BỘ GIAO THÔNG VẬN TẢI CỤC HÀNG KHÔNG VIỆT NAM

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM Độc lập –Tự do –Hạnh phúc

Số: 1062/QĐ-CHK

Hà Nội, ngày 13 tháng 05 năm 2024

QUYẾT ĐỊNH

Về việc phê duyệt ngân hàng câu hỏi thi sát hạch giấy phép, năng định bảo dưỡng tàu bay B737NG và B737Max

CỤC TRƯỞNG CỤC HÀNG KHÔNG VIỆT NAM

Căn cứ Nghị định số 66/2015/NĐ-CP ngày 12/08/2015 của Chính phủ quy định về nhà chức trách hàng không;

Căn cứ Nghị định số 66/2015/NĐ-CP ngày 12/08/2015 của Chính phủ quy định về nhà chức trách hàng không;

Căn cứ Thông tư số 01/2011/TT-BGTVT ngày 27/01/2011 của Bộ trưởng Bộ Giao thông vận tải ban hành Bộ quy chế an toàn hàng không dân dụng lĩnh vực tàu bay và khai thác tàu bay và Thông tư số 03/2016/TT-BGTVT ngày 31/03/2016, Thông tư số 21/2017/TT-BGTVT ngày 30/6/2017, Thông tư số 56/2018/TT-BGTVT ngày 11/12/2018 và Thông tư số 42/2020/TT-BGTVT ngày 31/12/2020, Thông tư số11/2022/TT-BGTVT ngày 29/06/2022, Thông tư số 09/2023/TT-BGTVT ngày 09/06/2023 sửa đổi, bổ sung một số điều của Bộ quy chế an toàn hàng không dân dụng lĩnh vực tàu bay và khai thác tàu bay;

Căn cứ Quyết định số 651/QĐ-BGTVT ngày 29/05/2023 của Bộ trưởng Bộ Giao thông vận tải quy định chức năng, nhiệm vụ, quyền hạn và cơ cấu tổ chức của Cục Hàng không Việt Nam và quyết định số 371/QĐ-BGTVT ngày 02/04/2024 về việc sửa đổi quyết định 651/QĐ-BGTVT ngày 29/05/2023;

Theo đề nghị của Trưởng phòng Tiêu chuẩn an toàn bay – Cục Hàng không Việt Nam.

QUYẾT ĐỊNH:

Điều 1. Phê duyệt ngân hàng câu hỏi thi sát hạch giấy phép, năng định bảo dưỡng tàu bay B737NG và B737Max chi tiết nêu tại phụ lục I và II kèm theo.

Điều 2. Quyết định này có hiệu lực kể từ ngày ký.

Điều 3. Trưởng phòng Tiêu chuẩn an toàn bay- Cục Hàng không Việt Nam, Thủ trưởng các cơ quan, đơn vị và cá nhân liên quan chịu trách nhiệm thi hành Quyết định này.

Jaring 2

Nơi nhận:

- Như Điều 3;

Cục trưởng (để b/c);
Lưu: VT, TCATB (Ph03b).



SỐ LƯỢNG CÂU HỎI TRU AT HỊ CƠ GIẤY PHÉP, NĂNG ĐỊNH BẢO DƯÕNG TẠC BÀY 9/37 NG VÀ B737MAX (kèm theo quyết định số thể Đỹ HK ngày 13 /05/2024)

GKHON Số lượng câu hỏi Năng định tàu bay, động cơ 1. Số lượng câu hỏi tàu bay mức A gồm 400 câu 2. Số lượng câu hỏi tàu bay mức B1 gồm 605 câu 3. Số lượng câu hỏi tàu bay mức B2 gồm 605 câu B737 NG (Boeing 737-4. Số lượng câu hỏi động cơ mức A gồm 54 câu 600/700/800/900) (CFM56) 5. Số lượng câu hỏi động cơ mức B1 gồm 100 câu 6. Số lượng câu hỏi động cơ mức B2 gồm 50 câu 7. Số lương câu hỏi tàu bay mức A gồm 400 câu 8. Số lượng câu hỏi tàu bay mức B1 gồm 605 câu 9. Số lượng câu hỏi tàu bay mức B2 gồm 604 câu B737 Max (Boeing 737-7/8/9) 10. Số lượng câu hỏi động cơ mức A gồm 50 câu (CFM LEAP-1B) 11. Số lương câu hỏi đông cơ mức B1 gồm 101 câu 12. Số lượng câu hỏi động cơ mức B2 gồm 54 câu

CÁC BỘ CÂU HỎI THỊ SÁC HẠCH CHẤY PHÉP, NĂNG ĐỊNH BẢO DƯỮNG TÀU DAY P. 57NG VÀ B737MAX (kèm theo quyết định tố 1002 - 5 K ngày 13 /05/2024)

- A. QUESTION BANK FOR B737NG CATALARFRAME)
- B. QUESTION BANK FOR B737NG CAT B1 (AIRFRAME)
- C. QUESTION BANK FOR B737NG CAT B2 (AIRFRAME)
- D. QUESTION BANK FOR CFM56 (B737NG) CAT A (ENGINE)
- E. QUESTION BANK FOR CFM56 (B737NG) CAT B1 (ENGINE)
- F. QUESTION BANK FOR CFM56 (B737NG) CAT B2 (ENGINE)
- G. QUESTION BANK FOR B737MAX CAT A (AIRFRAME)
- H. QUESTION BANK FOR B737MAX CAT B1 (AIRFRAME)
- I. QUESTION BANK FOR B737MAX CAT B2 (AIRFRAME)
- J. QUESTION BANK FOR CFM LEAP-1B (B737MAX) CAT A (ENGINE)
- K. QUESTION BANK FOR CFM LEAP-1B (B737MAX) CAT B1 (ENGINE

A. QUESTION BANK FOR B737NG CAT A (AIRFRAME)

ATA 6:

1. The body station line (STA) is a

a) Lateral dimension

b) Horizontal dimension.

c) Height dimension.

(A) AMM TASK 06-21-00-800-801

2. The body buttock line (BL) is a

a) Lateral dimension

b) Height dimension

c) Horizontal dimension

(A) AMM TASK 06-21-00-800-801

3. The water line (WL) is a

a) Lateral dimension

b) Horizontal dimension.

c) Height dimension.

(A) AMM TASK 06-21-00-800-801

4. The airplane has

- a) Eight major zones
- b) Six major zones
- c) Seven

(A) AMM TASK 06-30-00-800-801

5. The general left wing section base number is

a) 500 b) 600 c) 700 (A) AMM TASK 06-30-00-800-801

6. Location zone for Lower Half of Fuselage is

a) 100 b) 200 c) 300 (A) AMM TASK 06-30-00-800-801

7. Location zone for Landing Gear and Landing Gear Doors is

a) 600 b) 700 c) 800 (A) AMM TASK 06-30-00-800-801

8. Fuselage station diagram gives reference to find out components, features and major fuselage structural openings in relation to

a) Datum plane which is perpendicular to fuselage centerline and located 130.0 Inch forward of airplane nose

b) Nose of airplanec) Floor of airplane passenger cabin(A) AMM TASK 06-21-00-800-801

9. Major zone 200 is

a) Lower half of fuselage

b) Upper half of fuselage

c) L/H and R/H wing

(A) AMM TASK 06-30-00-800-801

ATA 7:

10. The airplane has

a) Three main jack points and four auxiliary jack points

b) Four main jack points and three auxiliary jack points.

c) Three main jack points and three auxiliary jack points

(A) AMM TASK 07-11-01-580-815

12. Can the aircraft be jacked at axle jack points

a) Yes, at Max Zero Fuel Weight

b) Yes, At Max Taxi Weight

c) Not permitted

(A) AMM TASK 07-11-01-580-815

ATA 8:

13. The location of the inclinometers are in

a) main wheel gear well

b) the nose wheel well

c) The E & E compartment

(A) AMM TASK 08-21-04-000-801

ATA 9:

14. The design of the airplane will permit you to tow the airplane from

a) The nose landing gear

b) The main landing gear

c) The nose landing gear or main landing gear

(A) AMM TASK 09-11-00-580-801

15. The maximum normal towing turning limits are indicated by the painted stripes on

a) The lower fuselage below left pax door

b) The nose gear doors.

c) The lower fuselage below right pax door

(A) AMM TASK 09-11-00-580-801

16. When tow the aircraft, maximum normal turning angle is

- a) 68 degrees
- b) 78 degrees
- c) 88 degrees
- (A) AMM TASK 09-11-00 PAGE 206
- 17. What is the correct sequence

a) Install the tow bar on the tow fitting then install the tow lever safety pin

b) Install the tow lever safety pin then install the tow bar on the tow fitting

c) There is no specific sequence.

(A) AMM TASK 09-11-00 PAGE 204 & 205

ATA 10:

18. Prolonged Parking means

a) When an airplane is not operated for 7 days or more

b) When an airplane is not operated for 14 days or more

c) When an airplane is not operated for 30 days or more

(A) AMM TASK 10-12-02-550-802

19. When aircraft stop overnight

a) Pitot probe and static port are covered.

b) Static port are covered

c) Pitot port are covered

(A) AMM TASK 10-11-01-580-801

ATA 12:

20. When you do the Aircraft Grounding for the Refuel/Defuel Operations

a) Connect the ground cable to parking ground point before you connect it to the aircraft

b) Attach the cable to aircraft first then connect to parking ground point

c) Grounding is not necessary

(A) AMM TASK 20-40-11-760-801

23. When doing the Hydraulic Fluid Reservoir Filling

a) The reservoirs air pressurize system must be depressurized

b) Do not depressurize the system reservoirs

c) The hydraulic system operating normally

(A) AMM TASK 12-12-00-610-801

ATA 20:

24. Which statement is NOT correct for Lockwire Procedure

a) Do not use lockwire more than twice

b) Install lockwire so it is in tension when the parts become loose

c) Make three to six twists at the end of the wire. Bend the twists back or under to give the ends

protection so they will not catch something

(A) AMM 20-10-44

25. How to find out broken wire of control cable

a) rub along cable by hand to find out broken wire
b) rub along cable by a cloth, the cloth will catch any broken cable
c) remove cable
(A) AMM 20-20-31

26. What type of locking wire is to be used on emergency equipment

a) stainless steel wire
b) plastic tie
c) copper wire
(A) AMM 20-10-44

ATA 21:

27. On B737-800/900 which component controls pack cooling temperature?

a) Pack/zone temperature controller

b) Cabin temperature controller

c) Air conditioning accessory unit

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 12

28. On B737 800/900, these components in the EE compartment control the functions of the air conditioning system:

a) Two cabin temperature controller and two air conditioning accessory units (ACAU)

b) Two pack/zone temperature controllers and two air conditioning accessory units (ACAU)

c) Two pack/zone temperature controllers and two cabin pressure controller

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 12

29. On B737-800/900, the primary parts of the air conditioning (A/C) system are

a) Pack flow control, Pack cooling system, Zone temperature control, Air distribution.

b) Pack flow control, Pack/Zone temperature control, Recirculation, Air distribution.

c) Pack flow control, Pack cooling system, Zone temperature control, Recirculation, Air distribution.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 19

30. On B737-800/900, the pack has overheat protection components that automatically stop operation of the pack, these are:

a) Compressor discharge overheat switch, Turbine inlet overheat switch, Pack discharge overheat switch.

b) Compressor discharge overheat switch, Turbine inlet overheat switch, Pack temp sensor.

c) Compressor discharge overheat switch, Ram air sensor, Pack discharge overheat switch.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 36

31. How to control and actuate the flow control and shutoff valve (FCSOV) ?

a) The FCSOV is electrically controlled and electrically actuated.

b) The FCSOV is electrically controlled and pneumatically actuated.

c) The FCSOV is pneumatically controlled and pneumatically actuated.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 40

32. What is the primary heat exchanger used for ?

a) The primary heat exchanger removes heat from bleed air going to the compressor section of the air cycle machine.

b) The primary heat exchanger removes heat from bleed air that comes from the compressor section of the air cycle machine.

c) The primary heat exchanger removes heat from bleed air that comes from the reheater.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 46

33. These are the three modes of control for the ram air system:

a) Open, Partial open, Close.

b) Ground, Takeoff/ Landing, Cruise.

c) Ground, Flight (flaps not up), Flight cruise (flaps up).

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 57, 61

34. The air cycle machine is a high-speed rotating assembly. It has these sections:

a) Turbine, Compressor and Ram air impeller fan.

- b) Turbine and Compressor.
- c) Turbine, Compressor and Gearbox.
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 64

35. What is the secondary heat exchanger used for ?

a) The secondary heat exchanger removes heat from bleed air going to the compressor section of the air cycle machine.

b) The secondary heat exchanger removes heat from bleed air that comes from the compressor section of the air cycle machine.

c) The secondary heat exchanger removes heat from bleed air that comes from pneumatic system.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 80

36. How many water extractors are installed on B737-800/900?

- a) There are four water extractors, two in each air conditioning pack
- b) There are two water extractors, one in each air conditioning pack
- c) This aircraft type does not use water extractor

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 88

37. What are the indications when a pack trip occurs on B737 800/900:

a) MASTER CAUTION and AIR COND annunciator lights.

b) PACK amber light, MASTER CAUTION and AIR COND annunciator lights.

c) PACK amber light and MASTER CAUTION lights.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 114

38. The flight compartment gets conditioned air from

a) the right pack and the mix manifold.

b) the mix manifold.

c) the left pack and the mix manifold.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 118

39. Where are the main air distribution components ?

a) in the distribution compartment aft of the forward cargo compartment.

b) in the distribution compartment in aft cargo compartment.

c) in the distribution compartment in avionic compartment.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 122

40. On the temperature controls panel, which component controls the trim air pressure regulating and shutoff valve ?

a) The three temperature selectors

- b) The trim air switch
- c) The air temperature source selector
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 196

41. On B737 800/900, primary flight compartment zone temperature control channel is

- a) a channel of ACAU.
- b) a channel of LEFT pack/zone temperature controller.
- c) a channel of RIGHT pack/zone temperature controller.
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 203

42. Which components are the interface between the normal temperature control system and the airplane safety logic ?

- a) Two ACAUs.
- b) Two pack/zone temperature controller.
- c) Related ducting and wires.
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 221

43. What system removes heat from electronic components in the flight compartment and the E/E compartment ?

- a) The ram air system
- b) The equipment cooling system
- c) The ventilation system
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 242

44. On the ground, to give a warning when there is not sufficient cooling air flow, the equipment cooling system has

- a) indicator lights
- b) the crew call horn
- c) indicator lights and the crew call horn
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 248

45. The supply and exhaust fans move air around electrical equipment to remove heat. There are

- a) two sets of fans (normal and alternate) for the supply and the exhaust systems
- b) two fans for the supply and the exhaust systems
- c) two fans (normal and alternate) for both supply and exhaust systems
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 252

46. These are the parts of the heating system:

- a) Flight compartment heating, Supplemental heating and Aft cargo compartment heating
- b) Forward cargo compartment heating, Supplemental heating and Aft cargo compartment heating
- c) Flight compartment heating, Passenger compartment heating and Cargo compartment heating
- (A) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 274

47. The cabin pressure control system controls

- a) the rate that the air flows into the cabin.
- b) the rate that the air flows into and out of the cabin.
- c) the rate that the air flows out of the cabin.
- (A) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 2

48. The CPCs show FAULT on the front panel display only when

- a) there is an existing fault on cabin pressure control system.
- b) there is a history fault on cabin pressure control system.
- c) there is a fault on CPCs.
- (A) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 18

49. How many motors does the outflow valve have ?

- a) three automatic mode motors
- b) two automatic mode motors and one manual mode motor
- c) one automatic mode motors and one manual mode motor
- (A) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 38

50. The amber AUTO FAIL light gives the flight crew an indication that

a) one auto channels are inoperative.

b) all auto channels are inoperative

c) one or both auto channels are inoperative.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 45

51. The off schedule descent (OFF SCHED DESCENT) indication tells the crew that

a) the cabin pressure control system will control cabin pressure for a return to the take-off field.

b) the cabin pressure control system will turn off cabin pressure control in descent mode.

c) the cabin pressure control system turned off the schedule descent mode.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 50

52. Which componets prevent damage to the airplane structure during sudden decompression in the cargo compartment.

a) The pressure equalization valves

b) The cargo compartment blowout panels

c) The negative pressure relief valve

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 60

53. The E & E compartment is cooled by?

- a) The equipment cooling system
- b) The ram air system
- c) The AUTO or STANDBY pressurisation systems
- (A) AMM 21-27-00 PAGE 2

54. The Re-circulating Fan air shroud is located

- a) Forward of the E & E compartment.
- b) Above the forward cargo compartment
- c) Above the aft cargo compartment
- (A) AMM 21-25-00

55. The Re-circulating Fan system provides?

a) A filtered air supply into the mix manifold

b) An unfiltered air supply into the mix manifold

c) An air supply directly from the mix manifold into the passenger cabin only

(A) AMM 21-25-00

56. The aft cargo compartment is heated by

a) The exhaust air from the control cabin

- b) The exhaust air from the passenger cabin
- c) The exhaust air from the E & E compartment
- (A) AMM 21-40-00

ATA 22:

57. These are part of the stall management function of the SMYD:

a) Stall warning, EFS, Autoslat, Performance data.

- b) Stall warning, Yaw damping, Autoslat, Performance data.
- c) Stall warning, Turn coordination, Autoslat, Performance data.

(A) ATA 22 Autoflight system - B737 Training book - Page 13

58. You engage the yaw damper system with a switch on the flight control panel. These conditions are necessary for primary yaw damping:

a) The system A hydraulic pressure is available and the FLT CTRL A switch must be ON.

b) The system B hydraulic pressure is available and the FLT CTRL B switch must be ON.

c) The system A & B hydraulic pressure is available.

(A) ATA 22 Autoflight system - B737 Training book - Page 46

59. The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight control manual reversion

a) When on standby hydraulics.

b) When put the FLT CONT A or B switches to ON position.

c) When put the yaw damper switch to OFF.

(A) ATA 22 Autoflight system - B737 Training book - Page 58

60. The digital flight control system (DFCS) does these functions:

a) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim, Autothrottle.

b) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim.

c) Autopilot, Altitude alert, Speed trim, Mach trim, Autothrottle.

(A) ATA 22 Autoflight system - B737 Training book - Page 93

61. When does the receivers use the VOR/LOC antenna in the vertical stabilizer ?

a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the navigation control panel.

b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the navigation control panel.

c) Always use when the FCC is in the approach or localizer mode.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

62. When does the receivers use the localizer antenna in the nose radome?

a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the navigation control panel.

b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the navigation control panel.

c) Always use when the FCC is in the approach or localizer mode.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

63. The red A/T warning lights on the ASAs come on

a) Only when the A/T disconnects.

b) Only when the A/T is in BITE.

c) When the A/T disconnects or when the A/T is in BITE.

(A) ATA 22 Autoflight system - B737 Training book - Page 348

64. This is the takeoff sequence:

a) Preflight, Takeoff start, Takeoff roll, Climb out.

b) Preflight, Takeoff roll, Takeoff start, Climb out.

c) Preflight, Takeoff roll, Climb out, Takeoff start.

(A) ATA 22 Autoflight system - B737 Training book - Page 364

65. The localizer antenna switches

a) Turn ON/OFF the localizer antenna.

b) Determine if the dual VOR/LOC antenna or the localizer antenna is supplying the RF signals to the receivers.

c) Receive the localizer signal and send it directly to the localizer antenna.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

66. When the crew push a TO/GA switch one time during a fully automatic approach

- a) The autothrottle decreased thrust go-around mode operate.
- b) The autothrottle maximum thrust go-around mode operate.
- c) The autothrottle disengage.
- (A) ATA 22 Autoflight system B737 Training book Page 381

ATA 23:

67. Where is the pilots audio selector panel located.

- a) In Cockpit P8 panel
- b) In Cockpit P8 and P6 panels

c) In cockpit Captain side only

(A) ATA 23 Communication System - B737 Training book - Page 36

68. The Cockpit Voice Recorder in AUTO:

a) Always powers the CVR when DC bus 1 is powered.

b) Always powers the CVR when DC bus 2 is powered.

- c) Always powers the CVR from first engine start until 5 minutes after last engine shutdown.
- (A) ATA 23 Communication System B737 Training book Page 387

69. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

- b) On the P5 aft overhead panel or the P11 fwd electronics panel
- c) On the P8 aft electronics panel and P11 fwd electronics panel

(A) ATA 23 Communication System - B737 Training book - Page 36

70. The CVR (orange box) is located:

a) In the forward Electronic & Equipment bay (E&E).

b) In the aft right side of the aft cargo compartment.

- c) In the flight deck (under the captain's seat).
- (A) ATA 23 Communication System B737 Training book Page 368

71. Where are The REU and the audio switching relays?

a) Above overhead panel in the cabin compartment

b) on the E4-1 rack in Electronic Equipment Compartment

- c) In the flight compartment
- (A) ATA 23 Communication System B737 Training book Page 37

72. Where is the external flight interphone jack?

a) On the P19 external power panel

- b) In the electronic equipment compartment
- c) In the main wheel well
- (A) ATA 23 Communication System B737 Training book Page 40

73. The Service Interphone switch on the Aft overhead panel when selected ON

a) Deactivates external jacks sockets from the Service Interphone system.

b) Allows communications between the flight deck and the flight attendants when using the Flight Interphone system.

c) Adds external jack sockets to the Service Interphone system.

(A) ATA 23 Communication System - B737 Training book - Page 83

74. The Cockpit CALL (blue) light will illuminate along with an associated chime whenever the cockpit is being called

a) By the flight attendants or the ground crew

b) By the ground crew only.

c) By the flight attendants only.

(A) ATA 23 Communication System - B737 Training book - Page 59, 91

75. To test the Cockpit Voice Recorder

a) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the red band.

b) Plug a headset into the jack socket in the CVR panel and press the Erase switch.

c) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the green band.

(A) ATA 23 Communication System - B737 Training book - Page 385

76. Where are the HF antenna couplers?

a) On the top of the vertical stabilizer

b) Inside the vertical stabilizer

c) On the E6 rack at the aft cargo compartment

(A) ATA 23 Communication System - B737 Training book - Page 184

77. Each radio communication panel can

a) Tune only one transceiver at a time

b) Tune all transceivers at a time

c) Tune only one transceiver

(A) ATA 23 Communication System - B737 Training book - Page 152

78. The ATTEND (attendants call) is pressed and released in the cockpit and

a) A HIGHT chime sound will be heard in the passenger cabin.

b) A LOW tone chime sound will be heard in the passenger cabin.

c) A HIGHT/LOW chime sound will be heard in the passenger cabin.

(A) ATA 23 Communication System - B737 Training book - Page 59

79. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

b) On the P5 aft overhead panel or the P11 fwd electronics panel

c) On the P8 aft electronics panel and P11 fwd electronics panel

(A) ATA 23 Communication System - B737 Training book - Page 36

80. Communications between the cockpit and the ground crew is possible by using the

a) Flight interphone system or the Service Interphone system provided the Service Interphone switch is ON.

b) Flight interphone system only.

c) The Service interphone system irrespective of the position of the Service Interphone switch.

(A) ATA 23 Communication System - B737 Training book - Page 29,71

81. The VHF-1 transmitter selector switch on an audio selector panel is illuminated a) Reception on VHF-1 is automatically provided

b) The ALT/NORM switch must be in NORM to obtain reception at a comfortable volume level.

c) Reception is achieved by pulling and rotating VHF-1 receiver switch.

(A) ATA 23 Communication System - B737 Training book - Page 162

82. Where are the service interphone jacks located.

a) External power only

b) At all flight attendance stations

c) C.APU, R&L W W, refuel station, external power, aft cabin rear ceiling, E&E, lower fuselage section 48.

(A) ATA 23 Communication System - B737 Training book - Page 82

83. The Cockpit Voice Recorder in ON:

a) Power the CVR and will go back to the AUTO position only when you put the switch to AUTO position

b) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay energizes.

c) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay de-energizes.

(A) ATA 23 Communication System - B737 Training book - Page 387

84. The selcal system monitors selected frequencies in use on the

- a) HF communications radios.
- b) HF and VHF communications radios.
- c) VHF communications radios.
- (A) ATA 23 Communication System B737 Training book Page 213

85. The cockpit voice recorder keeps

a) Last 25 hour of communication data in memory.

b) Last 60 minutes of communication data in memory

c) Last 120 minutes of communication data in memory.

(A) ATA 23 Communication System - B737 Training book - Page 358

ATA 24:

86. The GROUND POWER AVAILABLE light will extinguish when:

a) The GROUND POWER switch is positioned ON

b) The GROUND SERVICE switch is positioned ON

c) The AC ground power cart has been disconnected

(A) ATA 24 Electrical Power System - B737 Training book - Page 33

87. Generator Drive Disconnect switch when operated

a) Disconnects the Generator Drive from the engine in the event of a Generator Drive malfunction, only if the engine has been shut down first

b) Disconnects the Generator Drive from the engine in the event of a Generator Drive malfunction

c) Disconnects the CSD from the generator in the event of a Generator Drive malfunction

(A) ATA 24 Electrical Power System - B737 Training book - Page 81

88. Re-coupling of the Generator Drive drive shaft to the engine may be accomplished

a) At any time in flight provided the Generator Breaker and the Generator Control Relay have previously been tripped.

b) Only on the ground.

c) At any time on the ground or in flight.

