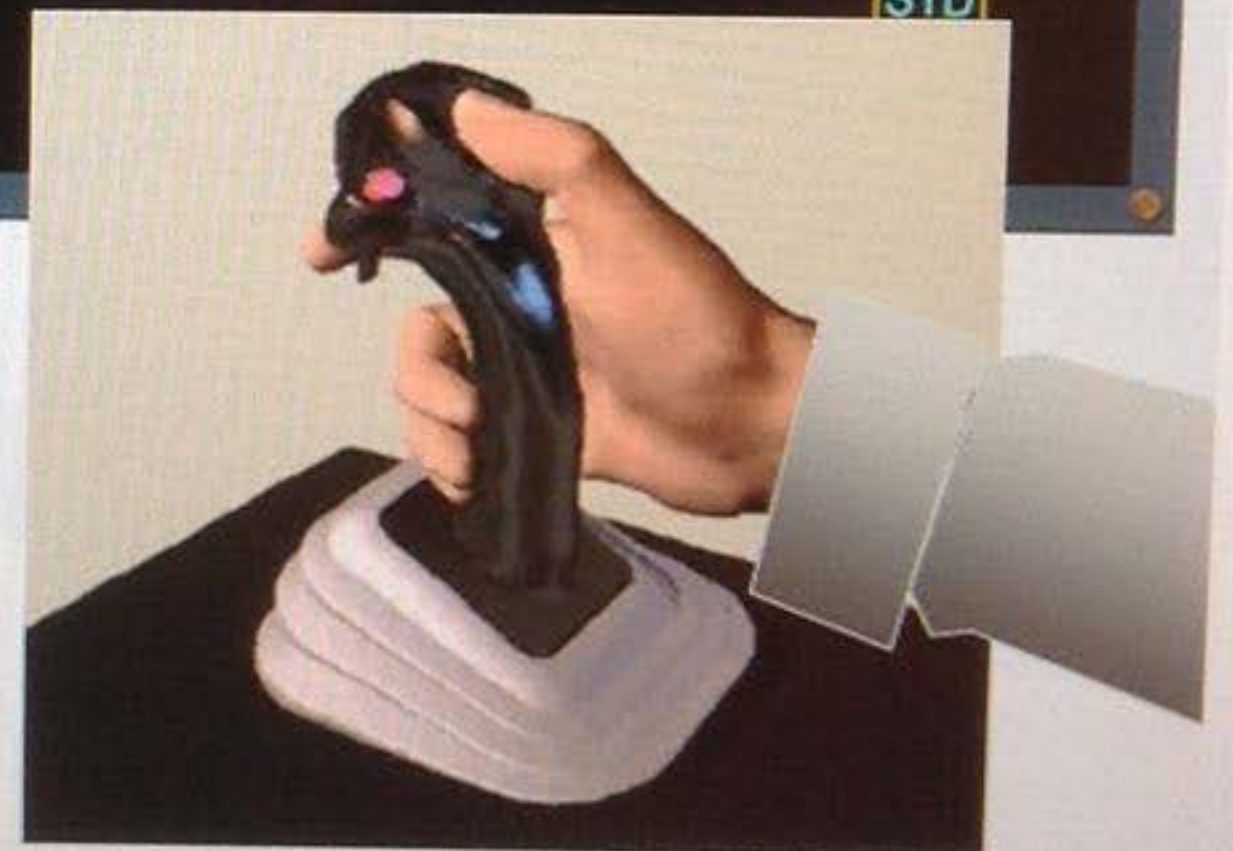


A

B

C

D





After an automatic extension of the RAT, due to an emergency electrical configuration, if on the EMER ELEC PWR panel, the RAT & EMER GEN FAULT light is still on after few seconds, this should:



A

Confirm that the RAT has been extended.

B

Be always on, even after the emergency generator connection.

C

Indicate that the hydraulically driven emergency generator is not connected to the electrical network.



After completion of an ECAM yellow reservoir low air pressure procedure, what does the amber YELLOW label, as shown on this ECAM HYD page, indicate to the pilots?

A

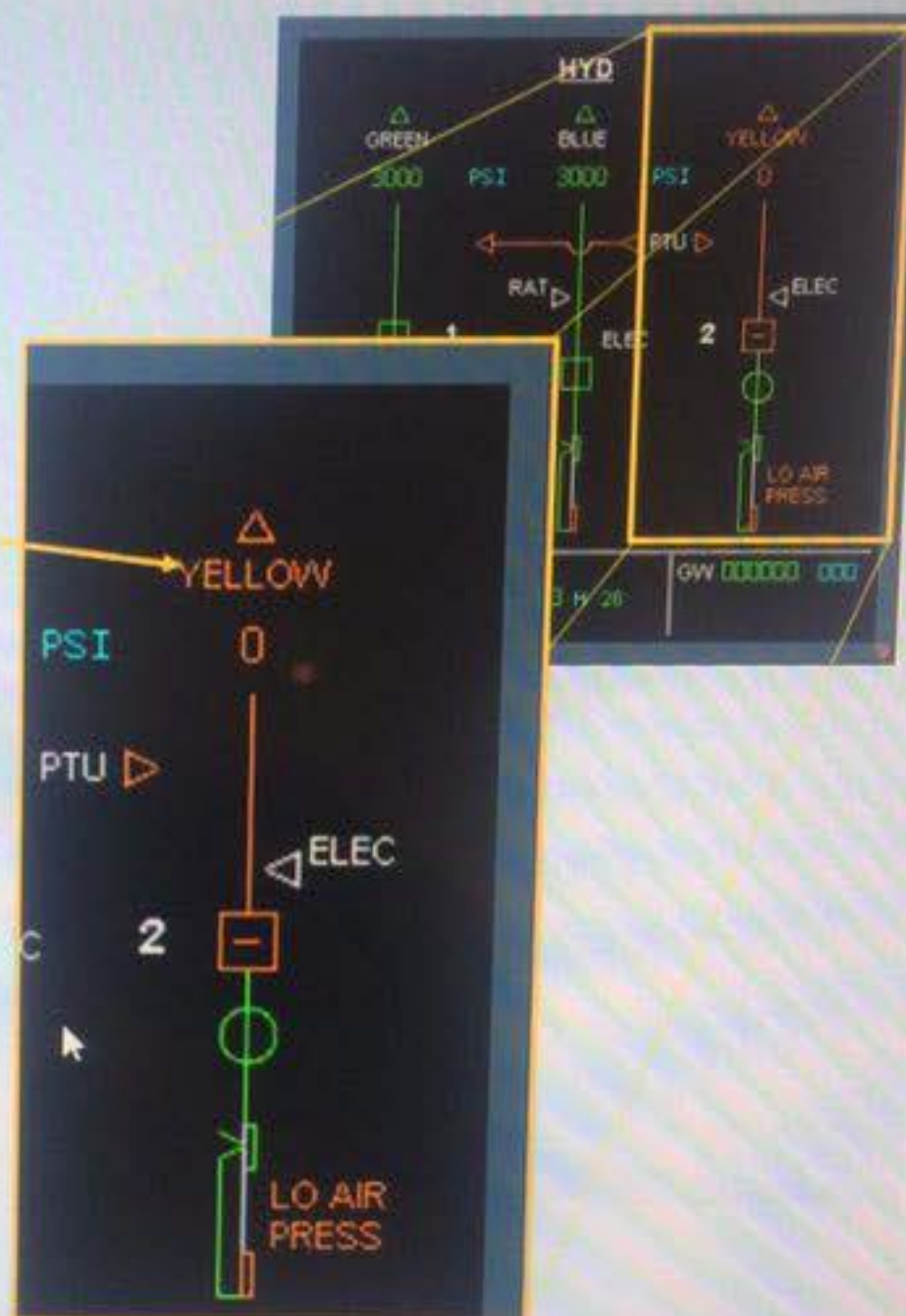
This indicates that the related hydraulic system is not pressurized because the engine 2 is not running.

