1. Hot air FAULT light illuminates on the air conditioning panel:

The hot air press reg. valve opens and the trim air valves close

The hot air press reg. valve closes and the trim air valve open

The hot air press reg. valve closes and the trim air valves close

2. In case of zone controller primary and secondary channel failure, what temperatures are maintained by pack 1 and 2?

15°C both

25°C both

20°C pack1 - 10°C pack2

24°C pack1 - 15°C pack2

3. During normal flight the avionics ventilation system controls the temperature of the cooling air by:

Adding air conditioned air to the flow

Extracting air over board

Adding avionics bay air

Passing air through a skin heat exchanger

4. Pack controllers, primary channel failure:

The secondary channel operates as a back up and regulation is not optimized

The secondary channel takes over

Pack is lost

5. Pack controllers, secondary channel failure:

No effect on pack regulation. Back up mode is lost

Pack is lost

No effect

6. Pack controllers, primary and secondary channel failure:

Pack outlet temperature is controlled by the anti-ice valve to a temperature between 5°C and 30°C in a maximum of 6 minutes

The pack is closed

7. Hot air pressure regulating valve failed open:

Optimized regulation is lost

The temperature stays at the value selected when the failure occurs

No effect

8. With bleed air supplied from the APU (APU bleed valve open) the pack flow is automatically selected:

High

Normal

Low

9. Each trim air valve optimizes the temperature by:

Adding hot air

Adding fresh air

Modulation of pack flow

10. The hot-air pressure regulating valves:

Regulate the pressure of hot air tapped upstream of the packs

Is spring-loaded open in the absence of air

Opens automatically in case of duct overheat

11. The pack flow control valve is:

Pneumatically-operated and electrically-controlled

Electrically-operated and pneumatically-controlled

Opens automatically during engine starting

12. The temperature selectors are located in:

The cockpit

The cabin

Both

13. Pack flow may be selected from:

The cockpit

The cabin

Both

14. When the cooling demand can’t be satisfied:

The minimum idle the must be increased manually

The minimum idle is increased automatically

In any case, flight idle is sufficient

15. What is the maximum normal cabin alt?

8,000 ft

9,550 ft + 350 ft

14,000 ft

16. Trim air valves are controlled by:

The zone controller

The anti-ice valve

The hot air pressure regulating valve

17. The mixer unit is connected to:

Packs, cabin air, emergency ram air inlet and LP ground connector

Packs, emergency ram air inlet and LP ground connector

Packs and cabin air

18. When the RAM AIR pushbutton is ON, the ram air valve will open:

In any case

Provided DITCHING pushbutton is in normal position

$\triangle$ p < 1 psi and DITCHING pushbutton is in normal position

19. With zone controller fault (primary channel failed):

a
Cabin zone temp is fixed at 24°C

b
Packs are fixed at 15°C

c
Secondary channel operates as backup

Both a and c are correct

20. Conditioned air is distributed to:

Cockpit, cargo bays and cabin

Cockpit, forward and aft cabin

Cockpit, avionics bay and cabin

21. The cabin zone temperature sensors are ventilated by the air extracted by the lavatory and galley fans:

True

False

22. Temperature regulation is automatic and is controlled by:

A zone controller

Two pack controllers

All of the above

23. In case of pack controller failure, (primary and secondary channel) the pack outlet air temperature is controlled by:

The by-pass valve

The anti-ice valve

The flow control valve

24. When the pack flow control knob is positioned to HI, air flow is:

80 % of normal

150 % of normal

120 % of normal

25. When using Engines bleed to supply the packs with the pack flow pushbutton to off, the pack air flow is:

40 % more than normal

No change

20 % more than normal

26. The pack flow control valve closes automatically in case of:

Compressor outlet overheat, engine FIRE pushbutton RELEASED OUT, engine start, ditching pushbutton pressed

Bleed valve failure, pack outlet pressure increase

All of the above

27. In case of total zone controller failure:

Hot air and trim air valves open and packs deliver a fixed temperature:
15°C pack 1, 10°C pack 2

Hot air and trim air valves close and packs deliver a fixed temperature:
15°C pack 1, 10°C pack 2

Hot air and trim air valves close and packs deliver air a fixed temperature:
20°C pack 1, 10°C pack 2

28. When the ditching switch is selected on, it sends a closure signal to:

Outflow valve

Ram air inlet and ventilation extract valves

The pack flow control valves

All of the above

29. In flight, with press controller 1 in use, if it fails:

You have to use the manual control

Transfers automatically to controller 2

You have to select manually controller 2

You have to set the landing elevation

30. In normal operation, pressurization is:

Fully automatic

Manually controlled

All of the above

31. The outflow valve is powered by:

One of two electric motors

One of three electric motors

Three mechanically linked electric motors

32. During ground function operation, the outflow valve is:

Fully open

Fully close

Positioned according to FMGS demands

33. To see the position of the outflow valve it is necessary to call ECAM:

Cone page

Bleed page

Press page

34. Two identical, independent, automatic digital pressurization controllers are used for system control:

One controller active, one in standby

Both controllers monitored by FMGC

No controller for climb phase and №2 controller in cruise and descent

35. The purpose of the safety valves is to avoid:

Excessive positive pressure differential

Excessive negative differential

All of the above

36. The safety valves are operated:

Electronically

Hydraulically

Pneumatically

37. When landing elevation is set to AUTO, the landing elevation is sent to the controller from:

FMGC

FCU

ADIRS

38. When cabin press mode selector is set to manual, the outflow valve is controlled by signals sent via either controller 1 or 2:

True

False

39. On ECAM cabin press page, the outflow valve indicator changes to amber if:

Fully closed

The valve opens more than 95 % during flight

Fully open on ground

40. On ECAM cabin press page, the safety valve indication changes to amber if:

Both safety valves are fully open

Either valve is not closed

Both safety valves are fully closed

41. On ECAM cabin press page the cabin altitude indication changes to red when cabin altitude is:

>14,000 ft

>8,000 ft

>9,550 ft

42. Following a sys 1 fault:

Master caution is activated and ECAM actions must be taken by the crew

System 2 must be selected by the crew

System 2 takes over automatically without crew actions

43. Cabin pressurization starts at:

Engine start

Take-off power selection

Lift off

44. The pressure safety valves open at:

8.06 psi

8.6 psi

9.0 psi

7.6 psi

THE END=)

НЕ ВЕРНО

НАЗАД