(A) ATA 24 Electrical Power System - B737 Training book - Page 71

89. One of the basic principles of the electrical system is

a) The AC sources of power can be connected in parallel if necessary

b) There is no paralleling of the AC sources of power.

c) The AC sources of power are always connected in parallel.

(A) ATA 24 Electrical Power System - B737 Training book - Page 91

90. When both engines are running with external power connected then

a) External power will automatically disconnect when both engine generators are brought on line.

b) External power must be selected OFF before the engine generators are brought on-line.

c) External power will automatically disconnect when either engine generator is brought on-line.

(A) ATA 24 Electrical Power System - B737 Training book - Page 91,110

91. An engine electrical generator is rated at

a) 90 KVA

b) 45 KVA

c) 55 KVA

(A) ATA 24 Electrical Power System - B737 Training book - Page 9

92. To connect the External Ground power to the aircraft's Generator busses

a) The Battery switch must be OFF

b) The Battery switch must be ON.

c) The Bus Transfer switch must be in the AUTO position

(A) ATA 24 Electrical Power System - B737 Training book - Page 59

94. The 115V AC Standby Bus is powered by:

a) The 115V Transfer Bus No.1 under normal conditions.

b) The Battery Bus through the Static Inverter under normal conditions.

c) The Battery through the Static Inverter with a failure of both engine driven generators.

(A) ATA 24 Electrical Power System - B737 Training book - Page 172

95. Illumination of the GND POWER AVAILABLE light indicates:

a) The Ground Service Bus is powered by a ground power supply.

b) Ground power is connected however no airplane power quality is measured.

c) Ground power is connected and meets airplane power quality standards.

(A) ATA 24 Electrical Power System - B737 Training book - Page 33

96. The switched hot battery bus is powered whenever:

a) Transfer bus 1 is powered.

b) AC ground service bus is powered.

c) The battery switch is ON.

(A) ATA 24 Electrical Power System - B737 Training book - Page 25

97. After an overload situation has been resolved, how do you recover the galley buses?

a) It happens automatically.

b) Move the CAB/UTIL switch to OFF then ON.

c) A ground engineer should reselect the appropriate switch in the E/E

(A) ATA 24 Electrical Power System - B737 Training book - Page 190

98. To connect the External Ground power to the aircraft's Generator busses

a) The Battery switch must be OFF

b) The Battery switch must be ON.

c) The Bus Transfer switch must be in the AUTO position

(A) ATA 24 Electrical Power System - B737 Training book - Page 59

99. The APU generator has

a) A Generator drive unit which will disconnect when the APU Generator drive disconnect switch is activated from the flight deck.

b) A Generator drive unit which will automatically disconnect when its oil temperature is high.

c) No Generator drive unit since the APU itself is governed and will maintain a constant generator speed.

(A) ATA 24 Electrical Power System - B737 Training book - Page 118

100. To have all three Generators (APU and engines) on-line simultaneously

a) Is possible in flight only.

b) Is not possible.

c) Is possible on the ground only.

(A) ATA 24 Electrical Power System - B737 Training book - Page 91

101. Under normal conditions the Standby AC bus is energised from the

a) 115-volt Transfer bus No. 1

b) 115-volt Transfer bus No. 2

c) The Static Invertor.

(A) ATA 24 Electrical Power System - B737 Training book - Page 21

102. If ground power is available and the Ground Service switch on the forward attendant's panel is switched on, then power is supplied to

a) All the aircraft electrical busses.

b) The Ground Service bus for utility outlets, cabin lighting and battery charger.

c) The Ground Service bus for utility outlets and cabin lighting only

(A) ATA 24 Electrical Power System - B737 Training book - Page 22

103. The TR UNIT will illuminate in flight if:

a) Any TR unit fails.

b) TR1 fails or TR2 and TR3 fail.

c) TR2 fails.

(A) ATA 24 Electrical Power System - B737 Training book - Page 25

104. The ELEC light will illuminate in flight if:

a) A fault exists in the AC or Standby power system.

b) A fault exists in the AC, DC or the Standby system.

c) The ELEC light only operates on the ground.

(A) ATA 24 Electrical Power System - B737 Training book - Page 25

105. What is the purpose of the GROUND SERVICE switch?

a) Provide automatic control of ground handling bus.

b) Provide manual control of ground service bus.

c) Provide automatic control of ground service bus.

(A) ATA 24 Electrical Power System - B737 Training book - Page 22

106. Illumination of the STANDBY POWER OFF light indicates:

a) DC bus 1 unpowered

b) DC bus 2 unpowered

- c) AC standby bus unpowered
- (A) ATA 24 Electrical Power System B737 Training book Page 29

107. The purpose of the DC BUS tie relay is to:

a) Isolate DC bus 1 and DC bus 2

b) Connect DC bus 1 and DC bus 2

c) Disconnect TR1 and TR3

(A) ATA 24 Electrical Power System - B737 Training book - Page 147

108. With the STANDBY switch in the AUTO position, battery switch ON, the loss of all engine or APU electrical power results in the automatic switching from the normal power source to the alternate source for standby power:

a) On the ground only.

b) Either inflight or on the ground.

c) Will not occur.

(A) ATA 24 Electrical Power System - B737 Training book - Page 177

109. The constant speed drive (CSD):

a) Are not use in this A/C

b) Turn the generator at variable speed

c) Turn the generator at constant speed

(A) ATA 24 Electrical Power System - B737 Training book - Page 81

110. DC Standby Bus power is normally supplied from

a) The Battery Bus

b) The Hot Battery Bus

c) DC Bus No. 1

(A) ATA 24 Electrical Power System - B737 Training book - Page 13

ATA 25:

111. The captain and first officer seats are

- a) Difference
- b) Oppsite assemblies
- c) Identical

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 6

112. The fight compartment seats are

- a) Manually control
- b) Electrically control
- c) Manually and electrically control
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 6-7

113. How many observer seat can be installed?

- a) One observer seat
- b) Two observer seats
- c) Three observer seats
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 9

114. The first and second observer seats are

a) Adjustable seats

b) Non-adjustable seats

c) Identical

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 9

115. In passenger cabin the service outlets provide

a) 115 Volt ac

b) 28 Volt dc power

c) 115 Volt ac and 28 Volt dc power

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 11

116. Where are the escape slides installed?

a) On the lower inboard face of each entry and service door

b) On the lower inboard face of each entry and emergency exit door

c) On the lower inboard face of each entry, service and emergency exit door

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 42

117. Put the slide warning pennant across the door window when

a) The slide is armed

b) The slide is dis-armed

c) The slide is Unserviceable

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 43

118. To ARM the escape slide

a) Move the ARM-DISARM handle to ARM position

b) Remove the girt bar from the stowage hooks on the door and install it in the floor brackets

c) Remove the girt bar from the floor brackets and install it in the stowage hooks

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

119. The lowered ceiling panels are installed in

a) Entry areas and lavatories

b) Entry areas and galleys

c) Entry areas, galleys and lavatories

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

120. Fiberglass insulation blankets are

a) Thermally insulates the passenger compartment

b) Acoustically insulates the passenger compartment

c) Thermally and acoustically insulates the passenger compartment

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 14-15

121. Emergency equipment typically includes

a) Overwing escape strap, Escape lanyards, Overwater survival equipment, Escape slides

b) Overwing escape strap, Escape lanyards, Detachable emergency equipment, Escape slides

c) Overwing escape strap, Escape lanyards, Overwater survival equipment, Detachable emergency equipment, Escape slides

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 35

122. Where are the overwing escape straps?

a) In stowage tubes above each emergency exit door

- b) In stowage tubes above each entry door
- c) In stowage tube above the flight compartment door
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 37

123. The escape lanyard kevlar cord rated at

- a) 1000 pounds
- b) 1500 pounds
- c) 2000 pounds
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 39

124. Where are the escape lanyard located?

- a) In the stowage bag behind doors in the flight compartment lining above the number 2 windows
- b) In the stowage bag above the flight compartment door
- c) In the stowage bag below the second observer seat
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 39

125. Where are the escape slides installed?

- a) On the lower inboard face of each entry and service door
- b) On the lower inboard face of each entry and emergency exit door
- c) On the lower inboard face of each entry, service and emergency exit door
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 42

126. Put the slide warning pennant across the door window when

- a) The slide is armed
- b) The slide is dis-armed
- c) The slide is Unserviceable
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 43

127. If the escape slide does not inflate automatically

- a) Pull the inflation handle sharply to inflate the escape slide manually
- b) Push the inflation handle to inflate the escape slide manually
- c) Push and pull the inflation handle to inflate the escape slide manually
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 45

128. The escape slide will fully inflate in

a) Approximately 03 seconds

b) Approximately 06 seconds

c) Approximately 10 seconds

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

129. The inflation cylinder pressure relief valve opens at

- a) 3500 PSIG
- b) 4000 PSIG

c) 4500 PSIG

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

130. How do you check an escape slide cylinder pressure?

- a) The pressure indicator
- b) The pop out indicator on ACP
- c) The bottle must be removed and weighted

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

131. How to deflate the slide after inflation test?

- a) Open the pressure relief valve
- b) Open the deflation valve
- c) Hold the aspirator flapper valve open
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

132. The escape slide light system power by

a) The 28 Volts dc BAT BUS

b) The 28 Volts dc HOT BAT BUS

c) Its own battery

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 51

133. Which equipment protects the escape slide inflation cylinder from hight temperature? a) The fusible plug

- b) The pressure relief valve
- c) The frangible disk
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

134. What precaution should be taken when removing a door escape slide?

a) Install the safety pin

b) Remove the safety pin

- c) Remove the airplane power
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

135. The air return grilles

a) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation

b) Let air move from the upper lobe to the lower lobe for air circulation during rapid decompression

c) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation or air circulation during rapid decompression

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 19

136. The passenger service units provide

- a) Emergency oxygen and advisory information
- b) Emergency oxygen and call switches

c) Emergency oxygen, advisory information and call switches

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

137. How to open the passenger service units?

a) Insert a small allen wrench or other applicable tool into the latch release hole, then lower the service unit

b) Push the passenger service units up to release the latch, then lower the service unit

c) Remove the lanyard then lower the service unit

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

ATA 26:

138. The fire protection systems monitor the airplane for these conditions:

a) Fire, Smoke, Overheat, Pneumatic duct leaks.

- b) Fire, Smoke, Overheat.
- c) Fire, Smoke, Pneumatic duct leaks.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 6

139. The fire alarms provide visual and aural indication to the flight crew about a fire in any of Engine, APU and

a) Avionic compartment, Forward cargo compartment, Aft cargo compartment and Main wheel well.

- b) Forward cargo compartment, Aft cargo compartment and Main wheel well.
- c) Forward cargo compartment, Aft cargo compartment and Avionic compartment.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 8

140. How many engine fire detectors in each engine ?

- a) Six detectors.
- b) Fours detectors.
- c) Eight detectors.
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 16

141. Which components monitor detectors for overheat and fire conditions on the engine and fire conditions on the APU.

- a) The engine and APU fire detection module.
- b) The engine and APU fire detection controller.
- c) The engine fire detection unit and APU fire detection unit.
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 18

142. The FAULT/INOP test does

- a) a check of the module overheat and fire detection circuitry and flight compartment indications.
- b) a check of the module fault detection circuitry and related flight compartment indications.
- c) a check of the module fault and fire detection circuitry and related flight compartment indications.
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 21

143. How many fire extinguisher bottles supply the halon to engine?

- a) Two fire extinguisher bottles supply the halon to each engine (04 bottles for 02 engines).
- b) One fire extinguisher bottles supply the halon to one engine (02 bottles for 02 engines).
- c) Two fire extinguisher bottles supply the halon to either engine (02 bottles for 02 engines).
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 24

144. How many APU fire detectors ?

- a) Two detectors.
- b) Three detectors.
- c) Four detectors.
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 46

145. The APU fire extinguishing bottle is in

a) The horizontal stabilizer accessory compartment

- b) The APU compartment foward bulkhead
- c) Right hand side of aft cargo compartment
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 50, 54

146. When you pull the APU fire control handle on APU ground control panel (P28)

- a) The APU system stops and APU fire extinguisher bottle discharges
- b) The APU continute operates but isolates from other systems
- c) The APU system stops and arm the fire extinguisher toggle switch
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 58

147. If the detector senses smoke or heat, a signal goes to

- a) the cargo smoke detection module.
- b) the cargo electronic unit.
- c) the cargo smoke detection unit.
- (A) Reference: ATA 26 Fire protection system B737 Training book Page 64

148. When smoke is detected in a lavatory,

a) the smoke detection system gives aural alarm.

b) the smoke detection system gives aural and visual alarm indications.

c) the smoke detection system gives visual alarm indications.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 98

149. The lavatory fire extinguishing systems are

a) in the ceiling of each lavatory.

b) in the side wall panel of each lavatory.

c) in the lavatories below the wash basin.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 106

150. The wheel well fire detection system uses

a) overheat sensing elements in the main wheel well.

b) fire detector in the main wheel well.

c) smoke detector in the main wheel well.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 108

151. Which component monitors sensing elements for overheat and fire conditions in the wheel well and the wing and body areas ?

a) The wheel well and wing detection module.

b) The compartment overheat detection unit.

c) The compartment overheat detection controller.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 114

ATA 27:

152. The primary flight control system has these components:

a) Ailerons, Elevators and Rudder.

b) Ailerons, Horizontal Stabiliser, Elevators and Rudder.

c) Ailerons, Spoilers, Elevators and Rudder.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 10

153. The secondary flight control system has these components:

a) Leading edge devices, Trailing edge flaps, Spoilers and speedbrakes.

b) Leading edge devices, Trailing edge flaps, Spoilers and speedbrakes and Horizontal stabilizer

c) Leading edge devices, Trailing edge flaps and Horizontal stabilizer

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 10

154. Which component controls manual operation of the ailerons and flight spoilers ?

a) The rudder pedals

b) The elevator control column

c) The aileron control wheel

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 17

155. Where is the stabilizer electric trim switch ?

- a) It is on the outboard side of each control wheel.
- b) It is on the top of the elevator control column.
- c) It is on the P5 aft overhead panel
- (A) Reference: ATA 27 Flight controls B737 Training book Page 17

156. Where are the aileron trim switches ?

- a) The switches are on the outboard side of each control wheel.
- b) The switches are on the aileron/rudder trim panel on the aft electronic P8 panel.
- c) The switches are on the top of the elevator control column.
- (A) Reference: ATA 27 Flight controls B737 Training book Page 20

157. The flight crew uses two control wheels for

- a) pitch control operation.
- b) yaw control operation.
- c) roll control operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 50

158. How many Spoiler on each wing?

a) Six. There is one spoiler inboard of each engine strut and five spoilers outboard of each engine strut.

b) Five. There is two spoiler inboard of each engine strut and three spoilers outboard of each engine strut.

c) Six. There is two spoiler inboard of each engine strut and four spoilers outboard of each engine strut.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 78

159. How many ground spoiler on each wing ?

a) Four. The ground spoilers are two outboard and two inboard spoiler on each wing.

b) Two. The ground spoilers are the most outboard and the most inboard spoiler on each wing.

- c) One. The ground spoilers are the most inboard spoiler on each wing.
- (A) Reference: ATA 27 Flight controls B737 Training book Page 78

160. On manual operation, the flight spoiler control system receives inputs from

- a) the control columns and the control wheels.
- b) the pedal and the speedbrake lever.

c) the control wheels and the speedbrake lever.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 84

161. The Flight Spoiler actuators are powered by

- a) The hydraulic system A.
- b) The hydraulic system B.
- c) The hydraulic systems A or B.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 102

162. Which module controls the automatic operation of the speedbrakes ?

- a) Flight control computer
- b) The auto speedbrake module
- c) Antiskid/autobrake control unit
- (A) Reference: ATA 27 Flight controls B737 Training book Page 115

163. The SPEED BRAKE ARMED light shows when

a) the automatic operation of the speedbrake system arms correctly.

- b) the speedbrake lever in ARMED position.
- c) the SPEED BRAKE ARM function inoperatived.
- (A) Reference: ATA 27 Flight controls B737 Training book Page 116

164. The Ground Spoiler actuators are powered by

- a) Both hydraulic systems A and B.
- b) The hydraulic system A.
- c) The hydraulic system B.
- (A) Reference: ATA 27 Flight controls B737 Training book Page 118

165. Which component lets the ground spoilers operate only when the airplane is on the ground ? a) PSEU

b) The auto speedbrake module

c) The ground spoiler interlock valve

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 143

166. During stabilizer electric trim operation, if the pilot moves the control column in the opposite direction,

a) the column cutout switches stop the stabilizer electric trim.

b) the stabilizer electric trim will change to the opposite direction.

c) the stabilizer electric trim keeps priority and continues to operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 165

167. These are the elevator controls and indications in the flight compartment:

a) Elevator control wheel, FLIGHT CONTROL switches and Elevator FEEL DIFF PRESS light.

b) Elevator control columns, FLIGHT CONTROL switches and Elevator FEEL DIFF PRESS light.

c) Elevator control columns, Elevator trim switches and Elevator FEEL DIFF PRESS light.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 168

168. Where is the elevator feel computer ?

a) The elevator feel computer is in forward equipment compartment.

b) The elevator feel computer is in aft cargo compartment.

c) The elevator feel computer is on the aft right wall of the stabilizer compartment.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 186

169. The elevator feel computer receives hydraulic pressure, mechanical inputs and

a) pitot pressure.

b) data from ADIRU.

c) data form FCC.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 193

170. These are the stabilizer controls in the flight compartment:

a) Stabilizer trim wheels, Stabilizer trim cutout switches and Stabilizer trim override switch.

b) Stabilizer trim switches, Stabilizer trim wheels, Stabilizer trim cutout switches and Stabilizer trim override switch.

c) Stabilizer trim switches, Stabilizer trim wheels and Stabilizer trim override switch.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 216

171. How to control the rudder in manual operation ?

a) The pilot uses the rudder pedals to control the rudder.

b) The pilot uses the rudder pedals or control column to control the rudder.

c) The pilot uses the rudder pedals or the rudder trim control to control the rudder.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 241

172. Which components make the command to move the TE flaps ?

a) The flap lever for normal operation and the ALTERNATE FLAPS switches for alternate operation.

b) The FSEU for normal operation and the flap lever for alternate operation.

c) The FSEU for normal operation and the ALTERNATE fLAPS switches for alternate operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 283

173. Flap position indication is a function of

a) Flap Control Unit

b) FSEU

c) PSEU

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 296

174. During the normal operation, if two or more LE devices move away from their commanded position,

a) LE devices automatically switch to alternate operation.

b) the LE cruise depressurization function prevents extension of the LE flaps and slats.

c) the LE UCM detection function stops the LE normal operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

175. During the normal operation, if the airplane comes near a stall condition,

a) the autoslat function causes the LE slats to move from the extend position to the full extend position.

b) the LE UCM detection function stops the LE normal operation.

c) the LE cruise depressurization function prevents extension of the LE flaps and slats.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

176. During the alternate operation, what functions are not available.

a) the LE flaps extension function, LE UCM detection function and autoslat function

b) the LE cruise depressurization function, LE UCM detection function and autoslat function

c) the LE cruise depressurization function and autoslat function

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

177. How many positions can the LE flaps and slats move to ?

a) two positions.

b) The LE flaps move to two positions, and the LE slats move to three positions.

c) three positions.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

178. During normal operation, the LE flap and slat actuators use power from

a) hydraulic system A.

b) hydraulic system A or B.

c) hydraulic system B.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 433

179. Why does the LE devices annunciator panel have only the transit and extend lights for the LE flaps but has all three types of lights for the LE slats ?

a) Because the LE

flaps have only two positions.

b) Because the LE

flaps only need to indicate the transit and extend positions.

c) Because the LE devices annunciator panel doesn't have enough place to indicate more.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 438

180. Which computers calculate the autoslat commands?

- a) FSEU
- b) SMYD.

c) FCC

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 458

181. The takeoff warning function is in

a) PSEU

b) FCC

c) SMYD

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 470

ATA 28:

182. A SHUT-OFF SYSTEM IS USED DURING REFUELLING TO

a) AUTOMATICALLY CLOSE THE MANUAL DEFUELLING VALVE WHEN THE WING TANKS ARE FULL.

b) AUTOMATICALLY CLOSE THE FUELLING VALVE IN EACH FUEL TANK WHEN THE TANK IS FULL.

c) PREVENT REFUELLING PRESSURES IN EXCESS OF 50 PSI.

(A) SDS-AMM 28-21-00 PAGE4/18

183. TO DEFUEL NO. 1 TANK

a) SELECT THE NO. 1 MAIN TANK FUEL PUMPS ON, THE CROSSFEED VALVE OPEN AND THE MANUAL DEFUELLING VALVE OPEN.

b) SELECT THE NO. 1 MAIN TANK FUEL PUMPS ON, THE CROSSFEED VALVE CLOSED AND THE MANUAL DEFUELLING VALVE OPEN.

c) SELECT THE NO. 1 AND NO. 2 MAIN TANK FUEL PUMPS ON, THE CROSSFEED VALVE OPEN AND THE MANUAL DEFUELLING VALVE OPEN.

(A) AMM TASK28-26-00

184. THE FUEL TEMPERATURE INDICATOR READS THE TEMPERATURE OF THE FUEL IN

a) THE CENTRE TANK
b) THE NO. 2 TANK.
c) THE NO. 1 TANK.
(A) SDS-AMM 28-00-00 PAGE4

185. THE MANUAL DE-FUELLING VALVE IS LOCATED

a) OUTBOARD OF THE NO. 2 ENGINE
b) OUTBOARD OF THE NO. 1 ENGINE.
c) INBOARD OF THE NO. 2 ENGINE
(A) SDS-AMM 28-26-00 PAGE6

186. DRIPSTICKS (OR FLOATSTICKS) ARE INSTALLED IN

a) 5 IN EACH MAIN TANK AND 2 IN THE CENTRE TANK
b) 7 IN EACH MAIN TANK AND 6 IN THE CENTRE TANK.
c) 6 IN EACH MAIN TANK AND 4 IN THE CENTRE TANK
(A) SDS-AMM 28-44-00 PAGE2

187. THE FUELLING VALVE POSITION LIGHTS ON THE EXTERNAL FUELING PANEL ILLUMINATE (BLUE) WHEN

a) THE RESPECTIVE FUELLING VALVE IS IN TRANSIT

b) THE RESPECTIVE FUELLING VALVE IS OPEN AND FUEL IS BEING TRANSFERRED INTO THE TANK.

c) THERE IS POWER TO THE RESPECTIVE FUELLING VALVE SOLENOID (A) SDS-AMM 28-21-00 PAGE12&22

188. WHEN THE APU IS INOPERATIVE AND NO EXTERNAL POWER IS AVAILABLE, REFUELLING CAN BE ACCOMPLISHED AS FOLLOWS

a) BATTERY SWITCH ON, STANDBY POWER SWITCH BAT, THE ENTIRE FUEL SYSTEM WILL OPERATE NORMALLY

b) BATTERY SWITCH OFF, STANDBY POWER SWITCH BAT, THE ENTIRE FUEL SYSTEM WILL OPERATE NORMALLY

c) BATTERY SWITCH ON, STANDBY POWER SWITCH BAT, THE ENTIRE FUEL SYSTEM WILL OPERATE NORMALLY, EXCEPT FOR THE FUEL SHUT-OFF SYSTEM.

(A) SDS-AMM 28-21-00 PAGE 22

189. TO DEFUEL NO. 2 TANK ONLY

a) SELECT THE NO. 1 AND NO. 2 MAIN TANK FUEL PUMPS ON, THE CROSSFEED VALVE OPEN AND THE MANUAL DEFUELING VALVE OPEN.

b) SELECT THE NO. 2 MAIN TANK FUEL PUMPS ON, THE CROSSFEED VALVE OPEN AND THE MANUAL DEFUELING VALVE OPEN.

c) SELECT THE NO. 2 MAIN TANK FUEL PUMPS ON AND THE MANUAL DEFUELLING VALVE OPEN

(A) SDS-AMM 28-26-00 PAGE 10

190. THE CROSSFEED VALVE WHEN OPEN

a) CLOSES THE BYPASS VALVE IN EACH WING TANK.

b) ALLOWS TRANSFER OF FUEL BETWEEN WING TANKS ONLY.

c) ALLOWS FUEL TRANSFER FROM ANY TANK TO EITHER ENGINE OR APU.

(A) SDS-AMM 28-22-00 PAGE 26

191. THE CROSSFEED SELECTOR IN THE OPEN POSITION

a) EXTINGUISHES THE BLUE VALVE OPEN LIGHT

b) CONNECTS THE ENGINE NO 1 AND NO. 2 FUEL FEED LINES BY OPENING THE FUEL CROSSFEED AND FUEL SHUT-OFF VALVES.

c) CONNECTS THE ENGINE NO 1 AND NO. 2 FUEL FEED LINES BY OPENING THE FUEL CROSSFEED VALVE.