B

This indicates that the related hydraulic system is not pressurized because the electric pump has been switched off.

C

This indicates that the related hydraulic system users are no longer available, due to the low pressure in this hydraulic circuit.



According to these shown indications, at least two minutes are elapsed after engine start. On the related ECAM FUEL page, what does this center tank pump indication mean?

A

Crossline green means that the related pump cannot be electrically powered.

B

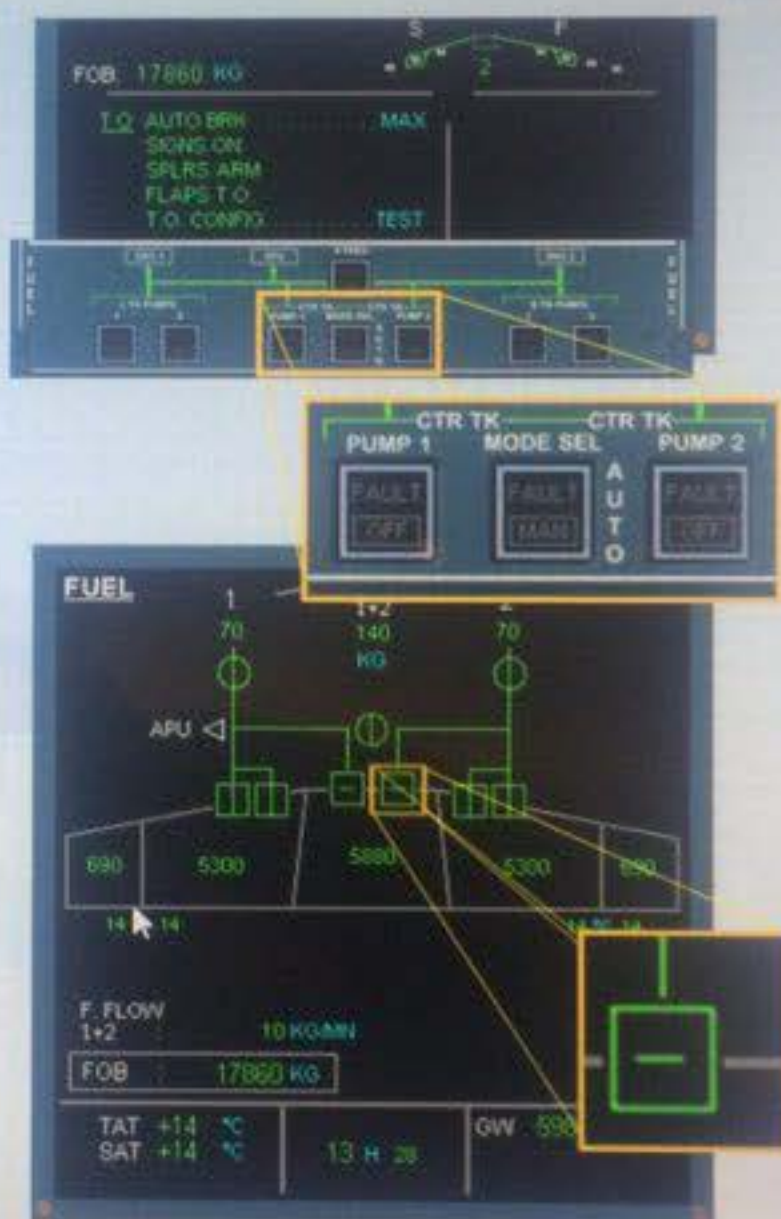
Crossline green means that the related pump cannot be controlled to run as the MODE SEL pb sw should be in MAN.

C

Crossline green means that the related pump is running but not supplying.

D

Crossline green means that the related pump is not running. This a normal indication according to the shown configuration.





Refer to this E/WD unit. If now, the PM requests to clear this last starred title, the SD unit should show:

A

After pressing the CLR pb of the ECP, the CRUISE page.

B

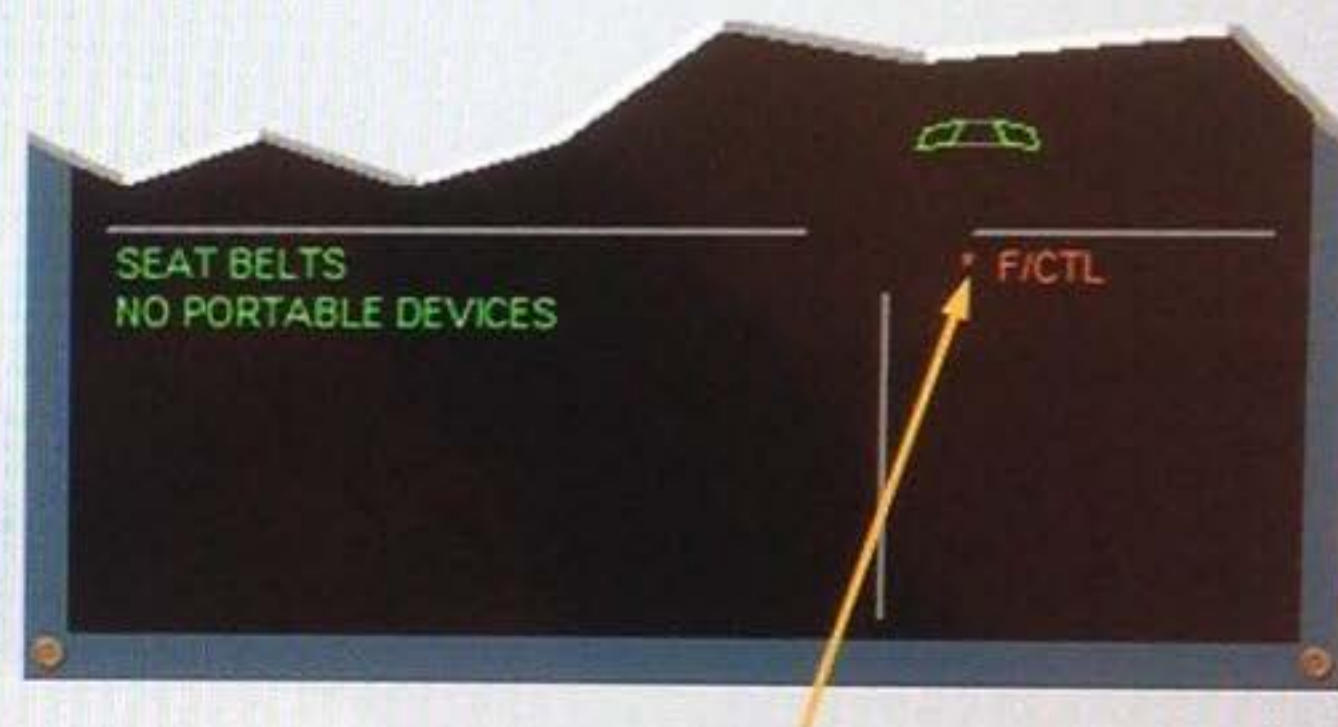
After pressing the CLR pb of the ECP, the STATUS page.

C

After pressing the EMER CANCEL pb of the ECP, the previous affected system page.

D

After pressing the CLR pb of the ECP, the previous affected system page.





When in normal law, is there, on the PFD, an indication about the maximum bank angle?

A

No.

B

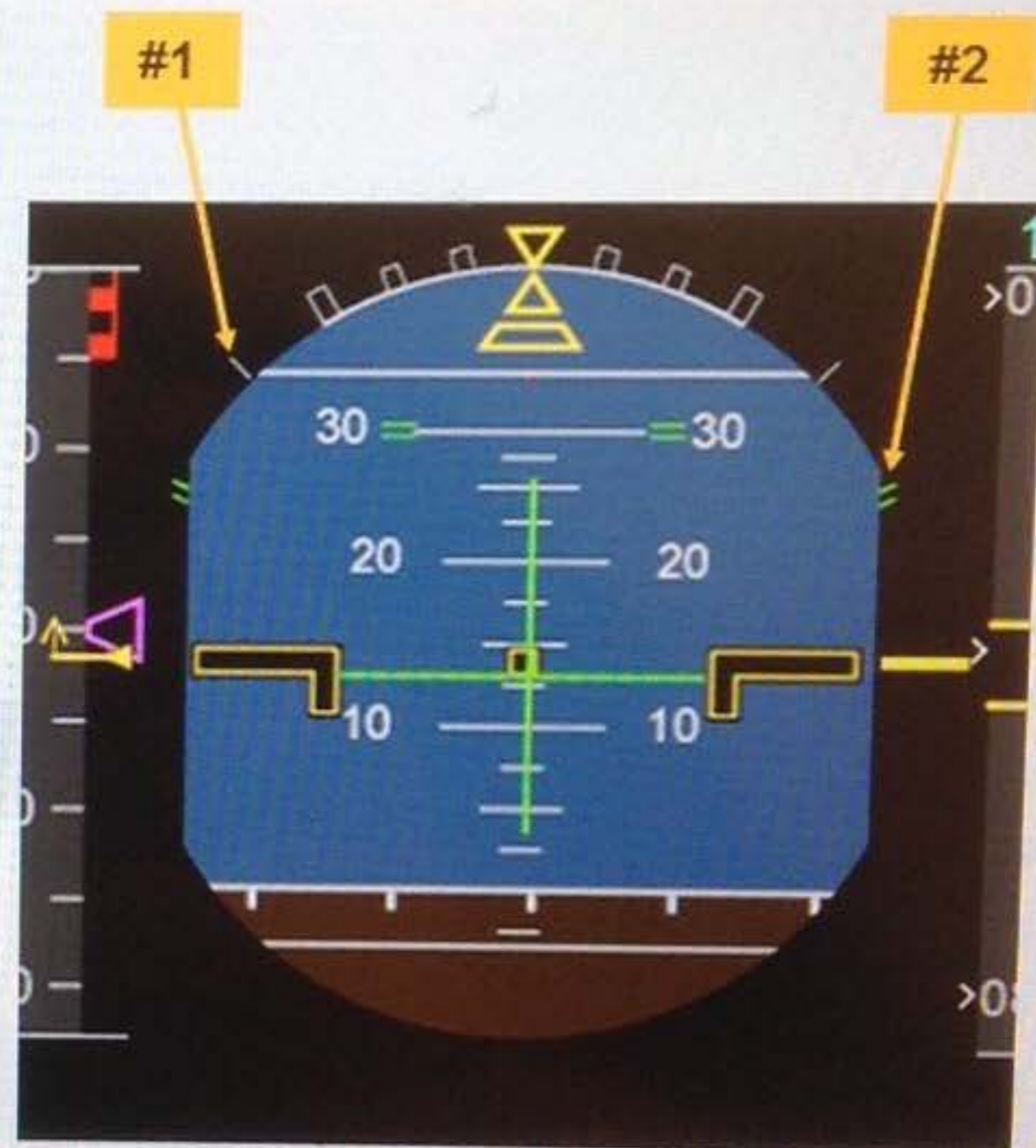
Yes, indicated by the green dashes on each side of the fixed roll scale (shown here by #2).

C

Yes, indicated by a white dash on each side of the fixed roll scale (shown here by #1).

D

Yes, but indicated by the green dashes (shown here by #2), only on the (LH or RH) side of the moving roll scale.





According to the indications shown on this ECAM HYD page. How is the BLUE hydraulic system currently pressurized?

A

By means of an electric pump.

B

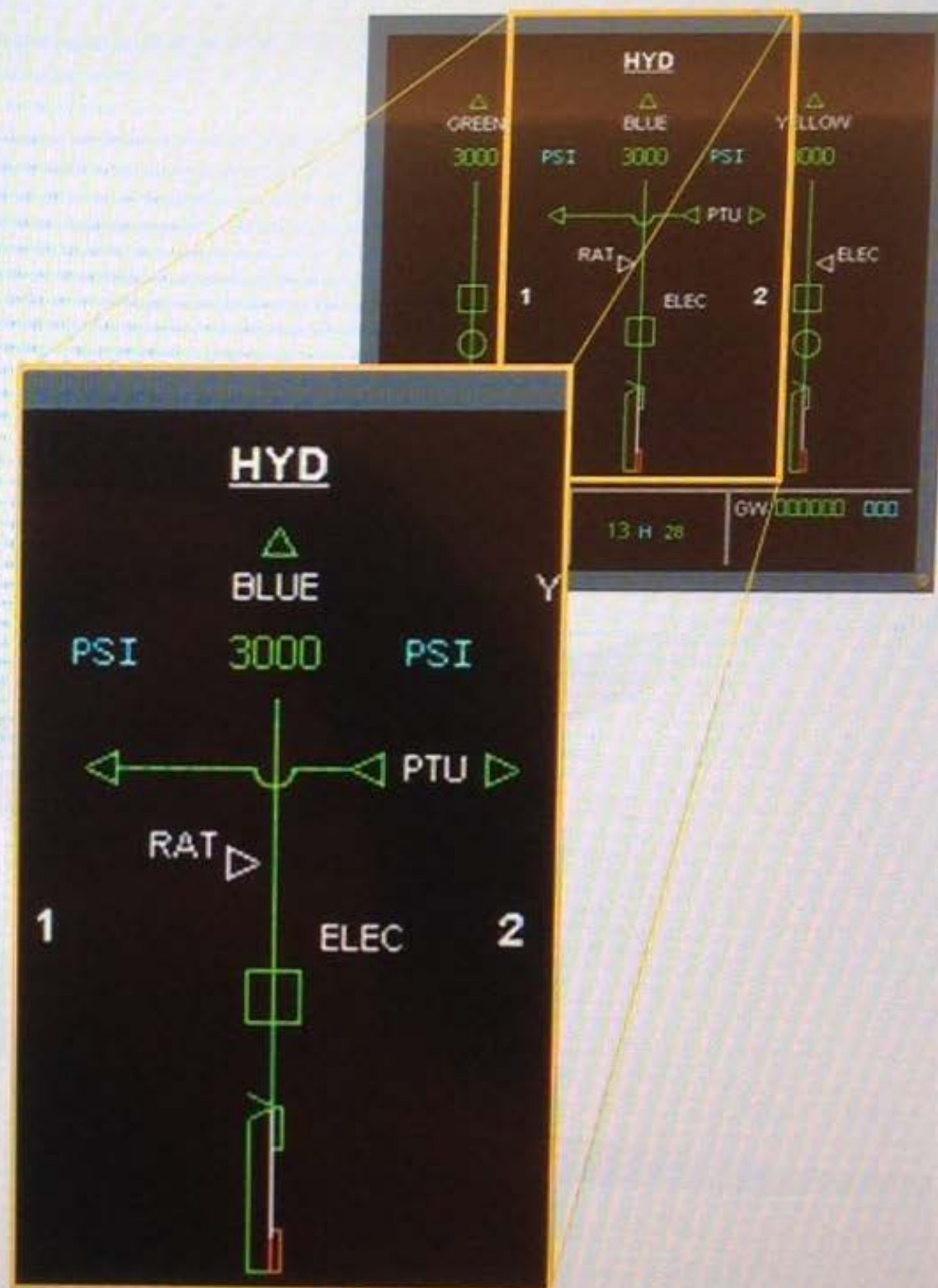
By means of a RAT driven pump.

C

By means of an engine 1 driven pump.

D

By means of an engine 2 driven pump.





After starting to taxi you perform the brake check. While pressing on top of the rudder pedals you feel the airplane decelerating but the BRAKES pressure indication remains at 0. Which statement is true?