(A) SDS-AMM 28-22-00 PAGE 26&28

192. THE CENTRE TANK FUELLING VALVE POSITION LIGHT ON THE EXTERNAL FUELLING PANEL IS

a) BLUE AND IS ILLUMINATED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

b) BLUE AND IS EXTINGUISHED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

c) RED AND IS EXTINGUISHED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

(A) SDS-AMM 28-21-00 PAGE12&22

193. THE EXTERNAL FUELLING PANEL IS LOCATED

a) ON THE OPPOSITE WING TO THE DE-FUELLING PANEL.

b) AT THE LEFT WING LEADING EDGE

c) AT THE RIGHT WING LEADING EDGE.

(A) SDS-AMM 28-00-00 PAGE4

194. EACH FUEL TANK CONTAINS

a) 1 AC POWERED FUEL PUMPS WHICH IS FUEL COOLED AND LUBRICATED, AND 1 DC FUEL PUMP.

b) 2 DC POWERED FUEL PUMPS.

c) 2 AC POWERED FUEL PUMPS WHICH ARE FUEL COOLED AND LUBRICATED.

(A) SDS-AMM 28-22-00 PAGE 14;20 & 22

195. WHICH VALVE CONNECTS THE FUEL (ENGINE 2) MANIFOLD TO THE FUELLING MANIFOLD

a) THE CROSSFEED VALVE

b) THE FUELLING VALVE

c) THE MANUAL DEFUELLING VALVE.

(A) SDS-AMM 28-26-00 PAGE 8

196. THE ENGINE FUEL SHUT OFF VALVES

a) ARE CABLE OPERATED TO CLOSE OR OPEN.b) ARE HOT BATTERY BUS POWERED AND MAY BE CLOSED BY THE ENGINE START LEVER OR THE RESPECTIVE ENGINE FIRE SWITCH.

c) ARE AC OPERATED TO OPEN, AND MECHANICALLY CLOSED BY THE ENGINE START LEVER OR FIRE SWITCH.

(A) SDS-AMM 28-22-00 PAGE 32 & 33

ATA 29:

197. IF AN ELECTRIC HYDRAULIC PUMP OVERHEAT LIGHT COMES ON

a) THE PUMP WILL BE AUTOMATICALLY SWITCHED OFF AND THE OVERHEAT LIGHT EXTINGUISHED

b) TURN THE ASSOCIATED SYSTEM ELECTRIC AND ENGINE HYDRAULIC PUMPS OFF. c) TURN THE ASSOCIATED SYSTEM ELECTRIC HYDRAULIC PUMP OFF.

(A) SDS-AMM 29-10-00 PAGE 6

198. THE STANDBY SYSTEM LOW PRESSURE LIGHT IS ARMED

a) ONLY WHEN THE STANDBY PUMP OPERATION HAS BEEN SELECTED OR AUTOMATIC STANDBY FUNCTION IS ACTIVATED.

b) AT ALL TIMES.

c) ONLY WHEN THE STANDBY PUMP OPERATION HAS BEEN SELECTED OR EITHER SPOILER SWITCH HAS BEEN SELECTED TO OFF.

(A) SDS-AMM 29-30-00 PAGE 28

199. THE STANDBY HYDRAULIC PUMP ONLY SUPPLIES PRESSURE TO THE

a) STANDBY RUDDER AND LEADING EDGE SLATS.

b) STANDBY RUDDER ACTUATOR, LEADING EDGE DEVICES AND THRUST REVERSERS.

c) STANDBY RUDDER, LEADING EDGE DEVICES AND BRAKES. (A) SDS-AMM 29-22-00 PAGE 4

200. IF EITHER FLIGHT CONTROL SWITCH IS MOVED TO THE STBY RUD POSITION

a) THE STANDBY PUMP WILL BE ACTIVATED AND THE STANDBY HYDRAULIC LOW QUANTITY LIGHT WILL BE ARMED

b) THE STANDBY PUMP WILL BE DE-ACTIVATED ALLOWING SYSTEM A PRESSURE TO POWER THE RUDDER AND THE STANDBY HYDRAULIC LOW PRESSURE LIGHT WILL BE ARMED.

c) THE STANDBY PUMP WILL BE ACTIVATED AND THE STANDBY HYDRAULIC LOW PRESSURE LIGHT WILL BE ARMED.

(A) SDS-AMM 29-22-00 PAGE 21

201. LOW FLUID QUANTITY IN THE RESERVOIR OF SYSTEM A OR B CAN BE INDICATED BY ONE OF THE FOLLOWING

a) MECHANICAL INDICATION ON THE RESERVOIR

b) LOW QUANTITY LIGHT ON THE CENTRE INSTRUMENT PANEL

c) LOW QUANTITY LIGHT ON THE CENTRE INSTRUMENT PANEL ALONG WITH A

MASTER CAUTION ENG ANNUNCIATOR LIGHT.

(A) SDS-AMM 29-10-00 PAGE 8

202. THE A AND B HYDRAULIC RESERVOIRS ARE PRESSURISED BY

a) AIR FROM THE 14TH STAGE ONLY.

b) AIR FROM THE PNEUMATIC MANIFOLD.

c) HYDRAULIC FLUID FROM THE STANDBY RESERVOIR.

(A) SDS-AMM 29-09-00 PAGE 2

203. SELECTING AN ENGINE DRIVEN HYDRAULIC PUMP SWITCH TO OFF WILL

a) ELECTRICALLY CLOSE THE FLUID SUPPLY VALVE AT THE RESERVOIR.

b) DE-ACTIVATE THE SOLENOID-HELD BLOCKING VALVE AND ISOLATE FLUID FROM THE USING UNIT.

c) ACTIVATE THE SOLENOID-HELD BLOCKING VALVE AND ISOLATE FLUID FROM THE USING UNIT.

(A) SDS-AMM 29-10-00 PAGE 6

204. THE NORMAL AND MAXIMUM READINGS ON THE HYDRAULIC SYSTEM PRESSURE INDICATOR ARE

a) 3000 : 3500PSI

b) 2500 : 3200PSI
c) 3000 : 3750PSI
(A) SDS-AMM 29-10-00 PAGE 1 & 21

205. THE STANDBY HYDRAULIC RESERVOIR IS KEPT TOPPED UP FROM

a) OIL CONTAINERS USED BY ENGINEERS BEFORE EACH FLIGHT.

b) THE SYSTEM A RESERVOIR

c) THE SYSTEM B RESERVOIR.

(A) SDS-AMM 29-22-00 PAGE 8

206. HYDRAULIC SYSTEM A POWER SOURCES ARE

a) ONE ENGINE DRIVEN PUMP (ENG 1) AND ONE ELECTRICAL MOTOR PUMP (ELECT 1).

b) ONE ENGINE DRIVEN PUMP (ENG 1) AND ONE ELECTRICAL MOTOR PUMP (ELECT 2).

c) ONE ENGINE DRIVEN PUMP (ENG 1), ONE ELECTRICAL MOTOR PUMP (ELECT 1) AND ONE STANDBY ELECTRIC PUMP.

(A) SDS-AMM 29-10-00 PAGE 6

207. ILLUMINATION OF A HYDRAULIC ELECTRIC PUMP OVERHEAT LIGHT INDICATES

a) AN OVERHEAT CONDITION IN THE HYDRAULIC RESERVOIR.

b) AN OVERHEAT CONDITION OF THE PUMP HYDRAULIC SUPPLY LINE.

c) AN OVERHEAT CONDITION IN THE CASE DRAIN LINE OR THE PUMP HOUSING.

(A) SDS-AMM 29-30-00 PAGE 30

208. THE MAXIMUM HYDRAULIC SYSTEM A OR B PRESSURE IS

a) 3000PSI

b) 3250PSI

c) 3500PSI

(A) SDS-AMM 29-10-00 PAGE 21

209. THE STANDBY HYDRAULIC FLUID

a) IS COOLED BY A HEAT EXCHANGER LOCATED IN NO. 2 TANK.b) IS COOLED BY A HEAT EXCHANGER LOCATED IN NO. 1 TANK.

b) IS COULED BY A HEAT EXCHANGER LOCATED IN N

c) IS NOT COOLED

(A) SDS-AMM 29-22-00 PAGE 10

210. THE ENGINE DRIVEN HYDRAULIC PUMP SWITCH

a) IN THE OFF POSITION WILL DE-ACTIVATE THE HYDRAULIC LOW PRESS LIGHT.b) IS LEFT IN THE ON POSITION ON SHUTDOWN TO PROLONG THE LIFE OF THE BLOCKING VALVE SOLENOID.

c) SHOULD BE SWITCHED OFF IN THE EVENT OF THE ELECTRIC HYDRAULIC PUMP OVERHEAT LIGHT ILLUMINATING (A) SDS-AMM 29-10-00 PAGE 6

(A) SDS-AMM 29-10-00 PAGE

ATA 30:

211. THERE ARE 8 ELECTRICALLY HEATED PITOT PRESSURE, ALPHA VANE AND TAT PROBES ON THE AIRPLANE. HOW MANY SWITCHES CONTROL THE SYSTEM?

a) 8

b) 2

c) 4

(A) STORMAVIATION-30-30 PAGE 40

212. WHICH SLATS HAVE ANTI-ICING PROTECTION?

a) ALL SLATS HAVE ANTI-ICING PROTECTION

b) THREE INBOARD LEADING EDGE SLATS OF THE WING

c) THREE OUTBOARD LEADING EDGE SLATS OF THE WING

(A) STORMAVIATION-30-11 PAGE 8

213. WHAT IS INDICATED BY FOUR AMBER WINDOW OVERHEAT LIGHTS ON THE WINDOWS ANTI-ICING PANEL?

a) THEY GIVE THE CREW VISUAL INDICATION OF APPLY CURRENT TO THE WINDOW HEAT SYSTEM WHEN NECESSARY

b) THEY GIVE INDICATION OF OVERHEAT CONDITION ON No1 AND No2 WINDOWS

c) THEY GIVE THE CREW VISUAL INDICATION OF OVERHEAT CONDITIONS FOR THE No1, 2, 3 AND 4 WINDOWS

(A) STORMAVIATION-30-41 PAGE 58

214. WHEN WILL THE WING THERMAL ANTI-ICE (WTAI) VALVES OPEN a) WHEN THE THRUST LEVERS ARE LESS THAN 60 TRA

b) WHEN THE AIRPLANE IS ON THE GROUND AND OVERHEAT CONDITION OCCURS c) ANY TIME WHEN THE WING ANTI-ICE SWITCH IS IN THE ON POSITION

(A) STORMAVIATION-30-11 PAGE 24

215. THE BLUE VALVE OPEN LIGHT ON THE ENGINE AND WING ANTI-ICE PANEL (P5) ILLUMINATES BRIGHT. WHAT DOES IT MEAN?

a) THE SWITCH POSITION AND VALVE POSITION DISAGREE, OR THE VALVE IS IN TRANSIT

b) THE SWITCH IS IN THE OFF POSITION, AND THE VALVE IS CLOSED

c) THE SWITCH IS IN THE ON POSITION, AND THE VALVE IS FULLY OPEN (A) STORMAVIATION-30-11 PAGE 24

216. WHICH PROBES ARE CONTROLED BY THE PROBE HEAT B SWITCH?

a) FIRST OFFICER PITOT, RIGHT ELEVATOR PITOT, RIGHT ALPHA VANE, AUXILARY PITOT

b) COWL THERMAL ANTI-ICE, AIR DATA PROBE, TOTAL AIR TEMPERATURE (TAT) PROBE

c) CAPTAIN PITOT, LEFT ELEVATOR PITOT, LEFT ALPHA VANE, TOTAL AIR TEMPERATURE (TAT) PROBE

(A) STORMAVIATION-30-30 PAGE 40

217. WITH THE THRUST RESOLVER ANGLE GREATER THAN 60 DEGREES, WHAT IS THE EFFECT ON THE ANTI-ICE SYSTEM?

a) WING ANTI-ICE SOLENOID VALVE IS USED TO GIVE MAXIMUM COOLING

b) WING ANTI-ICE SHUTOFF VALVES ARE SIGNALLED FULLY CLOSED

c) ANTI-ICE BLEED AIR FLOW RATE IS REDUCED

(A) STORMAVIATION-30-11 PAGE 24

218. WHICH WINDOW(S) ARE HEATED WITH THE LEFT FWD WINDOW HEAT SWITCH ON?

a) L1, L2, L3 b) L2, L4, L5 c) L1 ONLY (*A*) STORMAVIATION-30-41 PAGE 58

219. THE WINDOW HEAT ON LIGHT (GREEN) ILLUMINATES TO INDICATE

a) THE ASSOCIATED WINDOW HEAT SWITCH HAS BEEN SELECTED TO OVHT TEST. b) THE WINDOW HEAT CONTROLLER IS APPLYING HEAT TO THE ASSOCIATED WINDOW

c) THE ASSOCIATED WINDOW HEAT SWITCH IS POSITIONED TO ON. *(A) STORMAVIATION-30-41 PAGE 58*

220. THE COWL ANTI-ICE LIGHT IS

a) AMBER IN COLOUR, INDICATING OVER-TEMPERATURE ONLY.
b) AMBER IN COLOUR, INDICATING OVER-PRESSURE ONLY.
c) AMBER IN COLOUR, INDICATING OVER-TEMPERATURE OR OVER-PRESSURE.
(A) STORMAVIATION-30-20 PAGE 28

ATA 31:

221. AT POWER UP, EACH DISPLAY UNIT (DU) READS THE POSITION PINS (PIN PROGRAMING) AND CALCULATES ITS POSITION. IF A DU FAILS TO READ THE POSITION PINS, THEN:

a) IT WILL BE BLANK

b) THE MESSAGE "DU FAIL" WILL APPEAR ON THE DU

c) A WHITE DIAGONAL LINE WILL BE VISIBLE

(A) STORMAVIATION 31-62 PAGE 72

222. WITH WHICH UNIT DOES THE PRINTER HAVE AN INTERFACE?

a) ACARS MANAGEMENT UNIT AND FDAU (FLIGHT DATA ACQUISITION UNIT)

b) FDAU (FLIGHT DATA ACQUISITION UNIT) AND FMS

c) FDAU (FLIGHT DATA ACQUISITION UNIT) AND DEU

(A) STORMAVIATION 31-62 PAGE 182

223. WHEN PERFORMING THE "DU LOOP TEST", A WHITE HIGHLIGHT BOX SHOWS AROUND ONE OF THE COAX CABLE INPUTS (e.g. Y[Y]YN) TO THE DISPLAY UNIT (DU). WHAT IS THE MEANING OF THIS INDICATION?

a) COAX CABLE INPUT ACTIVITY(THE SPECIFIC COAX CABLE THAT IS CURRENTLY BEING USED BY THE DU)

b) THIS COAX CABLE INPUT HAS A FAILURE

c) THIS COAX CABLE INPUT IS CURRENTLY INACTIVE

(A) STORMAVIATION 31-62 PAGE 124

224. WHAT IS THE PURPOSE OF THE 28VDC "HOLD UP" VOLTAGE?

a) ALL 6 DISPLAY UNIT (DU) USE THIS AS A BACK OF TRANSIENT CONDITION OF UP TO 10 SECONDS

b) THE DISPLAY ELECTRONICS UNIT (DEU) AND DUS USE THIS WHEN OPERATING ON STANDBY POWER

c) THE DEUS UES THIS FOR TRANSIENT CONDITIONS (POWER INTERRUPTIONS) OF UP TO 1 SECOND AND FOR ORDERLY SHUTDOWN OF THE PROCESSORS (UP TO 10 SECONDS)

(A) STORMAVIATION 31-62 PAGE 24

225. IF THE CONTROL PANEL SELECT SWITCH WAS SET TO BOTH ON 1 POSITION, WHICH OF THE FOLLOWING STATEMENTS IS TRUE?

a) CAPTAIN'S EFIS CONTROL PANEL CONTROLS THE CAPTAIN AND THE FIRST OFFICER'S PFD AND ND DISPLAYS

b) FIRST OFFICER'S EFIS CONTROL PANEL CONTROLS THE CAPTAIN AND THE FIRST OFFICER'S PFD AND ND DISPLAYS

c) CAPTAIN'S CONTROL & DISPLAY UNIT (CDU) CONTROLS THE CAPTAIN AND THE FIRST OFFICER'S PFD AND ND DISPLAYS

(A) STORMAVIATION 31-62 PAGE 95

226. IF THE DISPLAY ELECTRONICS UNIT (DEU) No2 FAIL THEN

a) COAX COUPLER No1 & 3, WILL SWITCH THEIR INPUT TO DEU NO1 AUTOMATICALLY

b) COAX COUPLERS No3 & 4 WILL LOSE THEIR INPUT

c) ONE INPUT IS LOST FOR EACH ONE OF THE FOUR COAX COUPLER UNIT (A) STORMAVIATION 31-62 PAGE 26 & 27

227. WHEN THE AIRPLANE IS IN THE AIR, THE AURAL WARNING SYSTEM WILL PROVIDE A TAKE-OFF WARNING, IF

a) LEADING EDGE (LE) FLAPS AND SLATS ARE NOT EXTENDED AND TAKE-OFF INTERLOCK VALVE IS CLOSED

b) LEADING EDGE (LE) & TRAILING EDGE (TE) FLAPS AND SLATS ARE RETRACTED AND GROUND SPOILER INTERLOCK VALVE IS CLOSED

c) LEADING EDGE (LE) FLAPS ARE NOT EXTENDED AND GROUND SPOILER INTERLOCK VALVE IS OPENED

(A) STORMAVIATION 31-50 PAGE 248

228. THE IRS MASTER CAUTION UNIT PROVIDES DISCRETE INPUTS TO THE

a) MASTER CAUTION SYSTEM
b) MULTI MODE RECEIVERS
c) AUDIO WARNING UNIT
(A) STORMAVIATION 31-50 PAGE 218

229. WHAT IS THE SOURCE OF UTC DATE AND TIME FOR THE CLOCKS

a) DISPLAY ELECTRONICS UNIT (DEU)

b) FLIGHT MANEGEMENT COMPUTER (FMC)

c) MULTI MODE RECEIVER (MMR)

(A) STORMAVIATION 31-25 PAGE 196

230. FLIGHT DATA RECORDER (FDR) SYSTEM IS NORMAL NOT POWER ON THE GROUND. HOW IS IT POSSIBLE TO POWER IT ON GROUND FOR MAINTENANCE PURPOSES?

a) PLACING THE "TEST/NORMAL" SWITCH, ON THE FLIGHT RECORDER/MACH AIRSPEED WARNING TEST MODULE, TO THE "TEST" POSITION

b) PLACING THE "TEST/NORMAL" SWITCH, ON THE FLIGHT RECORDER/MACH AIRSPEED WARNING TEST MODULE, TO THE "NORMAL" POSITION, WHITE THE "AIR/GROUND WARN" CIRCUIT BREAKER ON THE P6 PANEL IS PULLED OUT

c) PLACING THE "TEST" SWITCH ON THE FDR'S FRONT FACE TO THE "ON" POSITION *(A) STORMAVIATION 31-62 PAGE 160*

ATA 32:

231. VARIOUS AIRPLANE SYSTEMS USE COMMANDS AIR-GROUND RELAYS. WHICH COMPONENT GIVES DISCRETE SIGNAL TO THE AIR-GROUND RELAYS?

a) AIR-GROUND SENSORS

b) THE LANDING GEAR LOGIC SHELF

c) THE PROXIMITY SWITCH ELECTRONICS UNIT

(A) SDS-AMM 32-09-00 PAGE 16

232. THE AMBER PSEU LIGHT ON THE P5 PANEL COMES ON FOLLOWING BY THE MASTER CAUTION AND OVHD AMBER ANNUNCIATOR LIGHT AFTER LANDING AND EXTINGUISHES IMMEDIATELY AFTER PARKING BRAKE HAS BEEN SET. WHAT DOES IT MEAN? a) NON-DISPATCHABLE FAULT HAS BEEN SENSED BY THE PSEU
b) DISPATCHABLE FAULT HAS BEEN SENSED BY THE PSEU
c) PSEU IS IN OVERRIDE CONDITION
(A) SDS-AMM 32-09-00 PAGE 40

233. THERE ARE THREE BITE TESTS YOU DO ON THE SUPPLEMENTAL PROXIMITY SWITCH ELECTRONICS UNIT (SPSEU) 1. THEY CAN BE DONE BY USING:

a) FRONT PANEL BITE ON THE PSEU

b) THE BITE CONTROLS AND INDICATION ON THE FRONT OF THE SPSEU

c) SPSEU GROUND TEST MENU THROUGH FMS CDU

(A) SDS-AMM 32=64-00 PAGE 10

234. THE GEAR WARNING HORN CAN ONLY BE CANCELLED IF

a) FLAPS ARE LESS THAN 10 AND RA ALT IS BETWEEN 200 AND 800 FEET

b) FLAPS ARE LESS THAN 15 AND THRUST LEVERS AT IDLE

c) FLAPS ARE GREATER THAN 25 BELOW 800 FEET

(A) SDS-AMM 32-61-00 PAGE 20

235. COMPLETE THE SENTENCE. HYDRAULIC PRESSURE FOR NOSE WHEEL STEERING TO THE STEERING METERING VALVE COMES:

a) DIRECTLY FROM HYDRAULIC SYSTEM A

b) FROM EXTEND PRESSURE LINE FROM THE LANDING GEAR EXTENSION AND RETRACTION SYSTEM

c) FROM B OR STANDBY HYDRAULIC SYSTEM, AS SELECTED BY LANDING GEAR TRANSFER VALVE

(A) SDS-AMM 32-51-00 PAGE 1

236. THE RUDDER PEDALS MOVEMENT DON'T INFLUENCE NOSE WHEEL STEERING, WHEN AIRCRAFT IS IN AIR. HOW IT IS ACHIEVED?

a) PSEU GIVES ELECTRIC SIGNAL TO STEERING SHUTOFF VALVE, IF AIR MODE IS DETECTED

b) THE ROTARY ACTUATOR DISENGAGES THE RUDDER PEDAL STEERING IN THE AIR

c) SWIVEL VALVE CUTS OFF HYDRAULIC PRESSURE, WHEN NOSE LANDING GEAR RETRACTS

(A) SDS-AMM 32-51-00 PAGE 2

237. WHAT HAPPENS IF STEERING WHEEL AND RUDDER PEDALS GIVE INPUT SIMULTANEOUSLY?

a) INPUTS WILL BE ADDED TOGETHER ALGEBRAICALLY

b) STEERING WHEEL INPUT WILL BE ACCOMPLISHED

c) RUDDER PEDAL INPUT WILL BE ACCOMPLISHED

(A) SDS-AMM 32-51-00 PAGE 12

238. FROM WHERE DOES HYDRAULIC PRESSURE COME TO TAIL SKID ACTUATOR?

a) B OR STANDBY HYDRAULIC SYSTEM, AS SELECTED BY LANDING TRANSFER VALVE

b) EXTEND PRESSURE LINE FROM THE LANDING GEAR EXTENSION AND RETRACTION SYSTEM

c) THE SYSTEM A FLIGHT CONTROL HYDRAULIC MODULE PACKAGE (A) SDS-AMM 32-71-01 PAGE 10

239. WHEN USING THE PSEU (PROXIMITY SENSING ELECTRONICS UNIT) BITE MENU, WHERE IS THE SENSOR RIGGING INFORMATION FOUND?

a) OTHER FUNCTIONS
b) INPUT/OUTPUT MONITORS
c) GROUND TEST
(A) SDS-AMM 32-09-00 PAGE 66

240. HOW MANY SENSORS ARE USED FOR THE AIR-GROUND SYSTEM?

a) 6

b) 3

c) 4

(A) SDS-AMM 32-09-00 PAGE 8

241. HOW IS THE PARKING BRAKE SHUTOFF VALVE POWERED?

a) HOT BATTERY BUS

b) DC BUS 1

c) 28V AC TRANSFER BUS

(A) SDS-AMM 32-44-00 PAGE 14

242. THE FUNCTION OF THE COMPENSATOR IN THE NOSE WHEEL STEERING SYSTEM IS TO:

a) ENSURE THE ACTUATORS STAY IN THEIR CURRENT POSITIONS WHEN THERE IS NO INPUT

b) ENHANCE SHIMMY DAMPING

c) PREVENT VIOLENT TURNING OF THE NOSE GEAR

(A) SDS-AMM 32-51-00 PAGE 14

243. IN THE GEAR AUDIO WARNING SYSTEM, RADIO ALTIMETER DATA IS SUPPLIED BY THE:

a) DISPLAY ELECTRONIC UNITS

b) FLIGHT CONTROL COMPUTERS

c) RADIO ALTIMETER RECEIVER

(A) SDS-AMM 32-61-00 PAGE 23

244. WHEN THE LANDING GEAR LEVER IS OPERATED, WHICH OF THE FOLLOWING CORRECTLY DESCRIBES THE SYSTEM OPERATION?

a) AN ELECTRICAL SIGNAL IS SEND TO THE PSEU WHICH ELECTRICALLY RELEASES THE UPLOCKS IN THE PREDETERMINED SEQUENCE

b) A PUSH-PULL CABLE OPERATES THE LANDING GEAR SELECTOR AND THEN THE TRANSFER VALVES

c) A RELEASE CABLE OPERATES THE UPLOCKS AND THE TRANSFER VALVE (A) SDS-AMM 32-31-00 PAGE 6

245. IN AN UPLOCK SENSOR FAILED, WHICH POSITION WOULD IT FAIL IN?

a) NEAR OR FAR DEPENDING ON WHEN IT FAILED

b) ALWAYS FAIL FAR ELECTRICALLY

c) OPERATIONAL

(A) SDS-AMM 32-09-00 PAGE 10

246. THE LANDING WARNING HORN SOUND IF THE GEAR IS NOT DOWN AND LOCKED CAN BE CANCELLED PROVIDED THAT

a) FLAP POSITION IS FROM 0 TO 10 UNITS, RADIO ALT IS MORE THAN 200 FEET BUT LESS THAN 800 FEET

b) THRUST LEVERS ARE SET FOR LANDING, FLAP POSITION IS 15 UNITS c) FLAP POSITION IS 30 UNITS (A) SDS-AMM 32-61-00 PAGE 20