A

The BRAKES pressure indicator has failed.

B

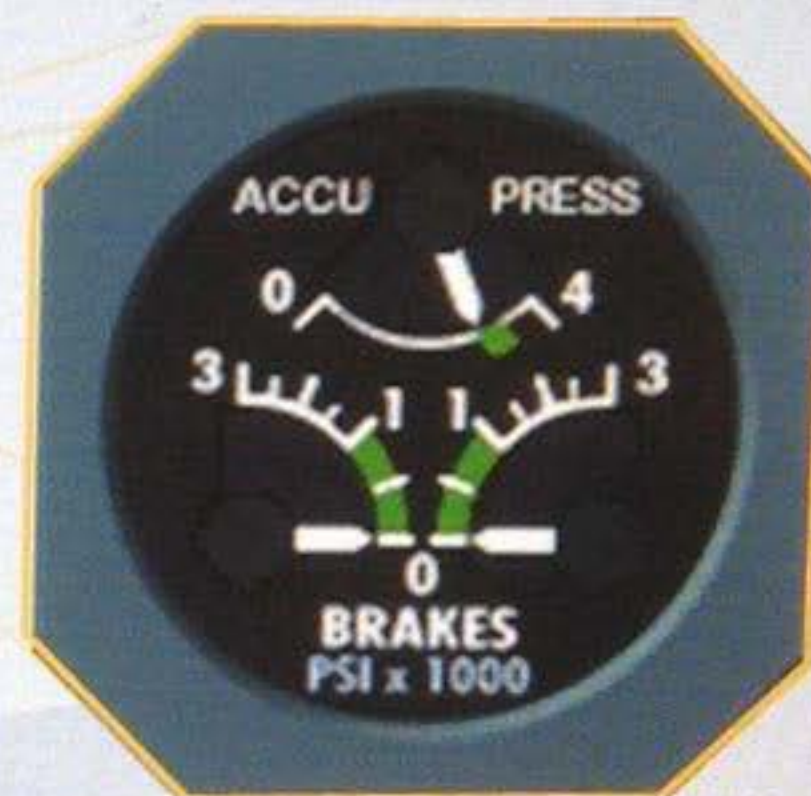
This is normal, because the "BRAKES" indicator shows only the braking pressure from the yellow hydraulic system (in alternate and parking brake modes).

C

You must perform the check again and press harder on the brakes until you get an indication.

D

The indication is normal because with manual braking you are not able to apply enough pressure to be displayed on the BRAKES indicator.





Where is this SIGNS panel located?

A

B

C



Refer to the indications shown on this PFD speed scale. V2 indication is:

A

At 141 knots.

B

At 124 knots.

C

Never shown here, because you should always refer to the MCDU PERF TAKEOFF page.

D

Not yet shown here, because the takeoff phase is not activated.



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Refer to this E/WD unit. During descent, the STATUS page will be automatically presented on the SD unit when:

A

The landing gear is extended.

B

The slats are extended.

C

The ALL key of the ECP is pressed.

D

The ground spoilers are armed.



Question 57/100
A320 Family - CFM (Metric units) - ATA 31

[Questions/answers list](#)[Previous question](#)[Next question](#)



Refer to this illustration. You can conclude that the MODE SEL pb-sw has been set to MAN and the MAN V/S CTL switch is kept up in order to move:



A

The outflow valve.

B

The air intake valve.

C

The air outlet valve.

D

The safety valve.





Each engine generator is driven:

A

At the current engine speed through the engine gearbox also called IDG.

B

At a constant speed by a drive mechanism (IDG) integrated to its driveshaft from the engine gearbox.

C

At an intermediate speed controlled by an additional computer.

D

Directly by the engine gearbox, as the AC electrical network accepts variable frequency.





During a manual start, what is the role of the FADEC?

A

It has a passive monitoring role, the flight crew must monitor the start and take the corrective actions in the case of malfunctions.

B

The role of the FADEC is the same during both manual and automatic starts. It monitors and responds to failures during the start.

C

The FADEC is not involved during a manual start.



Due to an engine fire problem, the related warning and caution messages are displayed on the ECAM E/WD page. At the bottom of this ECAM E/WD unit, what does this green arrow indicate?

A

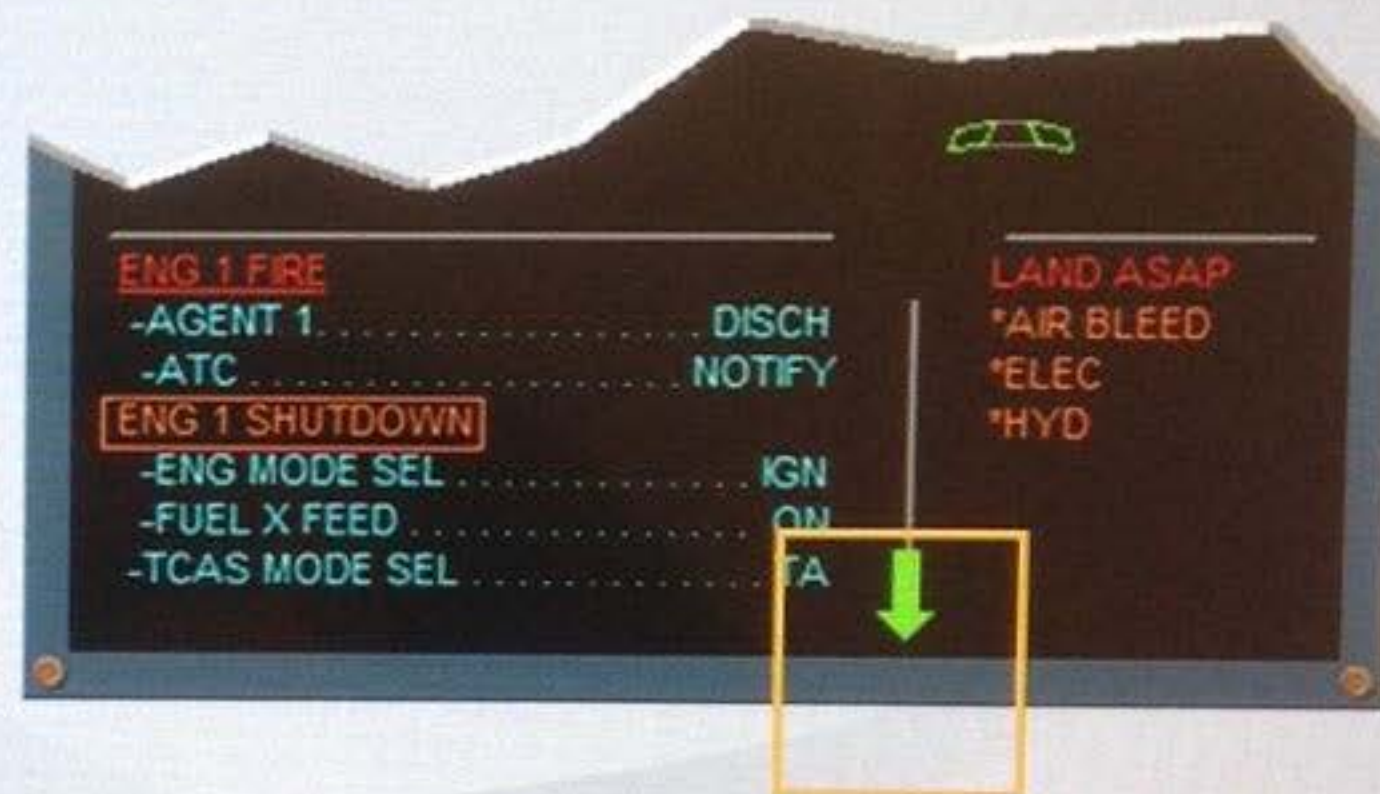
It indicates that the display unit, that is below this E/WD unit, has to be used to display the next page.

B

It indicates that the display unit, that is below this E/WD unit, has to be used to display the next cautions.

C

It indicates an information overflow on this E/WD unit, as there are currently no enough lines to display the full procedure.





On this PFD, a value is displayed on the top of the speed scale. This magenta value corresponds to:

A

The V2 speed, that has been manually inserted on the FCU.

B

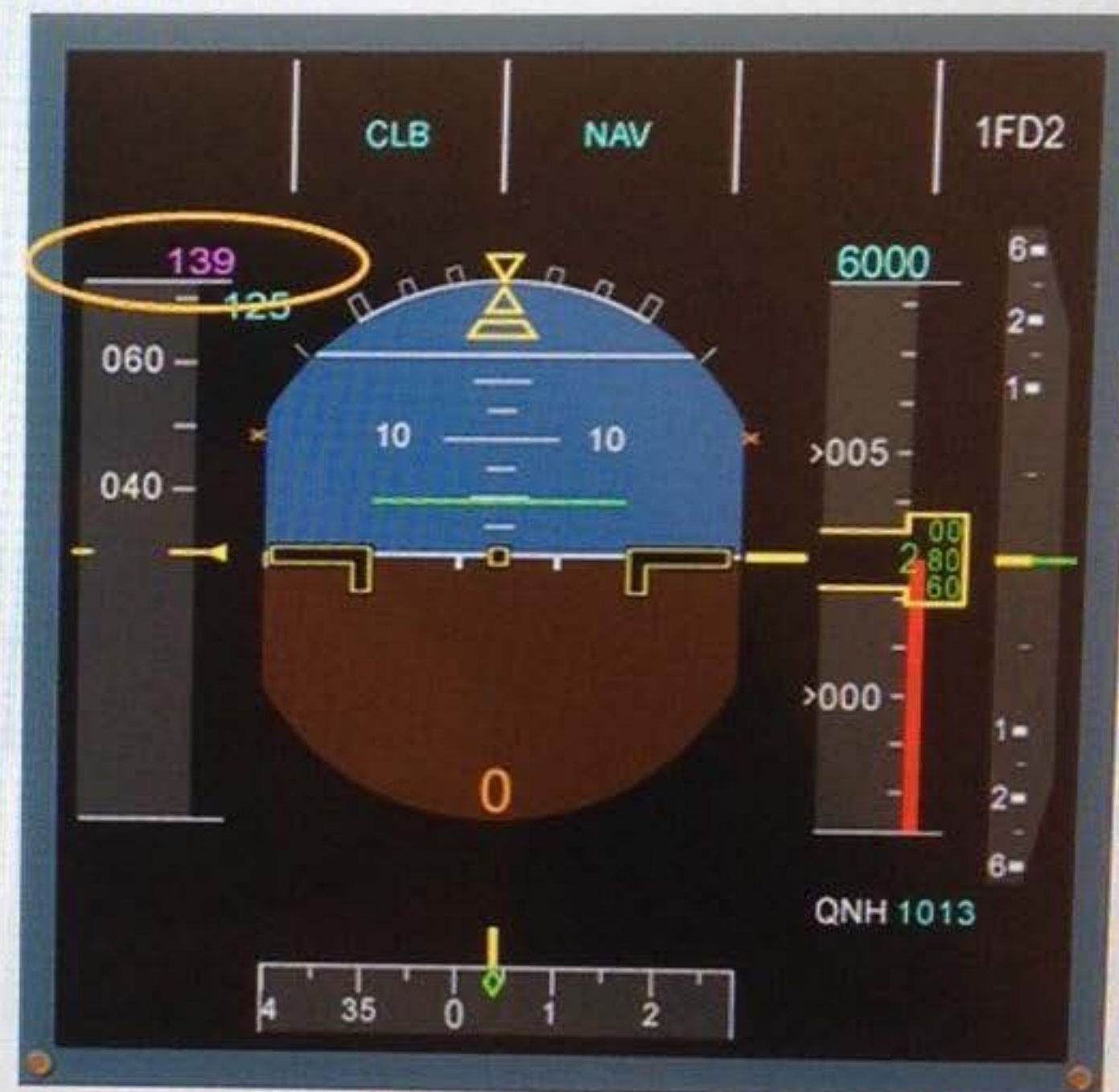
The VR speed, that is the rotation speed, entered on the MCDU PERF takeoff page.

C

The V2 speed, that has been entered on the MCDU PERF takeoff page.

D

The V2+10 speed, that has been automatically set on the FCU.



APPROACH

QUESTION 9

You are ready for approach.

With the following conditions, what is the Factored Landing Distance (FLD)?

Airport CAIRO 23L (HECA)

Forecast weather

Wind 200/15 kt
OAT 43 °C
QNH 1002 hpa

Provided landing aircraft status

RWY condition 4 mm Water
Anti-ice OFF
Landing weight 60.1 T
Ldg CG Basic
Landing configuration FULL
Air cond ON
Approach type CAT II
GA gradient 2.5 %
Vpilot 0
Landing technique AUTOLAND -3.0
Braking mode Manual
REV Yes

A

2536 m

B

2336 m

C

2215 m

D

1917 m



A message appears on the third line of the FMA column:
DECELERATE. This message indicates that:

A

The FMGC has detected a possible overspeed.

B

The TCAS has detected a possible traffic conflict and a deceleration is required to clear the conflict.

C

A speed constraint has been missed.

D

The top of descent has been passed and the PF is advised to slow down the speed so that the descent path interception will be possible.





According to these indications, the active phase is the descent. The approach phase could be activated:

A

Either automatically, when the aircraft overflies the magenta deceleration point, or manually, by pressing the LSK 6L on the MCDU PERF page.

B

Only manually by pressing the LSK 6L on the MCDU PERF page.

C

Only automatically, when the aircraft overflies the magenta deceleration point.



According to the indications on this ELEC panel and on this ECAM ELEC page, the information in the APU GEN box should mean that:

A

The electrical network load is shared between the APU GEN (63%) and the EXT PWR (37%).

B

The electrical network load is only ensured by the APU GEN output (63%).

C

As long as the EXT PWR is still available, the electrical network load cannot be ensured at 100% by only the APU GEN output.





For taxiing the aircraft, the pilot flying must monitor the aircraft speed that is only displayed on:

A

The MCDU PERF TAKEOFF page.

B

The MCDU F-PLN page.

C

The top left corner of his ND screen, that always indicates the Ground Speed (GS) detected by the ADIRS.

D

The PFD speed scale, with assistance of the speed trend arrow.



Refer to this PFD speed scale. You can conclude that:

A

250 kt is the current speed and also the target speed that has been manually selected, and 230 kt is the maximum speed for landing gear extension.