247. HOW IS NOSE LANDING GEAR DOORS MOVEMENT CONTROLLED DURING LG EXTENSION OR RETRACTION?

a) BY HYDRAULICALLY OPERATED ACTUATOR
b) BY ELECTRICALLY OPERATED ACTUATOR
c) MECHANICALLY BY RODS
(A) SDS-AMM 32-20-00 PAGE 8

248. COMPLETE THE SENTENCE. LANDING GEAR CONTROL LEVER POSITION IS CONTROLLED BY:

a) 2 CONTROL LEVER UP POSITION SWITCHES AND 2 CONTROL LEVER DOWN POSITION SWITCHES

b) 2 CONTROL LEVER UP POSITION SWITCHES ONLY

c) 2 LVDT (LINEAR VARIABLE DISPLACEMENT TRANSDUCER

(A) SDS-AMM 32-31-00 PAGE 4

249. IN WHICH OF THE FOLLOWING CONDITIONS WILL LANDING GEAR CONTROL LEVER LOCK SOLENOID BE ENERGIZED?

a) GROUND SPOILER INTERLOCK VALVE CLOSED, AIR/GROUND SYSTEM 1 IN AIR MODE

b) GROUND SPOILER INTERLOCK VALVE CLOSED, AIR/GROUND SYSTEM 1 IN GROUND MODE

c) GROUND SPOILER INTERLOCK VALVE OPEN, AIR/GROUND SYSTEM 1 OVERRIDDEN TO AIR MODE

(A) SDS-AMM 32-31-00 PAGE 13

250. A TIME DELAY, REQUIRED FOR THE MAIN LANDING GEAR DOWNLOCK OR UPLOCK ACTUATORS TO UNLOCK BEFORE THE MAIN GEAR ACTUATOR RECEIVES PRESSURE, DURING EXTENSION/RETRACTION OF MAIN LANDING GEAR (MLG) IS INITIATED BY:

a) TIMED OUT RELAY IN THE SELECTOR VALVE

b) TRANSFER CYLINDER LOCATED ON EACH REAR SPAR

c) RESTRICTOR/CHECK VALVE, LOCATED IN MAIN GEAR ACTUATOR (A) SDS-AMM 32-32-00 PAGE 14

251. THE PSEU (PROXIMITY SENSING ELECTRONICS UNIT) SENDS A SIGNAL TO ENERGIZE THE LEVER LOCK SOLENOID WHEN

a) BOTH SYSTEM A AND B ARE PRESSURIZED

b) GROUND SPOILER INTERLOCK VALVE IS CLOSED

c) LEADING EDGE DEVICES CONTROL VALVE IS CLOSED

(A) SDS-AMM 32-31-00 PAGE 13

252. WHEN DOES THE TRANSFER CYLINDER GIVE A TIMER DELAY?

a) AIRCRAFT TOUCH DOWN

b) LG LOCKING

c) EXTENSION AND RETRACTION CYCLES
(A) SDS-AMM 32-32-00 PAGE 14

253. WHAT IS THE PURPOSE OF THE FRANGIBLE FITTING, INSTALLED ON THE INBOARD AND OUTBOARD SIDES OF BOTH WHEEL WELL RING IN THE MAIN LANDING GEAR WHEEL WELL

a) REMOVES UP PRESSURE FROM THE MAIN LANDING GEAR ACTUATOR WHEN A DAMAGED TIRE MOVE INTO THE MAIN LANDING GEAR WHEEL WELL

b) PREVENTS HYDRAULIC SYSTEM FLUID LOSS WHEN THE HYDRAULIC TUBE SYSTEM A IS BROKEN

c) INCREASES PRESSURE IN THE MAIN LANDING GEAR ACTUATOR WHEN THE MAIN LANDING GEAR DOES NOT EXTEND (A) SDS-AMM 32-32-00 PAGE 16

254. WHAT IS THE MAXIMUM TURN ANGLE OF THE NOSE WHEEL THAT CAN BE COMMANDED BY THE RUDDER PEDALS?

a) 17 DEGREES

b) 7 DEGREES

- c) 78 DEGREES
- (A) SDS-AMM 32-51-00 PAGE 1

255. HYDRAULIC POWER FOR THE NORMAL BRAKES IS SUPPLIED BY

a) SYSTEM A TO OUTBOARD AND SYSTEM B TO THE INBOARD BRAKES

b) SYSTEM B

c) SYSTEM A

(A) SDS-AMM 32-41-00 PAGE 2

256. AFTER MANUAL EXTENSION OF THE LANDING GEAR, THE INDICATION ON THE FLIGHT DECK THAT THE CORRECT PROCEDURE HAS BEEN CARRIED OUT IS

a) 3 GREEN LIGHTS AND 3 RED LIGHTS

b) 3 GREEN LIGHTS

c) 3 RED LIGHTS

(A) SDS-AMM 32-61-00 PAGE 4

257. THE ALTERNATE BRAKE SYSTEM IS POWERED BY

a) SYSTEM B HYDRAULIC

b) ACCUMMULATOR PRESSURE

c) SYSTEM A HYDRAULIC

(A) SDS-AMM 32-41-00 PAGE 2

258. SELECTING THE NOSE WHEEL STEERING SWITCH ON THE CAPTAINS INSTRUMENT PANEL TO ALT PROVIDES THE

a) STANDBY HYDRAULIC SYSTEM PRESSURE FOR STEERING

b) B HYDRAULIC SYSTEM PRESSURE FOR STEERING

c) A HYDRAULIC SYSTEM PRESSURE FOR STEERING (A) SDS-AMM 32-51-00 PAGE 1

259. THE NORMAL PRESSURE FOR THE HYDRAULIC BRAKE PRESSURE INDICATOR IS

a) 3000PSI

b) 1000PSI

c) 2800PSI

(A) SDS-AMM 32-41-00 PAGE 2

260. THE PRECHARGE PRESSURE IN THE BRAKE ACCUMULATOR IS

a) 3000PSI

b) 1500PSI

c) 1000PSI

(A) SDS-AMM 32-41-00 PAGE 16

261. THE 737 BRAKE SYSTEM HAS

a) TWO HYDRAULIC BRAKE ACCUMULATORSb) ONE HYDRAULIC BRAKE ACCUMULATORc) NO HYDRAULIC BRAKE ACCUMULATORS

(A) SDS-AMM 32-41-00 PAGE 2

262. THE NOSE WHEEL STEERING LOCKOUT PIN WHEN INSTALLED

a) LIMITS THE NOSE WHEEL STEERING TO +/- 7 DEGREES

b) ALLOWS PUSHBACK WITH HYDRAULIC SYSTEM A PRESSURISED

c) LOCKS THE NOSEWHEEL IN THE CENTRAL POSITION.

(A) SDS-AMM 32-51-00 PAGE 23

263. IF THE NOSE GEAR LOCKOUT PIN IS NOT INSTALLED

a) PUSHBACK MUST BE WITH BOTH SYSTEM A HYDRAULIC PUMPS OFF

b) PUSHBACK MUST BE WITH SYSTEM A ELEC. PUMP OFF

c) PUSHBACK MUST BE WITH BOTH SYSTEM A HYDRAULIC PUMPS ON

(A) SDS-AMM 32-51-00 PAGE 23

264. RUDDER PEDAL STEERING

a) CAN BE OVERRIDDEN BY THE NOSE WHEEL STEERING WHEEL

b) IS AVAILABLE UP TO +/- 7 DEGREES ON THE CAPTAIN'S RUDDER PEDALS ONLY.

c) IS ACTIVATED ANYTIME THE NOSE GEAR STRUT IS EXTENDED.

(A) SDS-AMM 32-51-00 PAGE 12

ATA 33:

265. MOST OF THE FLIGHT COMPARTMENT LIGHT USE

- a) 28 VAC
- b) 115 VAC
- c) 28 VDC

(A) STORMAVIATION DOC ATA 33 PAGE 10

266. WHERE IS THE SPARE BULB STOWAGE

- a) CABIN FWD PURSE PANELb) COCKPIT RIGHT HAND SIDE
- c) E/E COMPARTMENT

(A) (AMM 33-11-00, page 201)

267. HOW DO YOU TEST COCKPIT LIGHT

a) TEST SWITCH ON P1 PANELb) TEST SWITCH ON P6 PANEL

c) TEST SWITCH IN E/E PANEL

(A) (AMM 33-11-00, page 202)

268. FAILURE OF ONE MAIN A.C. BUS CAUSES

a) PARTIAL LOSS OF COCKPIT AND PASSENGER LIGHTING
b) ALL CABIN LIGHTS TO EXTINGUISH
c) A. NO EFFECT ON THE COCKPIT OR PASSENGER LIGHTING
(A) SDS-AMM 33-11-00 PAGE 2 & 33-22-00 PAGE 2

269. THE EMERGENCY EXIT LIGHTS AND SIGNS ARE POWERED

a) FROM SEPARATE EMERGENCY POWER SUPPLIES INSTALLED IN THE PASSENGER CABIN

b) FROM THE HOT BATTERY BUS c) A. FROM THE BATTERY BUS (A) SDS-AMM 33-51-00 PAGE 14

270. MOST OF THE FLIGHT COMPARTMENT LIGHTS USE

a) 28 VAC

b) 115 VAC

c) 28 VDC

(A) SDS-AMM 33-11-00 PAGE 2

271. WHEN ARMED, THE EMERGENCY EXIT LIGHTS WILL AUTOMATICALLY COME ON

a) WHEN THE AIRCRAFT REACHES A PRESET G-LOAD LIMIT

b) IF ELECTRICAL POWER TO DC BUS 1 FAILS OR AC POWER IS TURNED OFF

c) UPON CONTACT WITH WATER

(A) SDS-AMM 33-51-00 PAGE 16

272. THE NO SMOKING SIGNS WHEN SELECTED TO AUTO

a) A. ILLUMINATE WHEN THE LANDING GEAR IS EXTENDED.

b) ILLUMINATE WHEN THE FLAPS ARE EXTENDED AND THE LANDING GEAR IS RETRACTED

c) ILLUMINATE WHEN THE LANDING GEAR IS EXTENDED AND THE FLAPS ARE GREATER THAN 10 DEGREES

(A) SDS-AMM 33-25-00 PAGE 9

273. THE FASTEN BELTS SIGNS WHEN SELECTED TO AUTO WILL

a) EXTINGUISH WHEN THE FLAPS ARE EXTENDED AND THE LANDING GEAR IS UP b) ILLUMINATE WHEN THE AUTO-PILOT IS NOT ENGAGED.

c) ILLUMINATE WHEN LANDING GEAR OR FLAPS ARE EXTENDED

(A) SDS-AMM 33-25-00 PAGE 9

274. IF THERE IS A COMPLETE ELECTRICAL POWER FAILURE

a) THE LEFT DOME LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING

b) THE RIGHT DOME LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING

c) THE MAP LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING

(A) SDS-AMM 33-14-00 PAGE 8

275. IN EACH WHEEL WELL HAVE

- a) A DOME LIGHT AND A FLOODLIGHT
- b) A DOME LIGHT
- c) A FLOODLIGHT
- (A) SDS-AMM 33-32-00 PAGE 2

276. WITH THE NO SMOKING & FASTEN BELTS SWITCHES IN THE AUTO POSITION

a) THE NO SMOKING SIGNS WILL ILLUMINATE ANY TIME THE FLAPS ARE EXTENDED

b) THE NO SMOKING SIGNS WILL ILLUMINATE ANY TIME THE GEAR IS EXTENDED.

c) THE NO SMOKING SIGNS WILL ILLUMINATE ONLY WHEN GEAR AND FLAPS ARE EXTENDED

(A) SDS-AMM 33-25-00 PAGE 9

277. PLACING THE LIGHTS TEST SWITCH TO THE TEST POSITION

a) INHIBITS THE MASTER CAUTION RECALL SYSTEM

b) ILLUMINATES ALL AMBER CAUTION LIGHTS ONLY

c) ILLUMINATES ALL COCKPIT LIGHTING AND WARNING LIGHTS

(A) SDS-AMM 33-18-00 PAGE 2

278. THE P5 SWITCH IS IN THE ARM POSITION. WHEN DO THE EMERGENCY LIGHTS COME ON?

a) WHEN THE MAIN LIGHTING SYTEM HAS FAILED
b) WHEN THE 28VDC BUS 2 VOLTAGE DECREASES BELOW 12 VOLTS
c) WHEN THE 28VDC BUS 1 VOLTAGE DECREASES BELOW 12 VOLTS
(A) SDS-AMM 33-51-00 PAGE 16

279. WITH THE TAXI LIGHT SWITCH SET TO AUTO POSITION, WHEN THE TAXI LIGHT OFF?

a) AFTER THE FIRST ENGINE STOP

b) WHEN THE NOSE LANDING GEAR IS NOT IN THE DOWN AND LOCKED POSITION c) WHEN THE MAIN LANDING GEAR IS NOT IN THE DOWN AND LOCKED POSION (A) SDS-AMM 33-45-00 PAGE 6

ATA 34:

280. THE AIRPLANE PITOT SYSTEM CONSISTS OF

a) CAPTAIN'S, FIRST OFFICER'S, AUXILIARY NO. 1

b) CAPTAIN'S, FIRST OFFICER'S

c) CAPTAIN'S, FIRST OFFICER'S, AUXILIARY NO. 1 AND AUXILIARY NO. 2

(A) SDS-AMM 34-11-00 PAGE 14

281. 139. THE AIRPLANE STATIC SYSTEM CONSISTS OF

a) A. CAPTAIN'S, FIRST OFFICER'S, AUXILIARY NO. 1, AUXILIARY NO. 2 AND ALTERNATE

b) CAPTAIN'S, FIRST OFFICER'S, AUXILIARY NO. 1, AUXILIARY NO. 2

c) A. CAPTAIN'S, FIRST OFFICER'S

(A) SDS-AMM 34-11-00 PAGE 14

282. 139. THE ELECTRONIC HORIZONTAL SITUATION INDICATOR (EHSI) PROVIDES

a) A MULTICOLOR DISPLAY OF VARIOUS NAVIGATIONAL AND WEATHER RADAR DATA

b) A. A MULTICOLOR DISPLAY OF VARIOUS NAVIGATIONAL DATA c) A. WEATHER RADAR DATA (A) SDS-AMM 31-62-00 PAGE 98.140

283. HOW MANY NAVIGATION UNIT (VOR/ILS RECEIVERS) ARE INSTALLED ON AIRCRAFT

a) 02 UNIT b) 01 UNIT c) 03 UNIT (A) SDS-AMM 34-51-00 PAGE 32

284. THE SUPP NAV DATA PAGES ARE ACCESSIBLE

a) IN FLIGHT ONLY
b) AT ANY TIME
c) ON THE GROUND ONLY
(A) SDS-AMM 34-61-00 PAGE 98.178

285. MARKER BEACON ANTENNA RECEIVERS THE 75 MHZ SIGNAL AND SENDS IT TO

a) VOR/MARKER BEACON (VOR/MB) RECEIVER 1

b) VOR/MB RECEIVER 2

c) VOR/MB RECEIVER 1 & VOR/MB RECEIVER 2

(A) SDS-AMM 34-32-00 PAGE 20

286. THE WEATHER RADAR WX/TURB MODE DISPLAYS DETECTED TURBULENCE WITHIN

a) 160 NM

b) 80 NM.

c) 40 NM.

(A) SDS-AMM 34-43-00 PAGE 41

287. WHAT HAPPENS IF AN ATTITUDE FAILURE OCCURS?

a) THE ATTITUDE SCALE GOES OUT OF THE VIEW ONLY

b) THE ATTITUDE SCALE GOES OUT OF THE VIEW AND ALT FLAG IS DISPLAYED

c) THE ALT FLAG IS DISPLAYED ONLY

(A) SDS-AMM 34-21-00 PAGE98.26

288. THE TCAS/ATC CONTROL PANEL CONTROLS

a) TCAS COMPUTER DIRECTLY AND ATC TRANSPONDERS THROUGH THE TCAS COMPUTER

b) ATC TRANSPONDERS AND THE TCAS COMPUTER DIRECTLY

c) ATC TRANSPONDERS DIRECTLY AND THE TCAS COMPUTER THROUGH THE ATC TRANSPONDERS

(A) SDS-AMM 34-45-00 PAGE56

289. IF THE ALTERNATE VMO/MMO SWITCH IS IN THE "ALTN" POSITION THEN THE a) THE AIR DATA AND INERTIAL REFERENCE UNITS (ADIRU) ADJUST THE VMO/MMO CURVE TO COMPENSATE FOR A FLIGHT WITH THE LANDING GEAR DOWN

b) THE AIR DATA AND INERTIAL REFERENCE UNITS (ADIRU) USES THE ALTERNATE STATIC PORTS AS INPUT IN ORDER TO CALCULATE THE VMO/MMO CURVE, FOR NORMAL FLIGHT

c) THE AIR DATA AND INERTIAL REFERENCE UNITS (ADIRU) USES THE ALTERNATE PITOT PROBE AND STATIC PORTS AS INPUT IN ORDER TO CALCULATE THE VMO/MMO CURVE, FOR A FLIGHT WITH FLAPS/SLATS DOWN

(A) SDS-AMM 34-21-00 PAGE 6

290. COMPLETE THE SENTENCE. THE WHITE "ALIGN" ANNUCIATOR ON THE AIR DATA AND INERTIAL REFERENCE UNITS (ADIRU) MODE SELECT UNIT (MSU) WILL

a) FLASHING DURING THE ADIRU ALIGNMENT AND WILL COME ON STEADY, WHEN THE ADIRU NEEDS INFORMATION

b) COME ON STEADY DURING ADIRU ALIGNMENT AND WILL FLASH, WHEN THE ADIRU NEEDS INFORMATION

c) COME ON STEADY DURING ADIRU ALIGNMENT AND WILL FLASH, WHEN AN ADIRU FAULT IS DETECTED

(A) SDS-AMM 34-21-00 PAGE 64

291. WHICH OF THE FOLLOWING OCCURS WHEN "B/CRS" (BACK COURSE) IS SELECTED ON THE STANDBY ATTITUDE INDICATOR?

a) THE LOCALIZER AND GLIDESLOPE DEVIATION BAR GO OUT OF VIEWb) THE LOCALIZER DEVIATION BAR GOES OUT OF VIEW AND THE GLIDESLOPEDEVIATION BAR REVERSES POLARITY

c) THE LOCALIZER DEVIATION BAR RESERVES POLARITY AND THE GLIDESLOPE DEVIATION BAR GOES OUT OF VIEW

(A) SDS-AMM 34-24-00 PAGE 12

292. WHAT IS THE PURPOSE OF THE ELEVATION AND SCAN DISABLE SWITCHES LOCATED ON THE ANTENNA PEDESTAL?

a) TO STOP THE RF TRANSMISSIONS FROM THE WXR R/T, DURING MAINTENCE b) TO REMOVE POWER TO THE SCAN AND ELEVATION MOTORS IN ORDER TO PREVENT MOVEMENT OF THE ANTENNA DURING MAINTENCE

c) TO SET THE ANTENNA TO THE NEUTRAL POSITION, BEFORE REMOVAL (A) SDS-AMM 34-43-00 PAGE 53

293. WHICH OF THE FOLLOWING STATEMENTS, IS THE CORRECT ONE ABOUT INSTRUMENT LANDING SYSTEM (ILS) No1 BITE?

a) IN ORDER TO BE PERFORMED, A TEST SET IS REQUIRED

b) IT MAY BE PERFORMED FROM THE CONTROL DISPLAY UNITS (CDS) IN THE FLIGHT DECK

c) IT IS PERFORMED FROM THE FRONT PANEL OF THE MULTI MODE RECEIVER (MMR) No1

(A) SDS-AMM 34-31-00 PAGE 27

294. WHICH IS THE PURPOSE, OF THE "TONE" SELECTOR ON THE AUTOMATIC DIRECTION FINDER (ADF) CONTROL PANEL?

a) TO TURN ON THE ANTENNA/TONE MODULATORS CIRCUIT IN THE ADF RECEIVER b) TO TURN ON THE BEAT FREQUENCY OSCILLATOR (BFO) IN THE ADF RECEIVER

c) TO ADJUST THE TONE OF THE OUTPUT SIGNALS (STATION AUDIO TONE)

(A) SDS-AMM 34-57-00 PAGE 28

ATA 35:

295. THE PASSENGER OXYGEN SYSTEM IS ACTIVATED WHEN THE CABIN REACHES AN ALTITUDE OF

a) 14,000 FEET

b) 10,000 FEET

c) 9,500 FEET

(A) SDS-AMM 35-20-00 PAGE 26

296. THE OXYGEN SYSTEM ON BOARD THE AIRCRAFT HAS

a) TWO SEPARATE SYSTEMS, ONE FOR THE FLIGHT DECK AND ONE FOR THE CABIN

b) A. ONE SINGLE SYSTEM FOR ALL OXYGEN REQUIREMENTS c) THREE SEPARATE SYSTEMS, ONE FOR THE FLIGHT DECK, ONE FOR THE CABIN AND ONE FOR THE AFT GALLEY CABIN ATTENDANTS (A) SDS-AMM 35-00-00 PAGE 02

297. DURING A DECOMPRESSION, THE PASSENGER OXYGEN WILL AUTOMATICALLY DROP FROM ITS STOWAGE COMPARTMENT. OXYGEN WILL FLOW TO ALL MASKS

a) IMMEDIATELY

b) ONLY WHEN ANY ONE OF THE MASKS OF AN OXYGEN GENERATOR UNIT IS PULLED DOWN

c) WHEN THE PASSENGER BREATHES, - THE SYSTEM IS ON DEMAND (A) SDS-AMM 35-20-00 PAGE 24

298. IN EACH LAVATORY THERE IS

a) A TWO MASK PASSENGER OXYGEN UNIT

b) A ONE MASK PASSENGER OXYGEN UNIT

c) NO PASSENGER OXYGEN UNIT

(A) SDS-AMM 35-20-00 PAGE 21

299. TO USE THE PASSENGER PORTABLE OXYGEN

a) TURN THE YELLOW KNOB IN AN ANTICLOCKWISE DIRECTION AND PLUG THE BOTTLE INTO THE OVERHEAD CONNECTION

b) TURN THE YELLOW KNOB IN A COUNTERCLOCKWISE DIRECTION AND PLUG THE MASK INTO THE DESIRED BOTTLE OUTLET

c) PLUG THE MASK INTO THE DESIRED OUTLET ONLY (A) SDS-AMM 35-30-00 PAGE 4

300. EACH PASSENGER OXYGEN UNIT IN THE CABIN

a) A. CAN BE SHUT OFF ONCE THE FLOW OF OXYGEN HAS STARTED - BY CABIN STAFF ACTION ONLY.

b) CANNOT BE SHUT OFF ONCE THE FLOW OF OXYGEN HAS STARTED

c) CAN BE SHUT OFF BY PULLING ANY MASK DOWN A SECOND TIME (A) SDS-AMM 35-20-00 PAGE 15

301. THE PASSENGER OXYGEN SYSTEM

a) IS SUPPLIED FROM THE PASSENGER OXYGEN BOTTLE LOCATED IN THE FORWARD CARGO COMPARTMENT

b) IS SUPPLIED BY INDIVIDUAL CHEMICAL OXYGEN GENERATORS, ONE FOR EACH PASSENGER

c) IS SUPPLIED BY INDIVIDUAL CHEMICAL OXYGEN GENERATORS LOCATED AT EACH PASSENGER SERVICE UNIT

(A) SDS-AMM 35-20-00 PAGE 2

302. PASSENGER OXYGEN FLOWING TO A MASK IS VISUALLY CONFIRMED BY

a) AN AMBER IN-LINE FLOW INDICATOR

b) A GREEN IN-LINE FLOW INDICATOR

c) A. A WHITE IN-LINE FLOW INDICATOR

(A) SDS-AMM 35-20-00 PAGE 24

303. NORMAL PRESSURE OF THE FLIGHT CREW OXYGEN SYSTEM IS

a) 1850 P.S.I
b) 2000 P.S.I.
c) A. 1500 P.S.I.
(A) SDS-AMM 35-10-00 PAGE 12

304. CREW OXYGEN SYSTEM PRESSURE IS CORRECTLY INDICATED WHEN

a) THE BATTERY SWITCH IS ON

b) DOES NOT REQUIRE ELECTRICAL POWER

c) A. THE BATTERY SWITCH IS OFF (HOT BATTERY BUS).

(A) SDS-AMM 35-10-00 PAGE 12

305. EACH PASSENGER OXYGEN GENERATOR WHEN ACTIVATED

a) WILL PRODUCE OXYGEN FOR APPROXIMATELY 12 MINUTES

b) WILL PRODUCE OXYGEN FOR APPROXIMATELY 7 MINUTES

c) WILL ONLY PRODUCE OXYGEN ON DEMAND FOR APPROXIMATELY 20 MINUTES (A) SDS-AMM 35-20-00 PAGE 15

306. THE PASSENGER OXYGEN MASK STOWAGE UNITS ARE ACTIVATED

a) A. AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 14,000 FEET OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO NORMAL

b) AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 10,000 FEET OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO ON

c) AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 14,000 FEET, OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO ON

(A) SDS-AMM 35-20-00 PAGE 2

ATA 36:

307. THE AMOUNT OF FAN AIR THAT IS DUCTED THROUGH THE PRE-COOLER +C46:G51IS CONTROLLED BY THE

a) RAM AIR CONTROLLER

b) THERMOSTATIC PRE-COOLER VAVLE

c) MODULATING AND SHUT-OFF VAVLE

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 44

308. THE DUAL BLEED LIGHT WILL BE ON

a) WITH No.1 AND No. 2 BLEED VAVLES CLOSED AND APU BLEED VAVLE OPEN

b) WITH No. 2 ENGINE BLEED VAVLE OPEN, THE ISOLATION VAVLE OPEN AND APU BLEED VAVLE OPEN

c) WITH THE AIR CONDITIONING PANEL SET FOR A BLEEDS-OFF TAKEOFF (A) DOCUMENT STORM AVIATION ATA 36 PAGE 62

309. THE PNEUMATIC DUCT PRESSURE GAUGE

a) INDICATES PRESSURE IN LEFT AND RIGHT PNERMATIC DUCTS

b) INDICATES PRESSURE AVAILABLE FOR ENGINE ANTI-ICING

c) IS DC POWERED

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 14

310. THE SOURCE OF ENGINE BLEED ARE

a) 5TH AND 9TH STAGES OF THE TURBINE SECTION
b) 5TH AND 9TH STAGES OF THE COMPRESSOR SECTION
c) 5TH AND 13TH STAGES OF THE FAN SECTION
(A) DOCUMENT STORM AVIATION ATA 36 PAGE 18

311. THE ENGINE BLEED VAVLE ARE

a) DC ACTIVATED AND PNEUMATICALLY OPERATED

b) PNEUMATICALLY ACTIVATED AMD OPERATED

c) AC ACTIVATED AND PNEUMATICALLY OPERATED.

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 18

312. WATER TANK PRESSURISATION IN FLIGHT IS NORMALLY PROVIDED BY

a) 5TH AND 9TH STAGE AIR FROM ENGINE No. 2

b) 5TH AND 9TH STAGE AIR FROM ENGINE No. 1

c) BLEED AIR FROM THE APU

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 4

313. BOTH HYDRAULIC RESERVOIRS ARE PRESSURISED BY

a) SEPARATE ENGINE BLEEDS DRICECTLY TO THE RESERVOIRS

b) 5TH AND 9TH STAGE AIR FROM ENGINE No. 2 ONLY

c) AIR FROM THE PNEUMATIC MANIFOLD

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 4

314. THE SOURCE AIR DUCTED THROUGH THE PRE-COOLER IS

a) PrRESSUR CONTROLLED RAM AIR

b) 5TH STAGE BLEED AIR

c) FAN AIR

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 12

315. THE PRE-COOLER CONTROL VAVLE IS

a) DC CONTROLLED AND PNEUMATICALLY OPERATEDb) PNEUMATICALLY CONTROLLED AND OPERATED

c) AC CONTROLLED AND PNEUMATICALLY OPERATED

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 42

316. THE ISOLATION VAVLE IS

a) AC OPERATED

b) AC CONTROLLED AND PNEUMATICALLY OPERATED

c) DC OPERATED

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 54

ATA 38:

317. HOW MANY SUBSYSTEMS OF WATER AND WASTE SYSTEM

a) 1

b) 2

c) 3

(A) AMM PART 1/ 38-00-00 PAGE 2

318. HOW MANY SUBSYSTEMS OF POTABLE WATER SYSTEM

a) 1

b) 2

c) 3

(A) AMM PART 1/ 38-10-00 PAGE 2

319. WHEN YOU DRAIN THE POTABLE WATER SYSTEM, YOU MUST DRAIN WATER FROM:

a) WATER SERVICE PANEL
b) FORWARD LAVATORY
c) WATER SERVICE PANEL and FORWARD LAVATORY
(A) AMM PART 1/ 38-11-00 PAGE 2

320. THE WATER SERVICE PANEL IS LOCATED:

a) THE AFT SECTION OF THE FUSELAGE, BOTTOM RIGHT SIDE

b) THE AFT SECTION OF THE FUSELAGE, BOTTOM LEFT SIDE

c) THE CENTER SECTION OF THE FUSELAGE

(A) AMM PART 1/ 38-11-00 PAGE 2

323. THE PRESSURE RELIEF VALVE PRESENTS AN OVER-PRESSURE CONDITION IN THE WATER TANK PRESSURE LINES, THE VALVE RESETS AT:

a) 50PSIG

b) 55PSIG

c) 60PSIG

(A) AMM PART 1/ 38-42-00 PAGE 7

324. THE AIR COMPRESSOR OF WATER SYSTEM IS ON

a) THE LEFT SIDE OF THE AFT CARGO COMPARTMENT

b) THE RIGHT SIDE OF AFT THE CARGO COMPARTMENT

c) THE LEFT SIDE OF THE FWD CARGO COMPARTMENT

(A) AMM PART 1/ 38-42-00 PAGE 10

325. WHAT TIME IS DUTY CIRCLE INHIBIT OF FLUSH CONTROL UNIT

a) 10 SECONDS
b) 15 SECONDS
c) 20 SECONDS
(A) AMM PART 1/38-32-00 PAGE 17

326. THE VACUUM BLOWER BAROMETRIC SWITCH OPENS WHEN THE ALTITUDE IS ABOVE

a) 15,000FT
b) 16,000FT
c) 17,000FT
(A) AMM PART 1/ 38-32-00 PAGE 36

327. WHAT TYPE OF THE VACUUM CHECK VALVE

a) FLAPPER TYPE VALVE
b) BYPASS TYPE VALVE
c) BALL TYPE VALVE
(A) AMM PART 1/ 38-32-00 PAGE 40

328. THE LOGIC CONTROL MODULE LCM OF WATER TANK SYSTEM IS LOCATED?

a) ON THE RIGHT SIDE OF THE CARGO COMPARTMENTb) ON THE LEFT SIDE OF THE CARGO COMPARTMENT

c) ON THE AFT SIDE OF THE CARGO COMPARTMENT (A) AMM PART 1/ 38-33-00 PAGE 14

330. THE VACUUM BLOWER OF WASTE TANK SYSTEM IS a) THREE-PHASE, LOW-SPEED, MOTOR-OPERATED FAN b) THREE-PHASE, HIGH-SPEED, MOTOR-OPERATED FAN c) ONE-PHASE, LOW-SPEED, MOTOR-OPERATED FAN (A) AMM PART 1/ 38-32-00 PAGE 31

ATA 47:

331. CHOOSE THE CORRECT STATEMENT REGARDING THE NGS SHUTOFF VALVE

a) AN ELECTRICALLY COMMANDED PNEUMATICALLY ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED CLOSED)

b) A PNEUMATICALLY COMMANDED AND ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED CLOSED)

c) AN ELECTRICALLY COMMANDED PNEUMATICALLY ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED OPENED)

(A) SDS- AMM 47-10-00 PAGE 6

332. WHICH OF THE FOLLOWING CORRECTLY DESCRIBES THE RAM AIR VALVE (RAV)

a) FULLY PNEUMATICALLY COMMANDED ACTUATED, SPRING LOADED OPENED b) TORQUE MOTOR COMMANDED, PNEUMATICALLY ACTUATED, SPRING LOADED CLOSED

c) TORQUE MOTOR COMMANDED, PNEUMATICALLY ACTUATED, SPRING LOADED OPENED

(A) SDS-AMM 47-10-00 PAGE 16

333. WHAT IS REQUIRED TO DISPATCH THE AIRCRAFT IF THE AMBER INOPERATIVE LIGHT LOCATED ON OPERABILITY INDICATOR ILLUMINATES?

a) ITS REQUIRED TO MANUALLY OPEN AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

b) ITS REQUIRED TO MANUALLY CLOSE AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

c) NO MAINTENANCE IS NECCESSARY

(A) SDS=AMM 47-40-00 PAGE 2

334. WHAT IS REQUIRED TO DISPATCH THE AIRCRAFT IF THE BLUE DEGRADED LIGHT LOCATED ON OPERABILITY INDICATOR ILLUMINATES?

a) ITS REQUIRED TO MANUALLY OPEN AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

b) ITS REQUIRED TO MANUALLY CLOSE AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

c) NO MAINTENANCE IS NECCESSARY

(A) SDS=AMM 47-40-00 PAGE 2

335. THE OVERTEMPERATURE SHUTOFF VALVE IS

a) ELECTRICALLY CONTROLLED AND PNEUMATICALLY OPERATED, SPRING LOADED CLOSED

b) PNEUMATICALLY CONTROLLED AND OPERATED, SPRING LOADED CLOSED

c) ELECTRICALLY CONTROLLED AND PNEUMATICALLY OPERATED, SPRING LOADED OPENED

(A) SDS-AMM 47-10-00 PAGE 26

ATA 49:

336. THE APU MAY BE OPERATED WITH APU BLEED ONLY UP TO A MAXIMUM ALTITUDE OF

- a) 35.000 FT
- b) 17.000 FT
- c) 10.000 FT

(A) AMM PART 1/ 49-00-00 PAGE 4

337. THE APU LOW OIL PRESSURE LIGHT IS

a) ALWAYS ILLUMINATED WHEN THE APU SWITCH IS IN OFF POSITION
b) DISARMED WHEN THE APU SWITCH IS IN THE OFF POSITION
c) INHIBITED DURING APU START

(A) AMM PART 1/ 49-00-00 PAGE 16

338. ON THE 737NG, THE APU WILL AUTOMATICALLY SHUT-DOWN WHEN

a) THE BATTERY SWITCH IS PLACED OFF AT ANY TIME
b) THE BATTERY SWITCH IS PLACED OFF IN FLIGHT ONLY
c) THE BATTERY SWITCH IS PLACED OFF ON THE GROUND ONLY
(A) AMM PART 1/ 49-00-00 PAGE 16

339. HOW LONG DOES APU COOLING DOWN CIRCLE?

a) 50 SECONDS
b) 60 SECONDS
c) 55 SECONDS
(A) AMM PART 1/ 49-00-00 PAGE 16

341. WHICH POWER SOURCE SUPPLY APU INDICATION LIGHT OPERATIVE?

a) 115V AC

b) 12V DC

c) 220 V AC

(A) AMM PART 1/ 49-00-00 PAGE 20

342. THE APU FIRE WARNING SYSTEM GIVES AURAL AND VISUAL WARNINGS a) IN THE FLIGHT DECK AND MAIN WHEEL WELL

b) ONLY IN THE FLIGHT DECK
c) IN THE FLIGHT DECK AND THE APU COMPARTMENT
(A) AMM PART 1/ 49-60-00 PAGE 3

343. DURING A NORMAL APU START

a) THE AMBER LOW OIL PRESSURE LIGHT IS LLUMINATED UNTIL THE APU OIL PRESSURE IS NORMAL (APPROX. 30% RPM)

b) THE STARTER MOTOR IS ENGAGED AS SOON AS THE MASTER SWITCH IS RELEASED FROM START TO ON

c) THE BLUE APU GEN OFF BUS BUS LIGHT GOES OUT AT 95% RPM (A) AMM PART 1/49-00-00 PAGE 14

344. WHEN DOES INLET DOOR CLOSE DURING SHITDOWN APU?

a) AT 25% SPEED
b) AT 30% SPEED
c) AT 35% SPEED
(A) AMM PART 1/ 49-00-00 PAGE 16

345. IF AN APU FIRE WARNING IS SENSED

a) THE APU WILL SHUT-DOWN AND THE EXTINGUISHER IS DISCHARGED AUTOMATICALLY

b) THE APU WILL SHUT-DOWN AUTOMATICALLY

c) THE APU MUST BE SHUT-DOWN BY PULLING UP THE FIRE SWITCH *(A) AMM PART 1/ 49-00-00 PAGE 18*

346. THE ALLIED SIGNAL 131-9(B) APU GENERATOR IS RATED AT

a) 45 KVA IN-FLIGHT AND 55KVA ON THE GROUND
b) THE SAME RATING AS AN ENGINE DRIVEN GENERATOR
c) 90 KVA UP TO 32,000FT AND 66 KVA UP TO 41,000FT
(A) AMM PART 1/49-00-00 PAGE 4

347. HOW IS THE APU IS SWITCHED ONTO THE AC ELECTRICAL SYSTEM?

a) AUTOMATICALLY WHEN THE PREVIOUS POWER SOURCE IS DISCONNECTED
b) AUTOMATICALLY IF THE APU GENERATOR IS RUNNING
c) BY TWO APU SWITCHES INDIVIDUALLY OPERATED
(A) AMM PART 1/ 49-60-00 PAGE 3

348. WHAT TYPE OF BLEED AIR VALVE

a) BUTTERFLY TYPE VALVE
b) BALL TYPE VALVE
c) BYPASS TYPE VALVE
(A) AMM PART 1/ 49-50-00 PAGE 6

349. THE 737NG APU START CYCLE

a) MAY TAKE AS LONG AS 120 SECONDS b) MAY TAKE AS LONG AS 180 SECONDS c) MAY TAKE AS LONG AS 60 SECONDS (A) AMM PART 1/ 49-00-00 PAGE 15

350. THE MAXIMUM AIRCRAFT ALTITUDE FOR BOTH APU BLEED AND ELECTRICAL LOAD IS

a) 17,000FT b) 35,000FT c) 15,000FT (*A*) AMM PART 1/ 49-00-00 PAGE 2

351. WHEN DOES THE APU FUEL SOLENOID VALVE OPEN?

a) WHEN OIL TEMPERATURE HAS REACHED A MINIMUM VALUE

b) WHEN OIL PRESSURE HAS REACHED 13PSI

c) WHEN START APU AT 7% SPEED

(A) AMM PART 1/49-00-00 PAGE 14

353. ILLUMINATION OF THE APU DET INOP LIGHT

a) DOES NOT ACTIVATE THE MASTER CAUTION SYSTEM

b) ACTIVATES MASTER CAUTION "OVHT/DET"

c) ACTIVATES MASTER CAUTION "APU" (A) AMM PART 1/ 49-00-00 PAGE 13

ATA 52:

354. WHAT IS THE FUNCTION OF THE COUNTERBALANCE ASSEMBLY ON THE CARGO DOOR?

a) TO HOLD THE CARGO DOOR IN THE FULLY CLOSE POSITION

b) TO REDUCE THE FORCE REQUIRED TO LIFT THE CARGO DOOR

c) TO LIMIT THE SPEED OF DOOR MOTION DURING OPENING OR CLOSING

(A) AMM PART 1/ 52-30-00 PAGE 9

355. ON THE PASSENGER ENTRY DOOR, WHERE IS THE PROXIMITY SWITCH FOR THE DOOR WARNING SYSTEM?

a) ON THE INTERIOR CONTRONL HANDLE

b) ADJACENT TO THE LOWER HINGE

c) ADJACENT TO THE UPPER LATCH

(A) AMM PART 1/ 52-10-00 PAGE 2

356. WHEN ARE THE EMERGENCY EXIT DOOR LOCKED (FLIGHT LOCK MECHANISM)?

a) DURING THE TAKE OFF ROLL

b) TWO OR MORE ENTRY/SERVICE DOORS CLOSED

c) ONE ENGINE IS MORE THAN 50% N2

(A) AMM PART 1/ 52-22-00 PAGE 14

357. WHAT IS THE FUNCTION OF THE FLIGHT LOCK MECHANISM ON THE EMERGENCY DOOR?

a) TO PREVENT OPERATION OF THE EMERGENCY DOOR ON GROUND b) TO TURN THE EMERGENCY DOOR OUT OF THE FUSELAGE CUT-OUT c) TO PREVENT OPERATION OF THE EMERGENCY IN FLIGHT (A) AMM PART 1/ 52-22-00 PAGE 12

358. HOW IS THE CARGO DOOR HELD IN THE OPEN POSITION?

a) DOOR OPEN LOCK SOLENOID

b) HYDRAULIC ACTUATORc) COUNTERBALANCE ASSEMBLY

(A) AMM PART 1/ 52-30-00 PAGE 9

359. WHAT INDICATIONS WILL BE TRIGGERED IF AN OVERWING DOOR IS UNLOCKED WHEN IT SHOULD BE LOCKED?

a) THE PROXIMITY SWITCHING ELECTRONIC UNIT (PSEU) LIGHT ON THE P5AFT OVERHEAD PANEL WILL COME ON (NOT RESETTABLE)

b) THE RELATED OVERWING LIGHT ON THE P5-20 DOOR WARNING ANNUNCIATOR MODULE WILL COME ON

c) THE OVERWING DOOR LOCK MESSAGE WILL BE DISPLAYED ON FMS CDU (A) AMM PART 1/ 52-71-00 PAGE 9

360. WHAT ARE THE DOOR SEALS CONSTRUCTED FROM?

a) SILICON RBBER b) SILICON FABRIC c) CARBON FIBRE (A) AMM PART 1/ 52-09-00 PAGE 2

361. WHAT IS THE MAXIMUM SPEED THAT THE MAINTENANCE ENGINEER CAN OPEN AND CLOSE ENTRY, GALLEY SERVICE AND CARGO DOORS?

a) 40 KNOTS b) 15 KNOTS c) 65 KNOTS (A) AMM PART 1/ 52-00-00 PAGE 2

362. THE EMERGENCY EXIT DOOR OPEN

a) FROM INSIDE OR OUTSIDE THE AIRPLANE

b) FROM OUTSIDE THE AIRPLANE c) FROM INSIDE THE AIRPLANE (A) AMM PART 1/ 52-22-00 PAGE 2

363. HOW MANY TYPE OF DOORS ON THE AIRPLANE

a) 3 b) 4 c) 5 (A) AMM PART 1/ 52-00-00 PAGE 2

364. YOU CAN OPEN AND CLOSE FORWARD ENTRY, FORWARD GALLEY SERVICE AND CARGO DOORS IN WINDS UP TO

a) 35 KNOTS b) 40 KNOTS c) 45 KNOTS (*A*) AMM PART 1/ 52-10-00 PAGE 28

365. HOW MANY TYPES OF DOOR SEAL SHAPES

a) 3 b) 4 c) 5 (A) AMM PART 1/ 52-09-00 PAGE 2

369. WHEN YOU OPEN CARGO DOOR, THE DOOR MOVES

a) UPWARD AND INWARD
b) DOWNWARD AND INWARD
c) UPWARD AND INWARD
(A) AMM PART 1/ 52-30-00 PAGE 10

370. HOW MANY LATCH OF APU ACCESS DOOR

a) 3 b) 4 c) 5 (A) AMM PART 1/ 52-40-00 PAGE 17

371. HOW MANY PUSH-BUTTON LATCHES OF REFUELING STATION ACCESS DOOR

- a) 3
- b) 4
- c) 5

(A) AMM PART 1/ 52-40-00 PAGE 19

373. THE DOOR WARNING AMBER LIGHTS ARE ON a) THE P3 FORWARD OVERHEAD PANEL b) THE P4 FORWARD OVERHEAD PANEL c) THE P5 FORWARD OVERHEAD PANEL (A) AMA BABT 1/ 52 71 00 BACE 2

(A) AMM PART 1/ 52-71-00 PAGE 2

ATA 51-57:

377. THE VERTICAL STABILIZER IS MADE FROM

a) ALUMINIUM

b) GRAPHITE COMPOSITE

c) TITANIUM

(A) STORMAVIATION DOC ATA 51-57 PAGE 282

378. WHICH WINDOWS CAN NOT BE OPENED?

a) 1 AND 2 b) 1 AND 3 c) 2 AND 3 (*A*) STORMAVIATION DOC ATA 51-57 PAGE 288

379. WHICH PANE OF THE CABIN WINDOW DOESN'T STRUCTURE?

a) OUTER PANE
b) INNER PANE
c) MIDDLE PANE
(A) STORMAVIATION DOC ATA 51-57 PAGE 6

380. WHAT IS THE MAIN MATERIAL IN THE WING?

a) ALUMINIUM

- b) GRAPHITE COMPOSITE
- c) TITANIUM

(A) STORMAVIATION DOC ATA 51-57 PAGE 282

382. HOW MANY LIGHTNING DIVERTER STRIPS ON RANDOME

- a) 5
- b) 6

c) 7

(A) AMM PART 1/ 53-00-00 PAGE 5

383. WHAT IS THE METERIAL OF RUDDER?

a) ALUMINIUM

b) GRAPHITE COMPOSITE

c) TITANIUM

(A) STORMAVIATION DOC ATA 51-57 PAGE 282

384. HOW IS OPEN THE FIRST OFFICERS SLIDING WINDOW?

a) OPENED FROM THE INSIDE ONLY
b) OPENED FROM THE OUTSIDE ONLY
c) OPENED FROM THE INSIDE AND OUTSIDE
(A) STORMAVIATION DOC ATA 51-57 PAGE 294

385. The length of the B737-700 airplane:

a. 33.6 M b. 31.2 M c. 39.5 M (A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 10

386. Use these dimensions to find components on the fuselage:

a. Body station line, Body buttock line, Water line

b. Body station line, Water line

c. Body station line, Water line

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

387. The body buttock line (BL) is

a. is a horizontal dimension. It starts at station line zero

b. is a height dimension. Measure the water line from a horizontal reference plane below the airplane

c. a lateral dimension. Measure the buttock line to the left (LBL) or right (RBL) of the airplane center line

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

388. The nose of the airplane is

a. station 140

b. station 130

c. station 150

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

389. Measure the vertical stabilizer station

a. perpendicular to the rudder hinge centerline. Rudder station 0 starts at the body crown line.

b. perpendicular to the vertical stabilizer leading edge. Vertical stabilizer leading edge station 0 starts at the body crown line

c. Perpendicular to the vertical stabilizer rear spar. Vertical stabilizer station 0 starts at the body crown line

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

390. Measure the vertical stabilizer waterline

a. Perpendicular to the vertical stabilizer rear spar

b. perpendicular to the rudder hinge centerline

c. parallel to the body waterline

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

391. Measure stabilizer stations

a. perpendicular to the horizontal stabilizer rear spar

b. Perpendicular to the horizontal stabilizer leading edge

c. perpendicular to the elevator hinge centerline

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 18

392. What is not primary structure:

- a. Doors
- b. Radome

c. Landing Gear

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 22

393. Most of the material in the radome is

a. steel

- b. fiberglass
- c. Aluminium

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

394. The lightning diverter strips

a. increase lightning energy and transmit it to the airframe

b. decrease lightning energy and transmit it to the wing

c. decrease lightning energy and transmit it to the airframe

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

395. The winglets are made of

a. graphite spars, aluminum ribs and aluminum skins

b. graphite spars, aluminum ribs and graphite skins

c. aluminum spars, aluminum ribs and aluminum skins

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 46

396. Flight compartment windows can be opened?

a. windows 1 and 3
b. windows 2
c. windows 2 and 3
(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

397. Which windows get heat from the window anti-ice system?

a. Flight compartment windows 1, 2 and 3

- b. Flight compartment windows 1 and 3
- c. Flight compartment windows 1 and 2

(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

398. Which windows have a small hole in the upper forward corner of the inner pane?

- a. Flight compartment window 3
- b. Flight compartment window 1
- c. Flight compartment window 2
- (A) Ref: Reference: ATA 56 WINDOWS (Book 1) B737 Training book Page 9

399. The passenger compartment, which pane is not structural?

- a. Outer pane
- b. Inner pane
- c. Middle pane

(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

400. Control cabin sliding windows can be opened from

a. inside and outside
b. only inside
c. only outside
(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 12

B. QUESTION BANK FOR B737NG CAT B1 (AIRFRAME)

ATA 0:

1. How to ground the airplane?

a. There is no spectial sequence.

b. Always attach the grouding cable to the airplane first

c. Always attach the grouding cable to the ground connection first

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 169

2. When are the pitot probe covers and static port covers recommended to install?

a. When the airplane is parked for more than a standard turnaround or conditions such as insect activity, dust stoms or volcanic ash

b. When conditions such as insect activity, dust stoms or volcanic ash

c. When the airplane is parked for more than a standard turnaround

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 167

3. Where can you find the turning limits when airplane is towed or pushed for dispatch?

a. The painted stripes are on the lower fuselage below left pax door

b. The painted stripes are on the nose gear doors

c. The painted stripes are on the lower fuselage below right pax door

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 185, 191

ATA 5:

4. In which chapter would you find the Fuselage Bird Strike Inspection

a. Chapter 5
b. Chapter 3
c. MEL Maintenance procedures
(B1) Ref: Reference: AMM Part PP Task 05-51-18-210-801

5. Overweight Landing Inspection

a. ATA 32
b. ATA 5
c. Flight Operating Manual
(B1) Ref: Reference: AMM Part PP Task 05-51-35

6. In what chapter is the pressure leak rate chart for fuselage leakage rates.

a. ATA 21
b. MEL, limitations
c. Chapter 5
(B1) Ref: Reference: AMM Part PP Task 05-51-91

7. During a pressurisation test what is max. pressure during a normal test.

a. 6.0 p.s.i. b. 32 p.s.i. c. 4.0 p.s.i. (B1) Ref: Reference: AMM Part PP Task 05-51-91-790-801

ATA 6:

8. The body station line (STA) is a:

a. Lateral dimension.

b. Horizontal dimension.

c. Height dimension. (B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

9. The body buttock line (BL) is a

a. Lateral dimension.
b. Height dimension.
c. Horizontal dimension.
(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

10. The water line (WL) is a

a. Lateral dimension.

b. Horizontal dimension.

c. Height dimension.