B

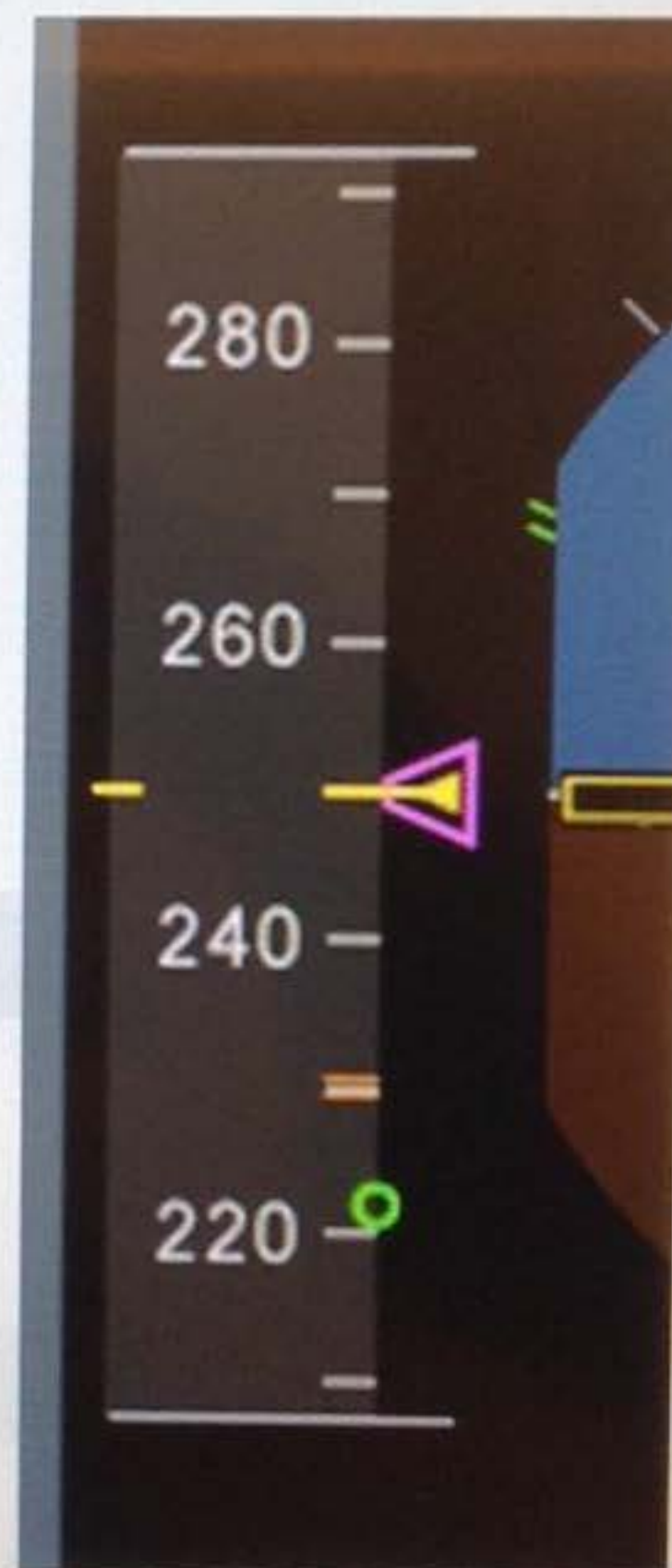
250 kt is the current speed and also the target speed that has been managed by the FMGS, and 230 kt represents the VFE for the next FLAPS lever position.

C

250 kt is the current speed and also the target speed that has been manually selected, and the green dot is the engine out operating speed.

D

The amber dashes at 230 kt represent a speed constraint, and the green dot represents the holding speed.





If the pilot wants to make a passenger announcement using his boom mike, he should on his ACP:

A

Select the PA transmission key and hold the transmission trigger of his sidestick while speaking.

B

Put the INT/RAD sw to INT, then press and hold the PA transmission key while speaking.

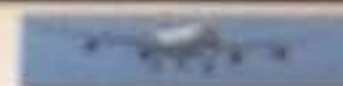
C

press and hold the PA transmission key while speaking.

D

Only put the INT/RAD sw to RAD while speaking.





After completion of an ECAM yellow reservoir low air pressure procedure, what does the amber YELLOW label, as shown on this ECAM HYD page, indicate to the pilots?

A

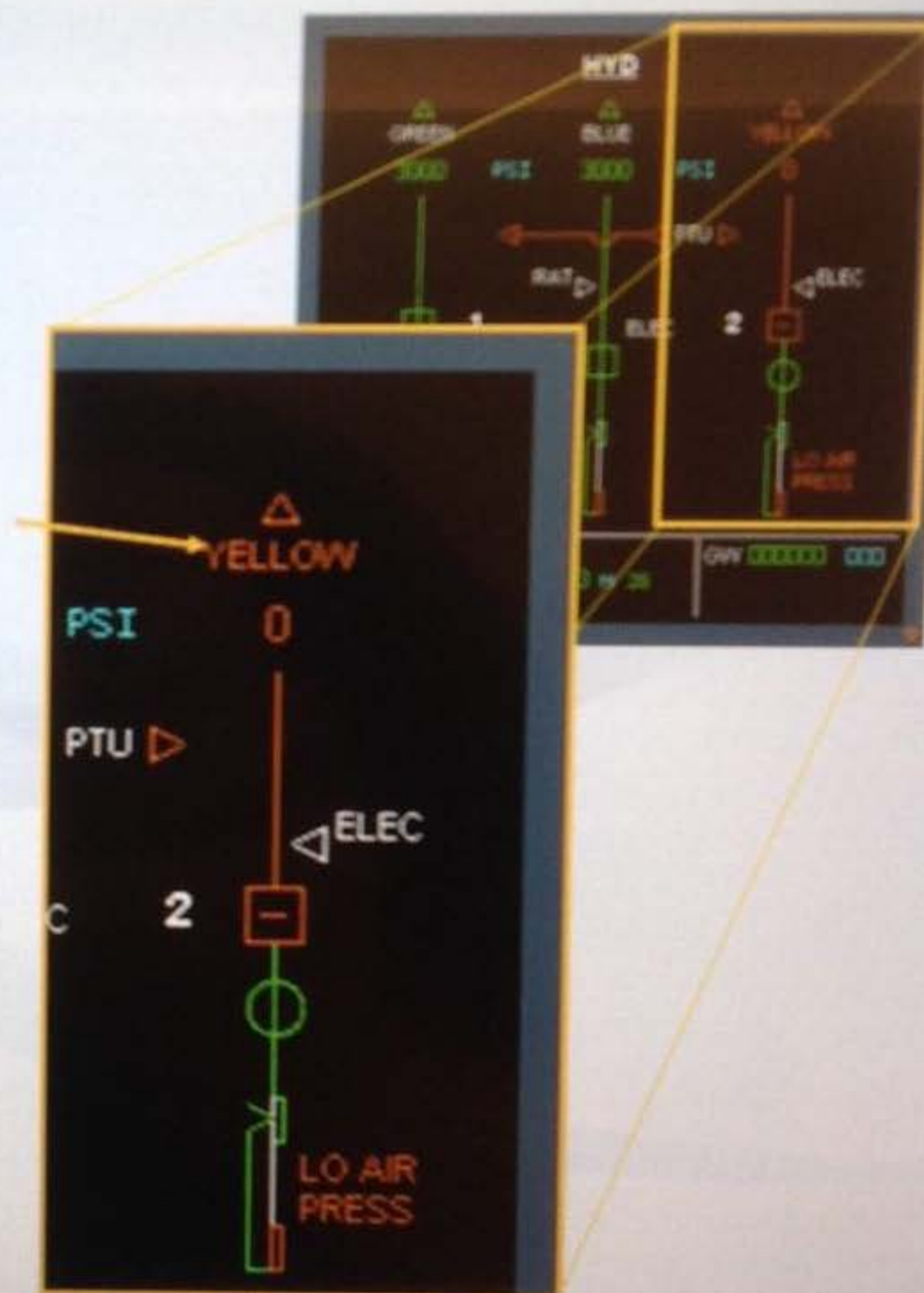
This indicates that the related hydraulic system is not pressurized because the engine 2 is not running.

B

This indicates that the related hydraulic system is not pressurized because the electric pump has been switched off.

C

This indicates that the related hydraulic system users are no longer available, due to the low pressure in this hydraulic circuit.





How many hydraulic sources will supply how many hydraulic actuator for the control of LH and RH ailerons?

A

2 hydraulic sources, for 4 actuators (2 actuators on each side).

B

1 hydraulic source, for 2 actuators (1 actuator on each side).

C

4 hydraulic sources, for 4 actuators on each side.

D

3 hydraulic sources, for 4 actuators on each side.





When an aircraft parameter exceeds a given limit, it can be displayed, for monitoring, on an associated ECAM SYSTEM page. Can you conclude that in this case it will change from green to amber?