(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

11. The airplane has

a. Eight major zones
b. Six major zones
c. Seven major zones
(B1) Ref: Reference: AMM Part PP Task 06-30-00-800-801

12. The general left wing section base number is:

a. 500 b. 600 c. 700 (B1) Ref: Reference: AMM Part PP Task 06-24-00-800-801

13. The airplane is divided into

a. Stations, waterlines, and buttock lines.b. Stations, waterlines lines.

c. Waterlines, and buttock lines.

(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

ATA 7:

15. The airplane has

a. Three main jack points and four auxiliary jack points.

b. Four main jack points and three auxiliary jack points.

c. Three main jack points and three auxiliary jack points.

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

16. On each wing has:

a. 02 jack points

b. 03 jack points

c. 01 jack point

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

17. In which document you will find the detail instruction for shoring the aircraft?

a. Airplane Recovery Document.

b. Structure Repair Manual.

c. Aircraft Maintenance Manual. (B1) Ref: Reference: AMM Part PP Task 07-20-00-580-801

18. When Lifting the aircraft

a. No requirement.

b. All the doors must be closed

c. The passenger/crew doors, the emergency exits and the cargo doors are closed and locked or fully open and locked.

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

ATA 8:

19. The main purpose of weighing aircraft is:

- a. Calculate of aircraft weight
- b. Know the aircraft weight for passenger loading
- c. Calculate the position of the center of gravit.
- (B1) Ref: Reference: Weight and Balance Manual

ATA 9:

20. The design of the airplane will permit you to tow the airplane from

a. The nose landing gear

b. The main landing gear

c. The nose landing gear or main landing gear

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

21. The maximum normal towing turning limits are indicated by the painted stripes on

a. The lower fuselage below left pax door

- b. The nose gear doors.
- c. The lower fuselage below right pax door

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

22. What is the correct sequence?

a. Install the tow bar on the tow fitting then install the tow lever safety pin
b. Install the tow lever safety pin then install the tow bar on the tow fitting.
c. There is no specific sequence.
(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

23. When tow the aircraft, maximum normal turning angle is:

- a. 68 degrees
- b. 78 degrees
- c. 88 degrees

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

ATA 10:

24. When aircraft stop overnight:

- a. Pitot probe and static port are covered.
- b. Static port are covered.
- c. Pitot port are covered.

(B1) Ref: Reference: AMM Part PP Task 10-11-01-580-801

25. The aircraft is usually parked for a small quantity of time as follows:

a. Chocks in front of and behind a minimum of one of the main gear wheels

b. Chocks in front of and behind a minimum of one of the main gear wheels c. No need chocks (B1) Ref: Reference: AMM Part PP Task 10-11-01-580-801

ATA 11:

26. Letters of marking or placard EXIT and EMERGENCY EXIT are in

a. red color
b. orange color
c. blue color
(B1) Ref: Reference: AMM Part PP Task 11-32-01

28. Red strip markings on nose gear doors are

a. used during airplane towing

b. used for airplane nose jacking

c. used to indicated hazard area during nose landing gear retraction and extension (B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

29. Marking SMOKE DETECTOR - DO NOT BLOCK is used for

a. lavatory smoke detector
b. engine fire detection system
c. cargo fire detection system
(B1) Ref: Reference: AMM Part PP Task 11-37-01-2-2

ATA 12:

32. When doing the Hydraulic Fluid Reservoir Filling

a. The reservoirs air pressurize system must be depressurized

b. Do not depressurize the system reservoirs

c. The hydraulic system operating normally

(B1) Ref: Reference: AMM Part PP Task 12-12-00-610-801

ATA 20:

33. When you do the Aircraft Grounding for the Refuel/Defuel Operations

a. Connect the ground cable to parking ground point before you connect it to the aircraft

- b. Attach the cable to aircraft first then connect to parking ground point
- c. Grounding is not necessary
- (B1) Ref: Reference: AMM Part PP Task 20-40-11-910-801

ATA 21:

34. Pack overheat condition cause the PACK/ PACK TRIP OFF light to turn on. To reset the system,

a. Push the TRIP RESET switch when PACK/ PACK TRIP OFF turn on.

b. Let the overheat condition to be cooled and then push the TRIP RESET.

c. Do nothing.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 36

35. The PACK/ PACK TRIP OFF light turns on, possible switches that could cause this

a. Duct overheat switch

b. Cabin overheat switch

c. Compressor discharge overheat switch, turbine inlet overheat switch or pack discharge overheat switch.

36. B737-800/900, the LEFT recirculating fan operates with the switch in the AUTO position in the AIR, except:

a. When both packs are on and one or both pack switches are selected to HIGH

b. When one pack is off.

c. When both pack switches are selected to AUTO

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 149

37. B737-800/900, the LEFT recirculating fan operates with the switch in the AUTO position on the GROUND, except:

a. When both packs are on and one pack switches are selected to HIGH

b. When one pack is off.

c. When both pack switches are selected to HIGH

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 149

38. The RIGHT recirculating fan operates with the switch in the AUTO position, except:

a. When both pack switches are selected to HIGH

b. When both packs are on and one pack switches are selected to HIGHc. When one pack is off.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 149

39. Water separator coalescer (bag) condition indicator will be observed

a. While the pack operates in high flow and the air mix valve is in full cold position.

b. While the pack operates in low flow and the air mix valve is in AUTO position.

c. While the pack operates in low flow and the air mix valve is in full warm position. (B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 68

40. The coalescer bag must be changed if the indicator disk is

a. in the blue range

b. In the red range

c. In the amber range.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 68

41. During flight cruise mode, the RAM DOOR FULL OPEN light is ON

a. This is a normal condition.

b. There is a problem in bleed air system

c. The ram air system has a blockage

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 58

42. During flight cruise mode, the RAM DOOR FULL OPEN light

a. is OFF

b. is ON

c. is ON or OFF depend on the PACK schedules.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

43. Mode(s) of control for the ram air system is(are)

a. Only one mode for all phases.

b. Two modes: On ground and in flight.

c. Three modes: Ground, flight (flaps not up) and flight (flaps up)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 61

44. When you install a recirculation fan:

a. Make sure the flow arrow on the fan is in the correct direction and shoud point to the distribution manifold.

b. The flow arrow on the fan shoud point out of the distribution manifold.

c. There is not any arrow on the recirculation fan

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 140

45. The recirculation fan is

a. DC powered

b. AC powered

c. Pneumatically powered from APU or engine bleed air

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 144

46. The air supply for the recirculation fans is

a. From the distribution compartment

b. From the collector shroud in the aft cargo compartment

c. From the collector shroud in the forward cargo compartment and the distribution compartment

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 206

47. The E & E compartment is cooled by?

a. The equipment cooling system.

b. The ram air system.

c. The AUTO or STANDBY pressurisation systems

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 244

48. The aft cargo compartment is heated by

a. The exhaust air from the control cabin

b. The air from the passenger compartment through the foot level grilles

c. The exhaust air from the equipment cooling system

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 274

49. The forward cargo compartment is heated by

a. The air from the passenger compartment.

b. The exhaust air from the equipment cooling system

c. The exhaust air from the equipment cooling system and the air from the passenger compartment.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 274

50. The cabin altitude warning alarm will sound

a. When the cabin altitude increases to more than 10000 feet.

b. When the cabin altitude increases to more than 12000 feet.

c. When the cabin altitude increases to more than 14000 feet.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

51. When the cabin altitude warning alarm sound

a. You can not deactivate the alarm.

b. You can push the ALT HORN CUTOUT switch to deactivate the alarm.

c. You can push the BELL CUTOUT switch to deactivate the alarm.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

52. The maximum cabin altitude for most flight is

a. 10000 feet.
b. 6000 feet
c. 8000 feet
(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

53. The negative pressure relief valve opens when pressure external to the airplane is X psi more than the pressure in the airplane.

- a. X=1.5
- b. X=1.0
- c. X=2.0

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 58

54. The negative pressure relief valve is

a. Controlled by a switch in the flight compartment.

b. Controlled by a CPC in pressurization system.

c. A mechanical device and operates independently.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 58

55. If the amber AUTO FAIL light and the green ALTN light come on

a. Positioning the pressurization mode selector to ALTN will extinguish the AUTO FAIL light.

b. It will automatically extinguish when the pressurisation controller reverts to the ALTN mode

c. Positioning the Pressurisation Mode Selector to ALTN will have no effect on the AUTO FAIL light.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45, 46

56. The maximum cabin differential pressure for take-off and landing is

a. 0.10psi

b. 0.25psi

c. 0.125psi

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 17

57. The AUTO FAIL light will illuminate when there is

a. A loss of power, or an excessive rate of cabin altitude change (>2000 sea level feet/minute), or a high cabin altitude (>15800 feet).

b. A loss of power, or an excessive rate of cabin altitude change (>1500 sea level feet/minute), or a high cabin altitude (>9800 feet).

c. A loss of power, or an excessive rate of cabin altitude change (>1000 sea level feet/minute), or a high cabin altitude (>14000 feet).

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45

58. The Aft outflow valve has

a. 2 automatic mode motors and 1 manual mode motor with 2 electronic actuators

b. 1 automatic mode motor and 1 manual mode motor with 1 electronic actuators

c. 2 automatic mode motors and 1 manual mode motor with 1 electronic actuators

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 38

59. The OFF SCHED DESCENT light illuminates if

a. The aircraft has temporarily levelled off before reaching the selected flight altitude (as set on the cabin pressure selector panel)

b. The airplane begin a descent before reaching the selected flight altitude (as set on the cabin pressure selector panel)

c. The aircraft has climbed above the selected flight altitude (as set on the cabin pressure selector panel)

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 50

60. The maximum differential pressure (positive pressure relief valve operation) is

- a. 8.95 psi
- b. 7.95 psi
- c. 8.40 psi

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 56

61. The positive pressure relief valves are

a. Controlled by a switch in the flight compartment.

- b. Controlled by a CPC in pressurization system.
- c. mechanical devices and operate independently.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 56

62. What could cause a RAM AIR DOOR Light to come on in cruise

a. Ram air system has a blockage, heat exchangers are dirty, Electrical failure.

b. Compressor outlet overheatc. Missing Ram Air Door

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

63. What sensor controls the Ram Air Inlet Doors

a. ACM Compressor Inlet temperature
b. ACM Compressor Oulet - 110°C
c. Pack discharge temperature
(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

64. What commands the Ram Air Door Actuator

a. Ram Air Controller

b. Ram Air Switch

c. Pack/Zone Temperature Controller

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

65. To use the APU for air conditioning, on the ground/engines shut down, you should select

a. Isolation Valve Switch AUTO/ON; APU Bleed Air Switch ON; Left or Right Air Conditioning Pack Switch AUTO or HIGH

b. Isolation Valve Switch CLOSE; APU Bleed Air Switch ON; Left and Right Air Conditioning Pack Switch AUTO or HIGH

c. Isolation Valve Switch CLOSE; APU Bleed Air Switch ON; Left or Right Air Conditioning Pack Switch AUTO or HIGH

(B1) Ref: Reference: AMM Part PP Task 21-00-00-800-803

66. What is the location of and reason for the Pressure Equalisation Valves?

a. Aft cargo compartment, allow temperature to be regulated

b. Aft of each cargo compartment, keeps the cargo compartment pressure as the same level as cabin pressure

c. Fwd and Aft of FWD cargo compartment, allow equalisation of cargo pressure (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 62

67. A differential pressure of X psid will push the cargo compartment blowout panel out of the frame.

a. X=1.5 b. X=1.0 c. X=2.0 (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 60

68. During a cabin pressure leak test what is maximum differential pressure for a normal test?

a. 6 psi

b. 8 psi

c. 4 psi

(B1) Ref: Reference: AMM Part PP Task 05-51-91-790-801

69. B737-600/700, the bleed air from the pneumatic manifold will go through these PACK component in sequence?

a. FCSOV-Primary HX- ACM compressor-Secondary HX-ACM Turbine-Water separator-Conditioned Air Check Valve

b. FCSOV-Primary HX- ACM compressor-Secondary HX-Reheater-Condenser-Water extractors-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

c. FCSOV-Secondary HX- ACM compressor-Primary HX-ACM Turbine-Water extractors-Conditioned Air Check Valve

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 33

70. B737-800/900, the bleed air from the pneumatic manifold will go through these PACK component in sequence?

a. FCSOV-Primary HX- ACM compressor-Secondary HX-ACM Turbine-Water separator-Conditioned Air Check Valve

b. FCSOV-Primary HX- ACM compressor-Secondary HX-Reheater-Condenser-Water extractors-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

c. FCSOV-Secondary HX- ACM compressor-Primary HX-Reheater-Condenser-Water separator-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 33

71. B737-600/700, in EE compartment, there are

a. 01 air conditioning accessory unit (ACAU and 02 cabin temperature controller (CTCs)

b. 02 air conditioning accessory units (ACAUs) and 02 pack/zone controllers (PZCs)

c. 01 air conditioning accessory unit (ACAU and 01 cabin temperature controller (CTC)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 30

72. B737-800/900, in EE compartment, there are

a. 01 air conditioning accessory unit (ACAU and 02 cabin temperature controllers (CTCs)

b. 02 air conditioning accessory units (ACAUs) and 02 pack/zone controllers (PZCs)

c. 01 air conditioning accessory unit (ACAU and 01 pack/zone controller (PZC)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 30

73. B737-600/700, when the PACK switch is in AUTO position (normal flow), the flow rate of the air is

a. 55 ppm

b. 65 ppm

c. 80 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

74. B737-600/700, when the PACK switch is in HIGH position (high flow), the flow rate of the air is

a. 60 ppm b. 80 ppm c. 100 ppm (B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

75. B737-600/700, when the PACK switch is in HIGH position, the airplane is on ground with APU supplying bleed air (APU high flow), the flow rate of the air is

a. 80 ppm b. 100 ppm c. 120 ppm (B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

76. B737-800/900, when the PACK switch is in AUTO position (normal flow), the flow rate of the air is

a. 65 ppm b. 75 ppm c. 80 ppm (B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

77. B737-800/900, when the PACK switch is in HIGH position (high flow), the flow rate of the air

is

- a. 90 ppm
- b. 105 ppm
- c. 115 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

78. B737-800/900, when the PACK switch is in HIGH position, the airplane is on ground with APU supplying bleed air (APU high flow), the flow rate of the air is

a. 115 ppm b. 131 ppm c. 140 ppm (B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

79. The PACK flow is in the APU high flow mode when

a. The airplan is on the ground, the pack switch is in the HIGH position, the APU operates above 95%

b. The pack switch is in the HIGH position, the APU bleed switch is in the ON position, the APU operates above 95%, the airplan is on the ground.

c. The APU bleed switch is in the ON position, the APU operates above 95%, the airplan is on the ground

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 44

80. The pressurization control is in the AUTO mode, if single channel failure occures, there are these indications

a. Amber AUTO FAIL light comes on, MASTER CAUTION and AIR COND annuciator lights come on, green ALTN light come on.

b. Amber ALTN and AUTO FAIL light come on, MASTER CAUTION and AIR COND annuciator lights come on.

c. Amber AUTO FAIL light comes on, the FLT ALT display shows five dashes. (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45, 46

81. In the pressurization control system, if dual channel failure occures, there are these indications a. The AUTO FAIL and MASTER CAUTION lights come on, the FLT ALT and LAND ALT

displays show five dashes.

b. Amber ALTN and AUTO FAIL light come on, MASTER CAUTION and AIR COND annuciator lights come on.

c. Amber AUTO FAIL light comes on, the FLT ALT display shows five dashes. (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45

82. The green ALTN light comes on when

a. Two CPC controllers fail and the backup system is active.

b. One CPC controller fails and the backup system is active.

c. One CPC controller fails and the manual system is active.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45,46

83. In the pressurization control system, there are two digital cabin pressure controllers (CPCs). Choose the correct state?

a. Two CPCs controll the system at the same time.

b. One CPC controlls the system at a time, the other is a backup. The system changes active control from one CPC to the other with each flight.

c. Only one CPC controls the system for the whole flight. There is no backup. The system changes active control from one CPC to the other with each flight.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 41

84. The cabin pressure controllers use data from these system:

a. 2 ADIRUs, 2 SMYDs and PSEU

b. 1 ADIRUs, 1 SMYDs

c. 1 ADIRUs, PSEU

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 41

85. The MANUAL light comes on when

a. Both CPCs are not active.

b. The selector switch is in the MANUAL position.

c. The selector switch is in the ALTN position.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 48

86. Which one is correct for the pressure equalization valve?

a. The pressure equalization valve has two swing check valve and spring-loaded to close position.

b. The pressure equalization valve has butterfly plate and is control from flight compartment.

c. he pressure equalization valve has two swing check valve and is controlled by CPC.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 62

87. The aft outflow valve goes to full closed if the cabin pressure altitude gets to 14.650 feet. This is the function of:

a. A fail-safe aneroid switch on each electronic actuator of the valve in normal automatic control only.

b. A switch on the flight compartment.

c. A fail-safe aneroid switch on each electronic actuator of the valve in any mode of cabin pressurization system.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 38

88. To move the aft outflow valve to a desired position, you have to

a. Move the mode selector AUTO position and use outflow valve toggle switch.

b. Move the mode selector ALTN position and use outflow valve toggle switch.

c. Move the mode selector MANUAL position and use outflow valve toggle switch.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 15

ATA 22:

89. Choose the correct state: when doing the stall warning system (SWS) test,

a. Use only one switch to do the test of both system

b. Switch No.1 is for SWS 1 with operation of control column shaker on captain control column, Switch No.2 is for SWS 2 with operation of control column shaker on first officer control column.

c. Switch No.1 is for SWS 1 and Switch No.2 is for SWS 2 with operation of both control column shakers when pushing each switch.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 39

90. How can you know the SWS has faults?

a. Pushing the SWS test switch and the fault light coms on.

b. Pushing the SWS test switch and the on side control column shaker operates

c. Pushing the SWS test switch and the on side control column shaker does not operate.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 39

91. For primary yaw damping, what is correct for rudder movement?

a. Rudder movement is limited to 2 degrees with flaps up and 3 degrees with flaps not up.

b. Rudder movement is limited to 2 degrees.

c. Rudder movement is limited to 3 degrees.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 47

92. To put the WTRIS and standby yaw damper on, do these steps

a. Put the FLT CONT A and B switches to OFF position; Put the yaw damper switch to ON.

b. Put the FLT CONT A and B switches to positions other than the ON position; Put at least one of these switches to STBY RUD; Put the yaw damper switch to ON.

c. Put the FLT CONT A and B switches to positions other than the ON position; Put the yaw damper switch to OFF.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 61

93. What is the function of the mach trim system?

a. The mach trim system moves the elevators to prevent a nose down maneuver at high speeds.

b. The mach trim system moves the ailerons to prevent a nose down maneuver at high speeds c. The mach trim system moves the stabilizers to prevent a nose up maneuver at high speeds

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 204

94. The autothrottle function is in

a. Flight control computer B (FCC B)

b. Flight control computer A (FCC A)

c. Flight control computer A and B (FCC A+FCC B)

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 326

95. During an autoland, the alert messages do not show when the airplane

a. Less than 200 feet above the runway.

b. Less than 300 feet above the runway.

c. Less than 400 feet above the runway.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 219

96. You push either master caution recall switch, the mach trim fail light comes on. You then push the master caution reset switch, the light goes off.

a. The mach trim funcion is normal.

b. There is only one function failure in the FCC system.

c. There are two function failures in the FCC system.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 208

97. To do the A/T BITE test, you use

a. A/T computer BITE module
b. FCC BITE module
c. The CDU
(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 383

98. When does the red A/P annunciator flash?

a. When an A/P changes from CMD to CWS.

b. When an A/P disconnects.

c. When the power up test fails on the ground

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 164

99. The autopilot has these actuators:

a. Four autopilot actuators:two actuators control the ailerons and two actuators control the elevators

b. Four autopilot actuators: one actuator controls the ailerons, one actuator controls rudder and two actuators control the elevators

c. our autopilot actuators: one actuator controls the ailerons, two actuators controls rudder and one actuator control the elevators

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 144

100. How to disengage autopilot (A/P)?

a. By the A/P disengage switch on captain control wheel.

b. By the A/P disengage switch on captain/first officer control wheel or A/P disengage bar

c. By the A/P disengage switch on the thrust levers.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 157, 161

101. How to cancel the autothrottle (A/T) disengage warning?

a. Push the red ASA A/T light or one of the A/T disconnect switches on the thrust levers.
b. Push the red ASA A/T light or one of the A/T disconnect switches on control wheels.
c. Push the A/T Warning Cancel Switch on overhead panel
(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 331

102. What is not the A/T mode showing on FMA?

a. THR HLD b. ADVANCED c. RETARD (B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 356

103. What happens when you push the A/T disconnect switch?

a. The autothrottle system disengage and the MCP A/T arm switch goes to OFF.

b. The autothrottle system disengages, the ASA A/T amber warning light goes on and off.

c. The autothrottle system disengages, the ASA A/T red warning light goes on and off and the MCP A/T arm switch goes to OFF.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 345

104. Both master flight director indicator (MA) lights on the MCP panel are illuminated during Takeoff Roll indicate?

a. Approach mode is armed.

b. Independent Flight Director operation.

c. Flight Director malfunction.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 144

ATA 23:

105. When the ACP ALT/NORM is in ALT, the flight interphone system operates in the emergency mode for that station. How can the pilot use the ACP?

a. The BOOM-MASK switch and the R/T or RADIO position of the PTT switch are the only ACP switches that operate.

b. The BOOM-MASK switch and the hand-mic operate.

c. The R/T or RADIO position of the PTT switch and the hand-mic operate.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

106. A microphone (mic) on these components lets the flight crew speak on the flight interphone system.

a. Oxygen mask and headset boom mic.

b. Oxygen mask, headset boom mic and hand mic
c. Headset boom mic and hand mic
(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 32

107. The VHF communications system operates in the frequency range of

a. 2.000 MHz to 29.999 MHz

b. 99.100 MHz - 120.00 MHz

c. 118.000 MHz to 136.975 MHz

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 153

108. To do a test of the 121.5/243.0 MHz ELT transmitter:

a. Use a VHF transceiver to listen to the ELT transmission

b. Use special test equipment

c. Use a HF transceiver to listen to the ELT transmission

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 247

109. Pushing the ATTEND switch on the forward overhead panel in the flight compartment, what will happen?

a. A blue light on all the cabin exit locator signs comes on.

b. The passenger address system sends a HI/LO chime to the cabin speakers two times.

c. A pink light on all the cabin exit locator signs comes on and the passenger address system sends a HI/LO chime to the cabin speakers

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 59

110. The cockpit CALL (blue) light will illuminate along with an associated chime whenever the cockpit is being called

a. By the flight attendants only

b. By the flight attendants or the ground crew

c. By the ground crew only

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 59 and 91

111. Is it possible for the cabin attendants to communicate with the ground personnel from their respective stations

a. Yes, using the flight interphone system with the Service Interphone switch selected OFF b. No

c. Yes, using the service interphone system.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 73

112. Pushing the GRD CALL switch in the flight compartment to call the ground crew, what will happen?

a. A blue light on the external power panel comes on.

b. A horn in the nose wheel well makes a sound.

c. A blue light on the external power panel comes on and a horn in the nose wheel well makes a sound.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 90

113. VHF communication system has

a. Three antennas. One antenna is on the top of the fuselage and two antennas are on the bottom of the fuselage

b. Three antennas. Two antennas are on the top of the fuselage and one antenna is on the bottom of the fuselage

c. Two antennas. One antenna is on the top of the fuselage and one antenna is on the bottom of the fuselage

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 141,142

114. In PA system, audio output has this order of priority

a. Flight compartment announcements, flight attendant announcements, pre-recorded announcements, boarding music

b. Flight compartment announcements, pre-recorded announcements, flight attendant announcements, boarding music.

c. There is no priority in the system.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 120

115. The HF communications system operates in the frequency range of

a. 2.000 MHz to 29.999 MHz

b. 99.100 MHz - 120.00 MHz

c. 118.000 MHz to 136.975 MHz

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 176

116. To do a test of the 406 MHz ELT transmitter:

a. Use a VHF transceiver to listen to the ELT transmission

b. Use special test equipment

c. Use a HF transceiver to listen to the ELT transmission

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 247

117. How long can the voice recorder unit keep communication data in memory?

a. The last 90 minutes

b. The last 100 minutes

c. The last 120 minutes

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 358

118. Where can you find a service interphone jack?

a. At all flight attendance stations.

b. P19 external power panel, electronic equipment compartment, fueling station, left/right wheel well,

Aft cabin on the ceiling, APU service area.

c. External power panel only

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 81

119. How can you erase the audio that the voice recorder keeps?

a. You can not erase the audio of the voice recorder.

b. Use the erase switch when the airplane is in the air.

c. Use the erase switch when the airplane is on the ground, and the parking brake is set.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 359

120. When the captain ALT/NORM switch is in the ALT position,

a. Only VHF-1 is set as the communication system on captain side.

b. Only VHF-2 is set as the communication system on captain side.

c. VHF-1 and VHF-2 are set as the communication system on captain side.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

121. When the F/O ALT/NORM switch is in the ALT position,

a. Only VHF-1 is set as the communication system on F/O side.

b. Only VHF-2 is set as the communication system on F/O side.

c. VHF-1 and VHF-2 are set as the communication system on F/O side.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

122. When the voice recorder switch is in AUTO position,

a. The voice recorder gets power when when DC bus 1 is powered.

b. The voice recorder gets power when when DC bus 2 is powered.

c. The voice recorder always gets from the engine start until 5 minutes after engine stop.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 358

123. The emergency locator transmitter (ELT) system automatically sends emergency signals

a. On the VHF channel only.

b. On the UHF channel only.

c. On the VHF and UHF channels

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 231

ATA 24:

124. The STANDBY PWR OFF light (amber) illuminated means

a. The AC standby bus is inactive.

b. The Hot Battery Bus is inactive

c. The DC 1 bus is inactive.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

125. The AC transfer bus 1 does not have power, the stanby buses and battery bus have power when

a. The standby power switch is in the AUTO position, the BAT switch is in the ON position.

b. The standby power switch is in the AUTO position, the BAT switch is in the OFF position.

c. The standby power switch is in the OFF position, the BAT switch is in the ON position. (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

126. Choose the INCORRECT statement about BPCU:

a. The BPCU gives the protection logic for overvoltage faults.

b. The BPCU gives the protection logic for undervoltage faults.

c. The BPCU does not give the protection logic for overcurrent faults.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 59

127. The TR UNIT light will illuminate to indicate a TRU fail condition in flight if

a. TRU 2 and TRU 3 fail.

b. TRU 3 fails

c. TRU 2 fails

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

128. The ELEC light will illuminate in flight with

a. The DC system failure

b. The stanby system failure

c. The amber ELEC light comes on only when the airplane is on the ground.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

129. The ELEC light gives a failure indication of

- a. The normal power system
- b. The DC system
- c. The AC system

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

130. To connect the external Ground power to the transfer busses

a. The Battery switch must be OFF

b. The Battery switch must be ON

c. The Bus Transfer switch must be in the AUTO position.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 59

131. In flight, the left SOURCE OFF light comes on,

a. The AC transfer bus 1 is de-energized
b. The AC transfer bus 1 is powered from AC standby bus.
c. IDG 2 power AC transfer bus 1
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

132. The amber DRIVE light comes on and a manual disconnect is done. Can the IDG be reset?

a. Yes, in flight with the drive disconnect switch.

b. No. IDG must be replaced.

c. Yes, on ground at the IDG.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

133. The IDG is automatically disconnected when the IDG oil temperature gets too hot. Can the IDG be reset on-wing?

a. Yes, IDG is automatically reset when oil temperature decreases.

b. Yes, on ground at the IDG.

c. No, you must remove and disassemble the IDG to reset a thermal disconnect.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

134. Which is the power source for the AC standby bus

a. Transfer bus 1 under normal conditions
b. Transfer bus 2
c. AC main bus 1
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

135. Which is the power source for the DC standby bus

a. DC bus 1 under normal conditions
b. DC bus 2
c. TRU 3
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

136. The IDGs are the normal power sources for

a. The main buses
b. The AC transfer buses
c. The ground service buses
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

137. Which is the power source for the the battery bus

- a. TRU 3 under normal conditions
- b. DC bus 1
- c. DC bus 2

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

138. On the ground, with the battery switch OFF and STANBY POWER Switch in AUTO, the Battery Bus is

a. Powered by TRU 3
b. Not powered
c. Powered by the Hot Battery Bus
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29, 30

139. An illuminated TR UNIT light while on the ground indicates that at least two TRUs have failed.

a. True

- b. False
- c. Not given.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

140. The DC bus tie relay opens when

a. Airplane is in cruise mode, bus transfer switch is in the AUTO position and AC transfer bus 1 has power

b. Airplane is in cruise mode, bus transfer switch is in the AUTO position and AC transfer bus 2 has power

c. Autopilot system is in the approach mode with glideslope capture, bus transfer switch is in the AUTO position and AC transfer buses have power

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 147

141. The battery charger takes 3 phase, 115v ac power and converts it to DC power with

a. Constant voltage output in the transformer rectifier mode.

b. Constant voltage output in the charge mode.
c. Variable voltage output in the transformer rectifier mode. (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 155

142. The amber BAT DISCHARGE light comes on when

a. Current draw is more than 100 amps for 10 seconds.

b. Current draw is more than 100 amps for 12 seconds.

c. Current draw is more than 100 amps for 1.2 seconds.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 158

143. The electrical system incorporates an automatic load shedding feature in case of overcurrent load shed. What is (are) the bus(es) that is normally shed first?

a. Galley and main buses on transfer bus 1 are shed first.

b. Galley and main buses on transfer bus 2 are shed first.

c. The AC standby bus is shed first

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

144. On the external power receptacle, the NOT IN USE light comes on, it means

a. External power is available, the EPC open, both ground service transfer relays are de-energized b. External power is available, the EPC close, both ground service transfer relays are de-energized c. External power is available, the EPC close, both ground service transfer relays are energized *(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 49*

145. The external power receptacle has these six pins:

a. Three pins for each AC power phase, two pin for ground, one short pins for BPCU interlock logic.

b. Three pins for each AC power phase, one pin for ground, two short pins for BPCU interlock logic.

c. Three pins for each AC power phase, one pin for ground, one short pins for BPCU interlock logic, one short pins for back up.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 50

146. The electrical system design makes sure that

a. Two AC power sources can not supply power to the same transfer bus at the same time

b. one AC power source can not supply power to both transfer buses

c. Two AC power sources can supply power to the same transfer bus at the same time

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 12

147. To replace the Integrated Drive Generator, you will access to?

a. The forward face of the engine main gearbox

b. The aft face of the engine accessory gearbox

c. The forward face of the engine accessory gearbox

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 17

148. The amber DRIVE light comes on if

a. The IDG oil pressure is more than the minimum operation limit or there is an underfrequency with the engine running.

b. The IDG oil pressure is less than the minimum operation limit and there is an overfrequency with the engine running.

c. The IDG oil pressure is less than the minimum operation limit or there is an underfrequency with the engine running.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

149. When an amber TRANSFER BUS OFF light is on,

a. The GCB and BTB are open

b. The GCB close and the BTB are open

c. The GCB or the BTB are open

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 15,33

150. Configuration load shed occurs when the APU is the only source of AC power in flight. To reset the galley and main buses relays,

a. Anytime, move the cabin utility switch to OFF and back to the ON position.

b. After landing, move the cabin utility switch to OFF and back to the ON position.

c. After landing, move the cabin utility switch to OFF position

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 190

151. The overcurrent limits for a generator or external power source to cause load shed:

a. 340 amps (nominal) for 274 seconds

b. 274 amps (nominal) for 340 seconds

c. 340 amps (nominal) for 5 seconds

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 186

152. The GCU closes the breaker only when power is good and no other power source is on the bus.

a. True

b. False

c. Not given.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 10

153. The ground service switch at forward attendant panel is used to

a. Supply power to ground service bus 1 and 2 from transfer buses.

b. Supply external power to ground service bus 1 and 2 with external power connected.

c. Supply power to ground service bus 1 and 2 from main buses.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 22

154. The blue GRD POWER AVAILABLE light comes on when

a. The external power is connected and the power quality is good.

b. The external power supplies to transfer buses

c. The external power supplies to ground service buses

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

155. The CSD section turns the generator at a constant speed of

a. 12,000 RPM.
b. 24,000 RPM.
c. 40,000 RPM.
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

156. Thermal IDG automatically disconnect occurs at

a. 182 C b. 363 C c. 633 C (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

157. In the IDG oil cooling system, which cooler that the oil goes through first? a. AIR/OIL COOLER

b. IDG OIL COOLER
c. IDG OIL and AIR/OIL COOLERS ath the sam time.
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

158. At the IDG OIL COOLER, the IDG oil is cooled by

a. Engine bypass air
b. Engine fuel
c. Engine hydraulic.
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

159. The amber DRIVE light comes on if the IDG oil pressure decreases to less than the minimum operating limit of

a. 105 psi

b. 115 psi

c. 165 psi

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

160. When doing the IDG oil servicing, you must

a. Mix different oil types together.

b. Push the push-to-vent-valve 30 seconds and then pump the oil as fast as possible.

c. Push the push-to-vent-valve 15 seconds and then add oil slowly.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 85, 87

161. The APU is supplying power to the airplane, GRD POWER AVAILABLE light is on, you turn the GRD PWR to ON position.

a. APU power disconnects, ground power connects to airplane.

b. You can not connect the ground power.

c. APU power and ground power connect to airplane at the same time.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 128

162. On the external power receptacle, the CONN light comes on, it means

a. External power is connected and power quality is good.

b. External power is connected.

c. The ground power quality is good.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 60

163. These breakers are in power distribution panel 1 (P91)

a. Bus tie breaker 1 (BTB 1), Auxiliary power breaker (APB), Generator control breaker 1 (GCB 1) b. Bus tie breaker 2 (BTB 2), External power contactor (EPC), Generator control breaker 1 (GCB 1) c. Bus tie breaker 1 (BTB 1), External power contactor (EPC), Generator control breaker 1 (GCB 1)

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 112

ATA 25:

164. How to put the escape slide to arm mode?

a. Remove the girt bar from the stowage hooks on the door and install it in the floor brackets

b. Move the arm/ disarm level to the arm position.

c. Move the door mode switch to ARM position.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

165. In case the escape slide does not inflate automatically,

a. Push and pull the inflation handle 20 times to inflate the escape slide manually

b. Pull the inflation handle sharply to inflate the escape slide manually

c. Push the inflation switch on the inflation cylinder (B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

166. How to open the passenger service units (PSUs)?

a. Remove four screws and the lanyard then lower the PSU.

b. Push the PSU up to release the latch, then lower the PSU

c. Insert a small allen wrench or other applicable tool into the latch release hole then lower the PSU. (B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

167. How to deflate the slide after inflation test?

a. Open the relief valve

b. Hold the aspirator flapper valve open

c. Open the deflation valve

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

168. What precaution should be taken when removing a door escape slide?

a. You must install the safety pin to lock the inflation valve.

b. You must remove the safety pin to lock the inflation valve

c. You must remove the airplane power.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

169. Where does the escape slide incandescent light get power from?

a. The 28v dc HOT BAT BUS

b. A battery in a battery pocket which attaches to the inflation cylinder bag

c. The 28v dc STBY BUS

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 51

170. How to remove the flight crew seats?

a. First remove stops on the inboard seat tracks. Then slide the seats forward off the tracks.

b. First remove stops on the outboard seat tracks, then slide the seats aftward off the tracks

c. First remove stops on the outboard seat tracks, then slide the seats forward off the tracks

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 7

171. A fusible plug protects the inflation cylinder of the scape slide from high temperatures. The plug opens at

a. A temperature of 200F

b. A temperature of 174F

c. A temperature of 120F

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

172. How to check an escape slide inflation cylinder pressure?

a. Through the pressure indicator window.

b. Pop out indicator

c. The cylinder must be removed and weighted

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49,50

173. A pressure relief valve protects the cylinder of the scape slide from too much pressure. The relief valve opens at

a. 4.500 psig

b. 3.000 psig

c. 5.000 psig

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

174. To prevent overpressurization, the relief valve opens when the escape slide is at the correct operating pressure of

a. 7.5 psig

b. 5 psig

c. 2.75 psig

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

175. How to activate the incandescent lighting system of the escape slide?

a. By moving the activation switch to ON.

b. By pressing the activation switch.

c. It is automatic during inflation of the slide.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

176. How to access to the overwing escape straps?

a. Open the cabin over bin near the the emergency exit door to access to stowage box.

b. Remove the emergency exit door and the escape strap is in a stowage tube in the ceiling of the passenger compartment

c. Remove the emergency exit door and the escape strap is in a stowage box on the door frame. (B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 37,38

177. Where can you find the flight crew escape lanyards?

a. The rope and stowage bag are behind doors in the flight compartment lining above the number 2 windows

b. The rope and stowage bag are behind doors in the flight compartment lining above the number 1 windows

c. The rope and stowage bag are under flight crew seats.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

178. Choose the correct statement about the flight crew escape lanyards

a. The lanyard core is a carbon cord rated at 2000 pounds

b. The lanyard core is a nylon cord rated at 1000 pounds

c. The lanyard core is a kevlar cord rated at 1500 pounds.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

179. The windscreens are crushed-core composite panels. They are attached to airplane structure by

a. Floor mounts, tie rod and quick-disconnect fitting.

b. Fasteners and rivets.

c. Quick-disconnect fittings.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 25

180. The air return grilles let air move from the upper lobe to the lower lobe for

a. Normal conditioned air circulation.

b. Normal conditioned air circulation and air circulation during rapid decompression

c. Air circulation during rapid decompression

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 19

181. Insulation blankets are between the linings and fuselage skin throughout the passenger compartment. They are made of

a. Fiberglass

b. Titanium

c. Carbon fiber.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

182. How are the passenger compartment insulation blanket secured to the fuselage and other blankets?

a. By snaps, tape, and fasteners

b. By snaps, fasteners and stitching

c. By snaps, tape, and stitching.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 15

183. In passenger compartment, The service outlets can provide

a. Only 115v ac power

b. 115v ac and 28v dc power

c. Only 28v dc power

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 11

184. How many observers seats can be installed in flight compartment?

a. One observers seat.

b. Two observers seats

c. Three observers seats.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 9

185. The inner pane of inner window is between the reveal and trim ring. It is made of

a. Plastic

b. Glass

c. Two layer: plastic and glass

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 17

186. These are typical emergency equipment:

a. Overwing escape straps, detachable emergency equipment and escape slides.

b. Escape lanyards, overwater survival equipment and detachable emergency equipment.

c. Overwing escape straps, escape lanyards, overwater survival equipment, detachable emergency equipment and escape slides.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 35

187. Why are you careful not to damage the insulation blanket surfaces?

a. Damage will be propagted to the whole insulation blanket.

b. The water can go into the fiber center and will reduce the blanket efficiency, increase weight, and can cause mold problems.

c. The air can go into the fiber center and will reduce the blanket efficiency.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 15,33

188. The main purpose of the passenger compartment insulation blankets are to

a. Thermally and acoustically insulate the passenger compartment

b. Keep the passenger compartment warmer.

c. Acoustically insulate the passenger compartment

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

189. The main purpose of the cargo compartment insulation blankets are to

a. Keep the contents of the cargo compartments warmer when the airplane is on ground

b. Keep the contents of the cargo compartments warmer when the airplane is in flight

c. Acoustically insulate the cargo compartments when the airplane is in flight

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 32

190. How are the cargo compartment insulation blanket fastened to the structure and together?

a. By plastic studs and clips, nylon lacing and Hook-and-loop tape.

b. By metal fasteners, nylon lacing and Hook-and-loop tape

c. By plastic studs and clips, metal fasteners and Hook-and-loop tape

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 32

191. Passenger service units (PSUs) provide these functions for passengers

a. Emergency oxygen and call switches

b. Advisory information and call switches

c. Emergency oxygen, advisory information and call switches

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

192. Attendant service units (ASUs) and lavatory service units (LSUs) provide the function(s)

a. Emergency oxygen and call switches for attendants or passengers

b. Emergency oxygen, advisory information for attendants or passengers

c. Emergency oxygen for attendants or passengers

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 23

193. How long will the escape slide fully inflate?

a. In approximately six seconds

b. In approximately eight seconds

c. In approximately ten seconds

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

ATA 26:

194. Except at the mounting clips, what is the minimum clearance between the overheat detector element and the structure?

a. 0.50 inch.

b. One inch.

c. Three inches.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 112, 122

195. It is recommened that do not bend the overheat detector element in a radius less than

a. Two inches (5 cm)
b. Three inches (8 cm)
c. One inch (2.5 cm)
(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page112,122

196. How to do the test of the wing and body overheat detection system?

a. Push and releas the P5 OVHT TEST switch.

b. Push and hold the P5 OVHT TEST switch for 2 seconds.

c. Push and hold the P5 OVHT TEST switch for 5 seconds.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 126

197. What does the fire protection systems monitor?

a. Fire, smoke and overheat conditions

- b. Fire, smoke, overheat and pneumatic duct leaks contions.
- c. Fire, overheat and pneumatic duct leaks

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 6

198. Each engine fire detection system has

a. Two fire detection loops, A and B, with four fire detectors in each loop.

b. One fire detection loop with four fire detectors.

c. Two fire detection loops, A and B, with two fire detectors in each loop.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 13

199. During engine fire/ overheat test, finding left engine fire/ detector loop A inoperative, how to configure the system for dispatch?

a. Move the left engine OVHT DET switch to A position.

b. Move the left engine OVHT DET switch to B position.

c. Move the left engine and right engine OVHT DET switches to B position.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 14

200. The OVHT DET switches are in the NORMAL position, the FAULT light on Engine and APU fire control panel comes on without any test.

a. Two loops on one engine have a fault condition.

b. One loop on one engine has a fault condition.

c. One loop on each engine has a fault condition.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 22

201. The filter drier removes moisture, filters debris, and meters the flow of halon during release

a. from cargo fire extinguishing bottle 1

b. from cargo fire extinguishing bottle 1 and bottle 2

c. from cargo fire extinguishing bottle 2

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 88

202. The filter drier meters the halon gas so that the halon level in the cargo compartment stays above 3%.

a. For 120 minutes

b. For 195 minutes

c. For 160minutes

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 88

203. When does the BOTTLE DISCHARGED or DISCH amber light on control panel come on?

a. When the related extinguisher bottle pressure is less than 250 psi.

b. When the related extinguisher bottle pressure is less than 300 psi.

c. When the related extinguisher bottle pressure is less than 350 psi.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 36, 60, 90

204. The airplane lands within 60 minutes of discharging the first extinguishing into the cargo compartment, what is recommended?

a. Electrical power must be kept to reset 60-minute timer count down.

b. All electrical power must be removed from the airplane or all fire detection/suppression circuit breakers must be pulled and reset

c. There are not any recommendations

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 92

205. When the test switch is in the FAULT/ INOP position, what indications in the flight compartment shows that the system is good?

a. Amber FAULT and amber APU DET INOP light come on

b. MASTER CAUTION light, amber FAULT and amber APU DET INOP light come on

c. MASTER CAUTION light, OVHT/DET annunicator light, amber FAULT and amber APU DET INOP light come on

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 21

206. What statement is correct?

a. The APU fire detection has one loop with three detectors.

b. The APU fire detection has two loops with six detectors.

c. The APU fire detection has one loop with two detectors.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 46

207. What is the function of the compartment overheat detection controller?

a. Monitor sensing elements for overheat and fire conditions in the wing and body areas

b. Monitor sensing elements for overheat and fire conditions in the wheel well.

c. Monitor sensing elements for overheat and fire conditions in the wheel well and the wing and body areas

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 124

208. The cargo compartment smoke detector gives an alarm signal if

a. It senses smoke or it senses air temperature more than 230F (110C)

b. It senses smoke.

c. it senses air temperature more than 230F (110C).

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 68

209. The wheel well fire detection system uses overheat sensing elements to monitor for high temperature conditions in

a. The main wheel well.

b. The nose wheel well

c. The nose and main wheel well

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 108,112

210. Doing the test of the lavatory smoke detector, how to know the the detector is operating normally?

a. The green LED and external indications will be on.

b. The horn will operate and the green LED and external indications will be on.

c. The horn will operate and the red LED and external indications will be on

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 102

211. What function does not include in engine and APU fire protection system?

a. Engine overheat

b. APU overheat

c. Engine fire (B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 33

212. The engine and APU fire extinguisher bottles are spherical. Each bottle contains

a. Halon and nitrogen at a pressure of 800 psi at a temperature of 70F (21C)

b. Halon and nitrogen at a pressure of 1800 psi at a temperature of 70F (21C)

c. Carbon powder and nitrogen at a pressure of 800 psi at a temperature of 70F (21C)

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 28, 54

213. How to to discharge the APU fire extinguisher bottle to the APU compartment by using APU ground control panel?

a. Pull down the APU fire control handle and then turn the handle to the left.

b. Pull down the APU fire control handle and then use the fire extinguisher toggle switch.

c. Pull down the APU fire control handle and then turn the handle to the right.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 58

214. What type of sensing/ detector element is used in the main wheel well, wing and body overheat detections?

a. Photoelectric

- b. Thermistor
- c. Gas pressure

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 112, 122

ATA 27:

215. The primary flight controls consist of rudder, ailerons and _____

- a. Spoilers
- b. Flaps
- c. Elevators

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 10

216. Roll control is provided by the ailerons, assisted by the _____

- a. Flight spoilers
- b. Ground spoilers
- c. Flight spoilers & ground spoilers

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 13

217. To operate the Feel system, the Elevator Feel Computer uses

- a. Hydraulics system A
- b. Hydraulics system B

c. Hydraulics system A and Hydraulics system B

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 34

218. The Power Transfer Unit provides an alternate source of power for the Autoslat System if:

a. A loss of Hydraulic System A pressure is sensed

b. The Alternate Flaps Position Switch is momentarily held down

c. A loss of pressure from the Hydraulic System B engine pump is sensed .

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 434

219. What is the number of ground spoilers located on each wing?

- a. 1
- b. 2
- c. 3

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 79

220. What is the number of flight spoilers located on each wing?

a. 2

b. 3

c. 4

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 79

221. The FEEL DIFF PRESS light indicates:

- a. A loss of pressure in the elvator feel computer
- b. An excessive differential pressure in the elevator feel computer.
- c. A failure of an FCC channel

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 26

222. The LE FLAPS TRANSIT amber light on the centre instrument panel

a. Is inhibited during flap load relief operation.

- b. Is not inhibited during autoslat operation in flight.
- c. when an LE flap or slat is not in the correct position or when an LE uncommanded motion occurs.
- (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) B737 Training book Page 453

223. The SPEED BRAKE DO NOT ARM light shows if

a. there are automatic speedbrake system inputs that are not valid.

b. there are automatic speedbrake system inputs that are valid

c. there is a fault with the ground spoiler system in the air or on the ground.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 18

224. A green SPEED BRAKE ARMED light shows if

a. there are valid automatic speedbrake system inputs.

b. there are not valid automatic speedbrake system inputs.

c. there is a fault with the ground spoiler system in the air or on the ground.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 18

226. During roll control the aileron on one wing moves up, and the aileron on the other wing

a. moves up b. moves down c. moves anyway (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 34

227. Where is the aileron trim indicator placard?

a. on top of the control wheel
b. on the P8 aft electronic panel
c. on the P7 aft electronic panel
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 44

228. How many flight controls hydraulic modular packages ?

a. 1 b. 2 c. 3 (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 28

229. Are the system A and system B flight controls hydraulic modular package interchangeable ?

a. Yes, they are interchangeable

- b. No, they are not interchangeable
- c. Not given

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 28

230. The aileron balance panels and tabs use ______ to help decrease the force necessary to move the ailerons in flight.

a. hydraulic forces
b. aerodynamic forces
c. electric forces
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 42

231. The two aileron PCUs are identical and interchangeable with the ______.

a. elevator PCUs
b. rudder PCUs
c. spoiler PCUs
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 64

232. Flight spoiler actuators receive hydraulic power from system ______.

a. system A
b. system B
c. system A and system B
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 102

233. Do the flight spoilers operate ?

a. in the air
b. on the ground
c. in the air and on the ground
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 106

234. To do a check of the transmitter adjustment of the spoiler position transmitters

a. you must use a test unit

b. you must use a tool

c. you don't use any thing

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 104

235. In the event of total hydraulic power failure, rotation of the pilots' control wheels mechanically positions the

a. Ailerons

b. Aileron tabsc. Flight Spoilers.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 13

236. The SPEED BRAKE ARMED light

a. A. Is amber and should be illuminated when the Speed Brake is moved to the ARMED position indicating valid automatic Speed Brake system inputs.

b. B. Is green and should be illuminated when the Speed Brake is moved to the ARMED position indicating valid automatic Speed Brake system inputs.

c. Is de-activated when the Speed Brake Lever is in the UP position. (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 18

237. The Speed Brake Test switches (if installed)

a. Are used as a cockpit pre-flight check of the auto spoiler system

b. Are used as a cockpit pre-flight check of the auto brake system.

c. Are used for maintenance test purposes only (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 138

238. The Alternate Flaps Position switch when selected to the UP position will

a. Electrically retract the trailing edge flaps.

b. Hydraulically retract the trailing edge flaps.

c. Electrically retract the leading and trailing

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 285

239. The LE FLAPS EXT light shows when

a. all of the LE flaps and slats are in an extend or full extend position.

b. some of the LE flaps and slats are in an extend or full extend position.

c. some of the LE flaps and slats are in an extend position.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 453

240. If the airplane gets near a stall condition, what is the LE slats position?

a. move to the full extend position.

b. move to the midle extend position.

c. stay retracted position

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 434

241. When you move the flap lever to the 30 or 40 position, what is the LE slats position?

a. move to the full extend position.

b. stay retracted position

c. move to the midle extend position.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 433

244. The rudder power control units (PCUs) are powered by

a. System A and system B for the main rudder PCU and standby pump for the standby rudder PCU.

b. System A and standby pump for the main rudder PCU and system B for the standby rudder PCU c. System B and standby pump for the main rudder PCU and system A for the standby rudder PCU.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 267

245. Which components control the pitch attitude ?

a. The aileron control the pitch attitude of the airplane about the lateral axis.

b. The elevators control the roll attitude of the airplane about the lateral axis.

c. The elevators control the pitch attitude of the airplane about the lateral axis.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 158

246. The elevator feel computer control hydraulic pressure to the dual feel actuator (changes the control column forces) by using:

a. Pitot pressure and stabilizer input.

b. Data from ADIRU.

c. Data from FCC.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 162

247. If a jam occurs in one control column

a. The pilot can not manual control the elevator

b. The breakout mechanism permits elevator input by the other column

c. The breakout mechanism permits elevator to be controlled by this control column as normal.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 165

248. Which component changes the control column forces as the airspeed changes and the horizontal stabilizer moves ?

a. The elevator feel computer.

b. The elevator PCU.

c. The elevator feel and centering unit.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 186

249. What is the indication when the elevator feel shift module (EFSM) is armed or operating during a stall

a. The FEEL DIFF PRESS light on the P5 panel comes on.

b. There is no flight deck annunciation.

c. The YAW DAMPER Light on the P5 panel comes on.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 190

250. How does the pilot control the horizontal stabilizer manually and electrically ?

a. The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim override switch.

b. The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim wheels.

c. The pilots control the horizontal stabilizer manually with the stabilizer trim wheels. They control them electrically by the stabilizer trim switches.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 209

251. What is the stabilizer trim cutout switches on the control stand used for ?

a. Stop the main electrical and autopilot trim inputs to the stabilizer trim actuator.

b. Bypass the column cutout switches if it fail.

c. Stop the stabilizer trim wheels.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 210

252. During yaw damper operation,

a. Feel and centering unit gives a backdrive of the rudder pedals through the rudder control system.b. There is no feedback to the rudder pedals.

c. Rudder PCU gives a backdrive of the rudder pedals through the rudder control system. (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 238

253. During electric trim operation, the pilots move the rudder trim control on the aisle stand

a. It does not cause a backdrive of the rudder pedals to the new commanded position.

b. There is no feedback to the rudder pedals.

c. It causes a backdrive of the rudder pedals to the new commanded position.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 245

254. During landing the TE flaps fully extend

a. To increase lift and increase drag to permit slower speeds

b. To decrease lift and decrease drag to permit slower speeds

c. To increase lift and decrease drag to permit slower speeds

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 280

255. During the alternate operation, the TE flaps are

a. Mechanically controlled and electrically operated

b. Electrically controlled and electrically operated

c. Electrically controlled and hydraulically operated (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 280

256. Flap load relief operates

a. Only during normal operation of the TE flaps.