A

No, because it should pulse green before changing to red at a greater limit.

B

Yes, if this parameter limit has triggered a caution classified level 1 or level 2.

C

Yes, if this parameter limit has triggered a caution classified level 3.

D

No, because it should change from green to red, requiring an immediate action.

[Questions/answers list](#)

[Previous question](#)

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The electrical system includes an AC ESS bus and a DC ESS bus, as shown on this ECAM ELEC page. You can conclude that in normal configuration:

A

The AC ESS bus is fed by the AC 1 bus. The DC ESS bus is fed by the DC 1 bus through the DC BAT bus.

B

The AC ESS bus is fed by the AC 2 bus. The DC ESS bus is directly fed by the DC 1 bus.

C

The AC ESS bus is directly fed by the GEN 1 output. The DC ESS bus is directly fed by the DC 1 bus.

D

The AC ESS bus is only fed by the GEN 1 output. The DC ESS bus is directly fed by the TR 1 output.





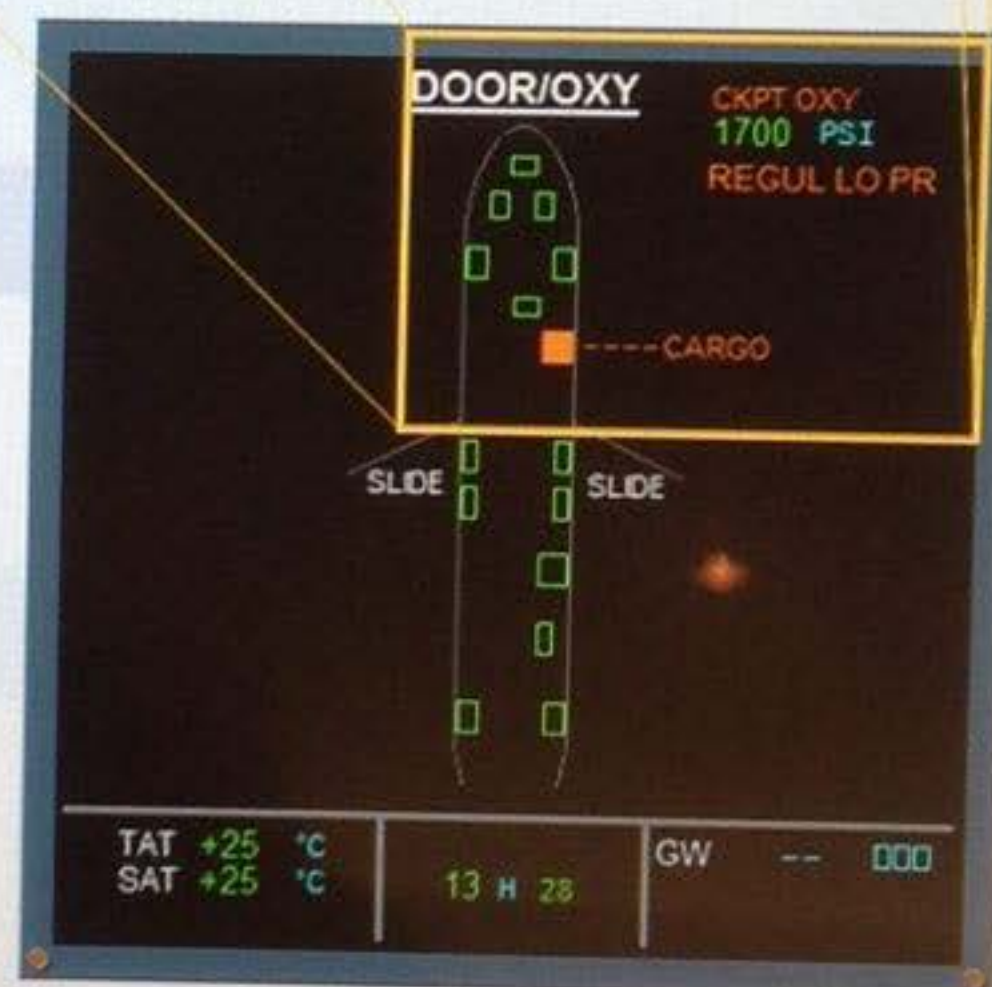
According to the indications shown on this DOOR/OXY SD page, you can conclude that:

A

This CARGO door is fully open.

B

This CARGO door is not locked.



Refer to this ND unit. The indications, displayed on the top right corner, correspond to the TO waypoint (PAS) and:



A

108 is the heading to PAS 44 is the distance to PAS 14:30 is the time left to PAS in minutes and in seconds.

B

108 is the heading to PAS 44 is the distance to PAS 14:30 is the time left to destination in hours and in minutes.

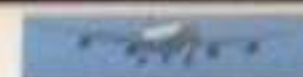
C

108 is the track to PAS 44 is the distance to PAS 14:30 is the elapsed time of this flight in minutes and in seconds.

D

108 is the track to PAS 44 is the distance to PAS 14:30 is the Estimated Time of Arrival (ETA) at which PAS will be overflown.



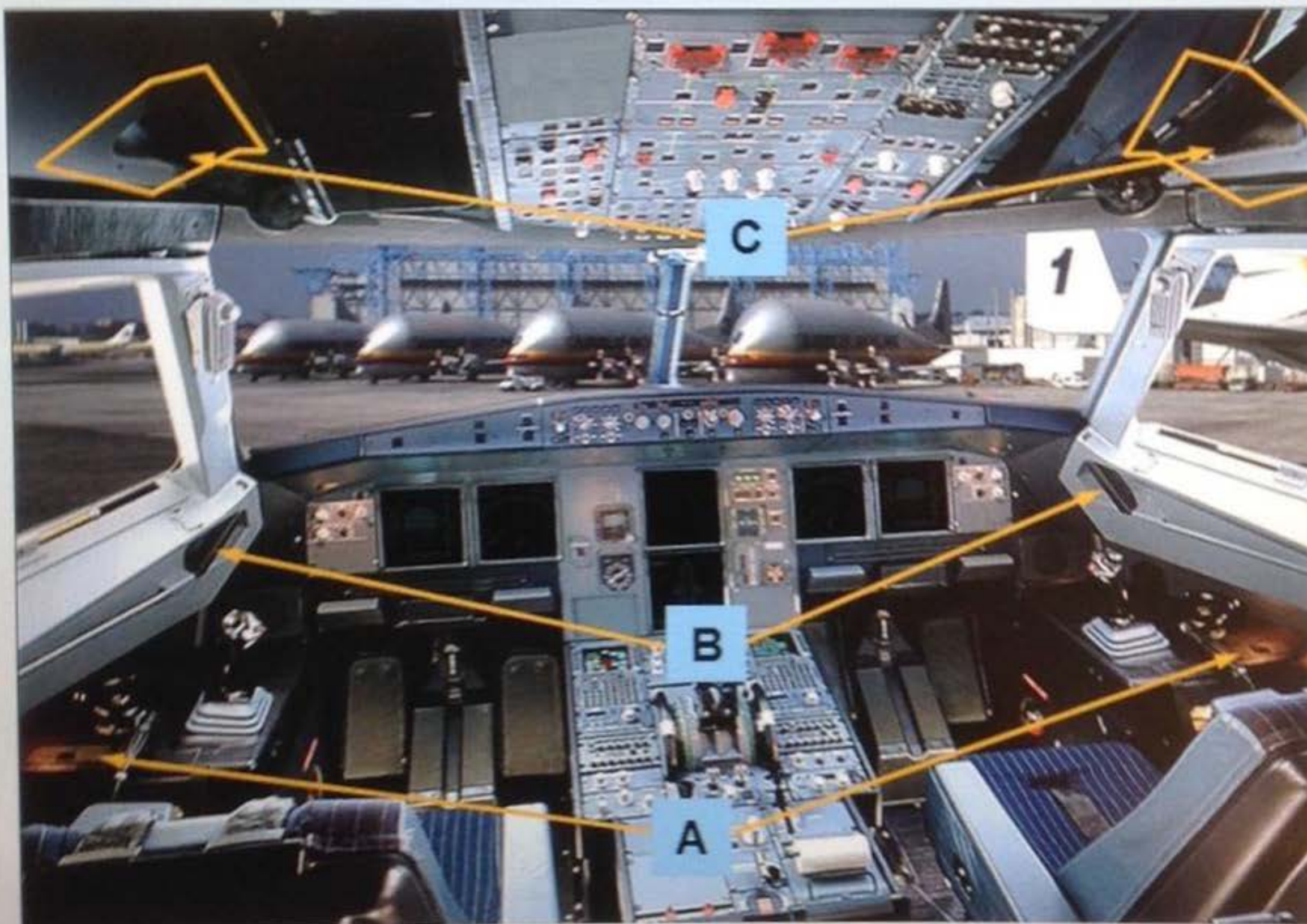


Please indicate the stowing place for the cockpit evacuation devices:

A

B

C



Question 92/100
A320 Family - CFM (Metric units) - ATA 52

Questions/answers list

Previous question

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Refer to this PFD speed scale. The VFE corresponding to the current FLAP/SLATS configuration is at:

A

180 kt.

B

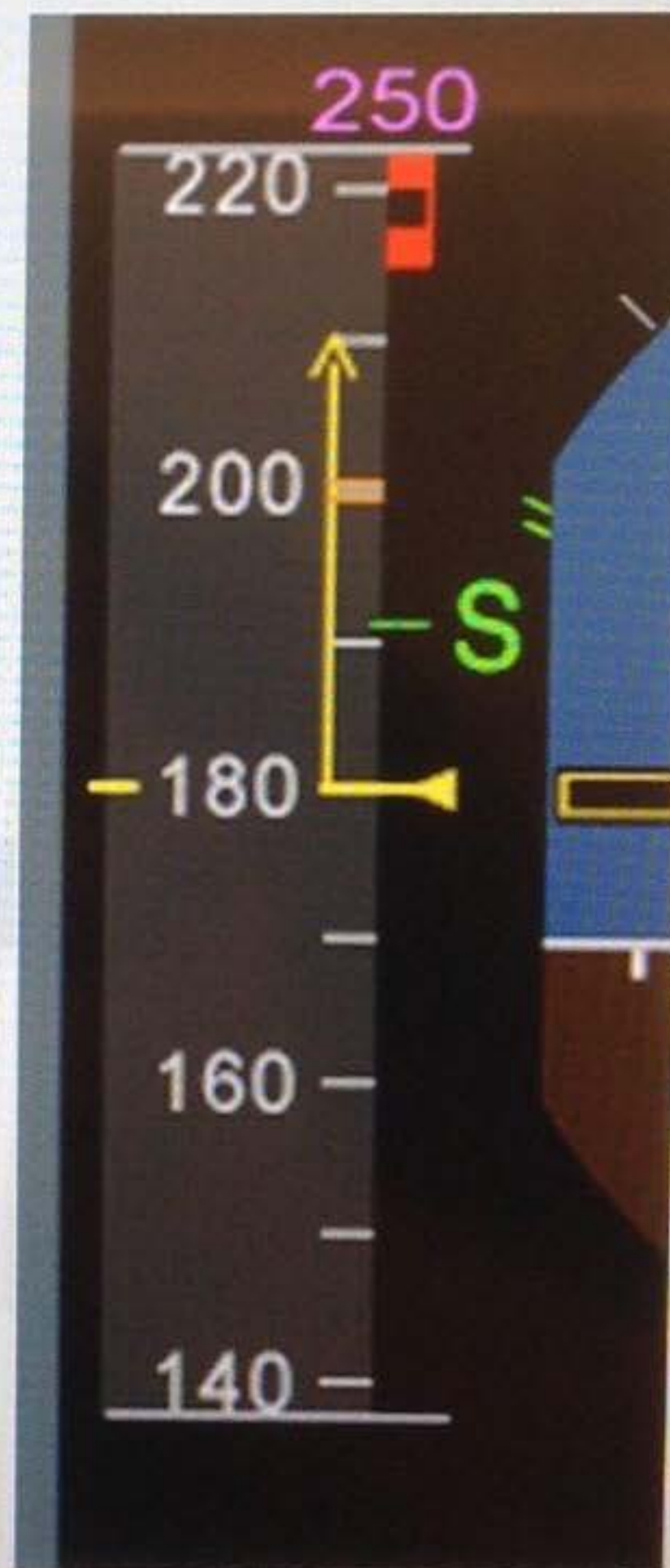
191 kt.

C

215 kt.

D

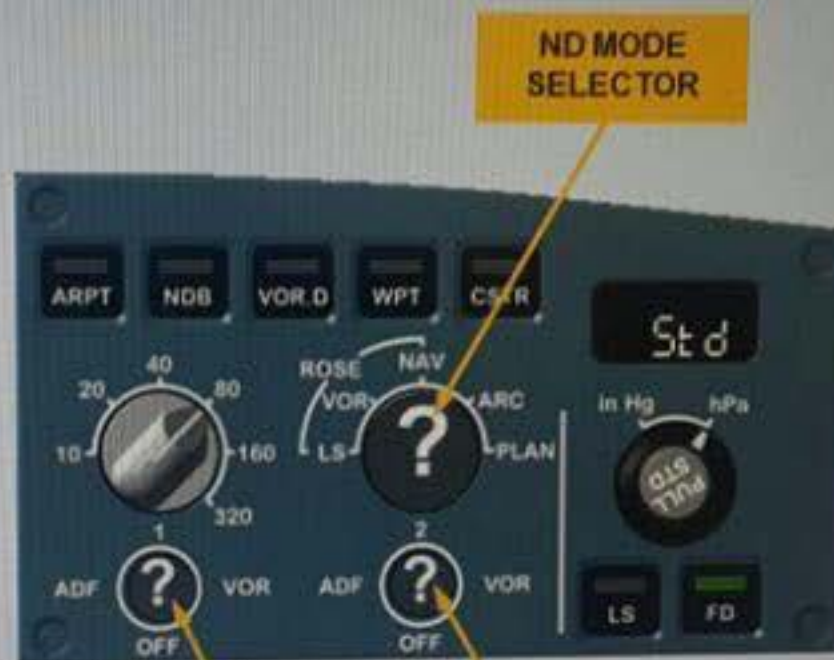
250 kt.





To display on the F/O ND, a 360° image with full VOR bearing and distance information, the F/O should set on his EFIS CTL panel the ND MODE selector to:

- A** PLAN, and VOR/ADF pointer selectors to VOR.
- B** ROSE NAV, and VOR/ADF pointer selectors to VOR.
- C** ARC, and one VOR/ADF pointer selector to the desired NAV aid.
- D** ROSE VOR only.



What is the meaning of an amber FAULT light on this ENG panel?

A

It indicates an automatic start abort or a HP FUEL valve position disagree with its commanded position.

B

It indicates a manual engine start failure.

C

It indicates a failure in the engine fire extinguishing system.



[Questions/answers list](#) [Previous question](#) [Next question](#)



According to these indications, which lights are currently on?



A

STROBE, BEACON, NAV 1 and LOGO, T.O and TAXI, L and R LAND and RWY TURN OFF lights.

B

BEACON, NAV 1, T.O , L and R LAND lights.

C

STROBE, BEACON, NAV 1, T.O and TAXI , L and R LAND lights.

D

STROBE, BEACON, NAV 1, L and R LAND lights.



These SAFETY valves are controlled:

A

Manually with the MAN V/S CTL switch.

B

Automatically by the active CPC with the MODE SEL pb-sw.

C

Manually with the DITCHING pb-sw.

D

Pneumatically by the actual differential pressure.