- b. Only during alternate operation of the TE flaps.
- c. During normal operation of the LE flaps and TE flaps.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 345

257. When the alternate flaps control switch is in the UP position

a. Hydraulically retract the trailing edge flaps.

b. Electrically retract the leading and trailing edge flaps.

c. Electrically retract the trailing edge flaps.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 350

258. How to extend the TE flaps with the LE devices retracted and disabled

a. Manually operate the LE cruise depressurization valve and extend the TE flaps in the normal operation.

b. TE flaps can not be extended when LE devices retracted.

c. Manually operate the LE flap and slat control valve and extend the TE flaps in the normal operation.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 356

259. The LE devices include

a. One Krueger flaps and four slats on the leading edge of each wing

b. Two Krueger flaps and three slats on the leading edge of each wing

c. Two Krueger flaps and four slats on the leading edge of each wing

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 377

260. If two or more LE devices move away from their commanded position

a. The LE UCM detection function changes the operation mode from normal to alternate.

b. The LE UCM detection function gives command to retract all LE devices for re-operation.

c. The LE UCM detection function stops the LE normal operation.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 429

261. You can do tests of the LE flaps and slats with builtin test equipment (BITE) in

- a. FCC
- b. FSEU
- c. SMYD

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 438

262. The leading edge flaps and slats position indicating system controls

a. The LE devices annunciator panel.

b. The LE FLAPS TRANSIT light and the LE FLAPS EXT light.

c. The LE devices annunciator panel, the LE FLAPS TRANSIT light and the LE FLAPS EXT light.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 438

263. If the autoslat function is not available

a. The autoslat fail light shows on the flight controls panel on the P5 overhead panel.

- b. A warning massage shows on ECAM
- c. A cautiion message shows on ECAM

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 458

264. Which computers calculate the autoslat commands ?

a. FSEU
b. SMYD.
c. FCC
(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 458

265. The two red TAKEOFF CONFIG lights come on

a. When the airplane is in a dangerous condition during takeoff or the ground spoiler interlock valve stays open after takeoff

b. Only when the airplane is in a dangerous condition during takeoff
c. The airplane is in takeoff config
(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 468

266. The takeoff warning function is in

a. PSEU b. FCC c. SMYD (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 470

267. Which components control manual operation of the primary flight controls

a. The aileron control wheels, the elevator control column and the rudder pedals

b. The aileron control wheels, the elevator control column, the rudder pedals and the flap control lever

c. The aileron control wheels, the elevator control column, the rudder pedals and the stabilizer trim wheels

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 17

268. Which module controls the automatic operation of the speedbrakes ?

a. Flight control computer

b. The auto speedbrake module

c. Antiskid/autobrake control unit

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 115

269. The Ground Spoilers are powered by

- a. Both A and B hydraulic systems.
- b. The A hydraulic system.

c. The B hydraulic system.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 118

270. These flight controls are on the control stand

a. Speedbrake lever, Stabilizer trim wheel, Flap lever, Aileron trim switches

b. Speedbrake lever, Stabilizer trim wheel, Stabilizer electric trim switch, Flap lever, Aileron trim switches

c. Aileron control wheel, Stabilizer trim wheel, Flap lever, Aileron trim switches (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 20

271. When the control wheel moves, which component sends signals to the stall management yaw damper (SMYD) and flight data acquisition unit (FDAU) for control wheel position

a. The roll control wheel steering (CWS) force transducer.

b. The control wheel position sensor.

c. The power control unit (PCU).

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 37

ATA 28:

272. The auxiliary fuel tank system provides additional fuel storage to increase the range of the airplane. Fuel from the auxiliary fuel tanks transfers to

a. the left main tank by cabin air differential pressure.

b. the center tank by cabin air differential pressure or bleed air of pneumatic system.

c. the right main tank by cabin air differential pressure.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 40

273. To transfer fuel out of a wing tank to another wing tank

a. Not possible on ground

b. Defuel valve open, pumps On

c. Defuel valve open, cross-feed valve open, pump ON on the fuel removal tank and open the refueling valve on the fuel receiving tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 87

274. The emergency fuel shutoff battery makes sure that the fuel system always has power to close

a. Engine fuel spar valve

b. APU fuel shutoff valve

c. Engine fuel spar valve and APU fuel shutoff valve

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 115

275. The water scavenge ejector pumps remove water from the low points in each tank to prevent corrosion. There are

a. one water scavenge ejector pump for each fuel tank.

b. two water scavenge ejector pumps in each main tank and one water scavenge ejector pump in center tank.

c. one water scavenge ejector pump in each main tank and two water scavenge ejector pumps in center tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 117

276. How to check the fuel leak from the APU fuel feed line?

a. Open the panels to get access to the APU fuel line.

b. Check the drain mast of the APU fuel feed line shroud drain line.

c. Can not carry out.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 121

277. The IMBAL message shows when

a. the airplane is in the air, there is a difference of 1000 lb (453 kg) between main tank 1 and main tank 2 for 60 seconds.

b. the airplane is in the air after the the LOW message shows

c. the airplane is on the ground, there is a difference of 1000 lb (453 kg) between main tank 1 and main tank 2 for 60 seconds.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 145

278. The LOW message shows when

a. main tank 1 or main tank 2 has less than 1000 lb (453 kg) of fuel for 30 seconds b. main tank 1 or main tank 2 has less than 2000 lb (907 kg) of fuel for 30 seconds

c. main tank 1 or main tank 2 has less than 2500 lb (1133 kg) of fuel for 30 seconds (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 145

279. You can do the FQIS ground test while refueling the airplane.

a. True b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 153

280. To manually measure fuel quantity on the airplane, you have to use

a. Chapter 12 of the AMM Part II or the 737 Fuel Measuring Stick Manual

b. Chapter 28 of the AMM Part II

c. Chapter 20 of the AMM Part II or the 737 Fuel Measuring Stick Manual (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 163

281. The fuel temperature indicating system shows

a. fuel temperature in center tank

b. fuel temperature in main tank No.1

c. fuel temperature in main tank No.2

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 161

282. The fuel measuring sticks are used to manually measure fuel quantity. There are

a. eight measuring sticks in each main tank, two measuring sticks in the center tank.
b. 12 measuring sticks in each main tank, 8 measuring sticks in the center tank
c. six measuring sticks in each main tank, four measuring sticks in the center tank
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 163

283. The CONFIG message shows when one or the other engine is in operation and

a. 1600 lb (725 kg) or more of fuel in the center tank, 2 center tank boost pumps are off.
b. 1000 lb (453 kg) or more of fuel in the center tank, 2 center tank boost pumps are off.
c. 1600 lb (725 kg) or more of fuel in the center tank, 1 center tank boost pump is off.
(*B1*) *Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 145*

284. The tank units measure fuel volume. There are

a. 6 tank units in each main tank, 4 tank units in the center tank.

b. 12 tank units in each main tank, 8 tank units in the center tank.

c. 8 tank units in each main tank, 2 tank units in the center tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 137

285. The water and fuel that comes out of the water scavenge ejector pump goes to

a. the boost pump inlets.

b. the boost pump outlets.

c. Engine fuel feed line.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 117

286. The blue SPAR VALVE CLOSED light is bright. It indicates

a. the engine fuel spar valve is close.

b. the engine fuel spar valve is open

c. the engine fuel spar valve position and engine start lever positions disagree (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 113

287. The crossfeed VALVE OPEN light is dim. It indicates

a. the fuel crossfeed valve is open

b. the fuel crossfeed valve is close

c. the fuel crossfeed valve position and fuel crossfeed valve switch position disagree.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 109

288. The fuel spar valve actuator is interchangeable with the crossfeed valve actuator.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 111

289. For a FUEL annunciator and the MASTER CAUTION lights to illuminate, two fuel LOW PRESSURE lights must be illuminated for the

a. AFT pump in each main tank

b. FWD pump in each main tank

c. Same tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 105

290. The LOW PRESSURE light comes on when the boost pump pressure for the main tank is

a. 8 psig or less

b. 4 psig or less

c. 2 psig or less

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 105

291. The LOW PRESSURE light comes on for the center boost pump when

a. the boost pump pressure is 18 psig or less

b. the boost pump switch is in the ON position and the boost pump pressure is 4 psig or less c. the boost pump switch is in the ON position and the boost pump pressure is 18 psig or less (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 100

292. For suction defuel, you can carry out defuel on the main tank No.1 first, then carry out defuel on the main tank No.2.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 87

293. The defueling valve connects the right engine fuel feed manifold with the defuel manifold. Operate the valve by

a. The switch on the FWD overhead panel.

b. The handle on the refueling station

c. The handle on the front spar, inboard of the refueling station.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 84, 85, 86

294. The refueling hose does not connect to refueling receptacle, refueling valve switch set to ON, the refueling valve open light comes on. It indicates that

a. there is power to the refueling valve solenoid

b. the refueling valve is open.

c. the refueling valve is in transit.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 77

295. The pressure relief valve opens to prevents damage to the wing structure when

a. there is too much negative pressure difference between the tanks and the ambient air.

b. there is too much positive or negative pressure difference between the tanks and the ambient air.

c. there is too much positive difference between the tanks and the ambient air.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 18

296. How to reset the pressure relief valve after a large pressure difference between the tanks and the ambient air?

a. pull the reset handle to move the pressure relief valve to the closed position

b. push the reset handle to move the pressure relief valve to the opened position

c. The pressure relief valve automatically move to closed position after the pressure of the tanks and the ambient air equalize.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 19

297. Wing rib 8 in each main tank has baffle check valves.

a. The check valves let fuel flow outboard but do not let fuel flow inboard.

b. The check valves let fuel flow inboard but do not let fuel flow outboard.

c. The check valves let fuel flow inboard or outboard depending on the wing going up or down.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 13

298. Fuel that satisfies ASTM D1655, Jet B or MIL-T-5624, JP-4 is certified for use on the Boeing 737-600/700/800/900/BBJ model of the airplane.

a. True
b. False
c. Not given
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 79, 80

299. The main tank boost pumps supply fuel at

a. a minimum pressure of 10 psi. b. a minimum pressure of 18 psi

c. a minimum pressure of 23 psi.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 103

300. The main tank boost pumps are interchangeable with the center tank boost pumps

a. True
b. False
c. Not given
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 103

301. The crossfeed valve lets fuel flow between the left and right engine fuel feed manifolds. The valve body has an operating shaft and

a. a butterfly valve
b. a ball valve
c. a gate valve
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 107

ATA 29:

302. The PTU system is a hydraulic motor-pump assembly that supplies alternative pressure to

a. leading edge flaps and slats and thrust reversers system

b. leading edge flaps and slats and autoslat system.

c. leading edge flaps and slats and autoslat system, thrust reversers. (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 10

303. When the engine driven pump (EDP) has a high temperature condition, the amber OVERHEAT light comes on.

a. True
b. False
c. Not given
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 13

304. A pressure relief valve for each main reservoir opens for protection of reservoir when the air pressure in reservoir increases to

a. 60-65 psi. b. 70-75 psi c. 80-85 psi (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 36

305. Pulling No.2 engine fire handle will

a. Stop the fluid to the No.2 EDP and EMDP by closing the hydraulic shutoff valve and disarm the associated amber LOW PRESSURE light.

b. Stop the fluid to the No.2 EDP by closing the hydraulic shutoff valve and disarm the related amber LOW PRESSURE light.

c. Only stop the fluid to the No.2 EDP by closing the hydraulic shutoff valve. (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 27, 162

306. The system B standpipe supplies hydraulic fluid to

a. the EDP
b. the EMDP
c. the EDP and the EMDP
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 43

307. The amber STANDBY HYD LOW QUANTITY light comes on when the hydraulic fluid in the standby reservoir decreases to

a. less than 50 precent

b. less than 40 precent

c. less than 35 precent

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 96

308. How can you manually operate the standby hydraulic pump?

a. FLT CONTROL A switch to STBY RUD or FLT CONTROL B switch to STBY RUD

b. ALTERNATE FLAPS arm switch to ARM

c. FLT CONTROL A switch to STBY RUD or FLT CONTROL B switch to STBY RUD or ALTERNATE FLAPS arm switch to ARM

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 115

309. The hydraulic power transfer unit (PTU) system supplies alternate hydraulic pressure to the leading edge flaps and slats

a. when hydraulic system B engine-driven pump (EDP) pressure is below normal

b. when hydraulic system B electric motor-driven pump (EMDP) pressure is below normal c. when standby hydraulic pressure is below normal.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 124

310. The PTU control valve opens when

a. the EMDP pump pressure is less than 2350 psi for more than 0.5 seconds.b. the EDP pump pressure is less than 2350 psi for more than 0.5 seconds.

c. the EDP and EMDP pump pressures are less than 2350 psi for more than 0.5 seconds. (*B1*) *Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 138*

311. The alternate nose wheel steering is inhibited when

a. The system B hydraulic fluid quantity is less than 21%

b. The system A hydraulic fluid quantity is less than 21%

c. The system B hydraulic fluid quantity is less than 11%

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 147

312. The LOW PRESSURE amber lights come on when the hydraulic pump pressure is

a. less than 1600 psi b. less than 1400 psi c. less than 1300 psi (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 160

313. The LOW PRESSURE amber lights go off when the hydraulic pump pressure is

a. more than 1600 psi
b. more than 1400 psi
c. more than 1300 psi
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 160

314. The HYD PUMP OVERHEAT amber light comes on when

a. the hydraulic fluid temperature in the case drain line from the EDP increases to 225F or more b. the hydraulic fluid temperature in the case drain line from the EMDP increases to 225F or more c. the hydraulic fluid temperature in the case drain line from the EMDP increases to 185F or more (*B1*) *Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 168*

315. The hydraulic power for ground spoilers is from

- a. Hydraulic system A
- b. Hydraulic system B
- c. Both hydraulic system A and B

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24, 175

316. If either Flight Control switch is moved to the STBY RUD position

a. The standby pump will be activated and the STANDBY HYD LOW QUANTITY light will be armed.

b. The standby pump will be de-activated allowing system A pressure to power the rudder and the STANDBY HYD LOW PRESSURE light will be armed

c. The standby pump will be activated and the STANDBY HYD LOW PRESSURE light will be armed

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 164

317. Illumination of a EMDP OVERHEAT light will

a. Not shut down the associated pump

b. Automatically shut down the associated pump

c. Automatically arm the LOW PRESSURE light for the associated pump

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 168

318. If a total failure of both pumps supplying system B pressure occurs, which of the primary flight controls will be totally inoperative

a. Aileron and elevator

b. Rudder only

c. None

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24

319. Loss of the A hydraulic system will result in the complete loss of the following

a. Ground spoilers. Flight spoilers 2,4,9,11. Alternate brakes. Autopilot A

b. Ground spoilers. Flight spoilers 2,4,9,11. Normal brakes. Nose wheel steering.

c. Ground spoilers. Flight spoilers 2,4,9,11. Elevator feel system. Alternate brakes. Autoslat system.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24

320. The standby hydraulic pump is automatically operated if

a. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to OFF. Trailing edge flaps not up. Airplane in the air or wheel speed more than 60 kts. Low flight control system A or B pressure.

b. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to OFF. Trailing edge flaps up. Airplane in the air or wheel speed less than 60 kts.

c. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to ARM. Airplane in the air or wheel speed more than 90 kts. Low flight control system A or B pressure.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 115

321. The pressure relief valve prevents high pressure in the standby hydraulic system. The valve opens at and closes at

a. 3500 psi and 3300 psi

b. 3400 psi and 3300 psi

c. 3500 psi and 3400 psi

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 108

322. The engine-driven pumps (EDPs) supply hydraulic pressure for the hydraulic systems A and B. The EDP is

a. Centrifugal pump, single-stage, variable-displacement, pressure-compensated hydraulic pump. b. an axial-piston, variable-displacement, yoke- actuated, pressure compensated hydraulic pump.

c. Centrifugal pump, single-stage, constant-displacement, pressure-compensated hydraulic pump.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 49

323. The electric motor-driven pumps (EMDPs) supply hydraulic pressure for hydraulic systems A and B. The EMDP is

a. A centrifugal pump, single-stage, variable-displacement, three-phase, 115v ac motor, pressurecompensated hydraulic pump.

b. an axial-piston, variable-displacement, three-phase, 115v ac motor, pressure compensated hydraulic pump.

c. A centrifugal pump, single-stage, constant-displacement, three-phase, 115v ac motor, pressurecompensated hydraulic pump.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 52

ATA 30:

324. The wing thermal anti-ice (WTAI) system uses hot air from the pneumatic system to heat

a. All leading edge slats of the wing.

b. The three inboard leading edge slats of the wing.

c. The three outboard leading edge slats of the wing.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 8

325. How to reset the flight deck window heat system after an overheat condition or an overheat protection confidence test?

a. The system is automatically reset after 30 seconds.

b. The system is automatically reset after windows cool.

c. Let the windows cool, move the window heat switch to the OFF position, and then back to ON position.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 74

326. How to do the confidence test of the WHCU overheat protection circuitry during system operation by the OVHT/PWR TEST switch ?

a. Hold the switch to the OVHT position for one second then release

b. Hold the switch to the OVHT position for ten seconds then release.

c. Hold the switch to the PWR TEST position for one seconds then release

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 74

327. The WINDOW HEAT switch in the ON position, when are the flight compartment windows heated?

a. The window temperature is less than 27 C.

b. The window temperature is less than 37 C.

c. The window temperature is less than 47 C.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 73

328. How many temperature sensors are there in each window (No.1 and No.2)?

a. Only one temperature sensor

b. Two sensors: primary and spare

c. Three sensors: primary, secondary and backup.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 64,78

329. The waste tank drain (ball) valve is heated by

- a. The blanket heater
- b. The air from pneumatic system
- c. The line tape heater

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 100

330. The drain masts have integral electric heater elements.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 98

331. The water and toilet drain anti-icing systems use

- a. Electric power for heat.
- b. Air from pneumatic system for heat
- c. Electric power and air from pneumatic system for heat

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 94

332. Hydrophobic windshield coatings are on the outside surface of

a. All flight compartment windows

b. the left and right number 1 flight compartment windows.

c. the left and right number 2 flight compartment windows.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 92

333. The portable water, gray water and vacuum waste systems use these electric heater elements

a. Blanket heater, line tape heater and built-in heater

b. line tape and built -in heater

c. Blanket heater and line tape heater

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 96, 98, 99

334. The blue VALVE OPEN light on the anit-ice panel is bright. It indicates:

a. The switch is in the ON position and the valve is open

b. The switch is in the OFF position and the valve is closed

c. The switch position and valve position disagree or the valve is in transit.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 12

335. The wing thermal anti-ice shutoff valve is

a. a pneumatically-operated butterfly-type valve

b. a motor-operated butterfly-type valve

c. a pneumatically-operated ball-type valve

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 14

336. How can you know the flight compartment window heater is supplied power?

a. The green ON light come on

b. The WINDOW HEAT switch is in ON positon.

c. The amber ON light come on

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 61

337. The flight compartment window No.3 has two temperature sensors: primary and spare.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 64

338. An amber light of probe system on the window and pitot heat panel comes on. It indicates a. The related air data probe does not have heat.

b. The related air data probe has heat

c. The related air data probe has heat but there is an internal fault.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 56

339. The WINDOW HEAT switches control the window heat systems

a. The FWD switch turns on and off window heat No.1.

b. The SIDE switch turns on and off window heat No.1.

c. The FWD switch turns on and off window heat No.2, No.3.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 61

340. The inlet cowl thermal anti-ice (TAI) valve controls the flow of air to the engine inlet cowl. The valve is

a. a pneumatically-operated ball-type valve

b. a motor-operated butterfly-type valve

c. a pneumatically-operated butterfly valve

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 32

341. The TAI message is amber when the switch and the valve position do not agree for

a. more than 8 seconds.

b. more than 10 seconds.
c. more than 18 seconds.
(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 38

342. The source of inlet cowl thermal anti-icing air is

a. from the pneumatic system

b. from the engine bleed air interstage duct, upstream of the pressure regulator and shutoff valve.c. from the engine bleed air stage 9th.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 28

343. To decrease engine bleed loads and to give more thrust for climb, the WTAI valves close when the thrust levers are

a. more than 60 TRA

b. more than 65 TRA
c. more than70 TRA
(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 25

ATA 31:

344. The aural warning module gives these sounds in the flight compartment:

a. Intermittent horn, continuous horn, fire bell, wailer, and chimes.

b. Intermittent horn, continuous horn, wailer, overspeed clacker, and chimes.

c. Intermittent horn, continuous horn, fire bell, wailer, overspeed clacker, and chimes.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (1) - B737 Training book - Page 19

345. The aural warning module gives the sound of a wailer for an airplane overspeed warning.

a. True

- b. False
- c. Not given

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (1) - B737 Training book - Page 41

346. The aural warning system test checks the aural warning module for correct operation. For a good test, you will hear

a. The intermittent horn and the clacker sounds

b. The intermittent horn

c. The clacker sounds

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (1) - B737 Training book - Page 45

347. The components on the P5 aft overhead panel:

a. IRS mode select unit, Engine panel, Flight recorder/Mach airspeed warning panel.

b. IRS mode select unit, Flight control panel, Flight recorder/Mach airspeed warning panel.

c. IRS mode select unit, Fuel control panel, Flight recorder/Mach airspeed warning panel.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (1) - B737 Training book - Page 11

348. The weather radar data can show in these modes on ND

a. Expanded approach, entered VOR, expanded map and centered map

b. Centered approach, expanded VOR, expanded map and centered map

c. Expanded approach, expanded VOR, expanded map and centered map (B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 54

349. How does the true airspeed shows if airspeed is 95.5 kts in plan mode display?

a. TAS096

b. TAS95.5

c. TAS --- (3 dashes)

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 76

350. The secondary engine display shows these indications

a. N2 indication, oil pressure, oil temperature, and oil quantity and engine vibration (VIB).

b. N1 indication, fuel flow (FF), oil pressure, oil temperature, and oil quantity and engine vibration (VIB).

c. N2 indication, fuel flow (FF), oil pressure, oil temperature, and oil quantity and engine vibration (VIB).

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 78

351. The ATC COMM messages and ACARS COMM messages show on

a. The primary engine display

b. The secondary engine display

c. Navigation display

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 78

352. With the switches on the display select panel set to OUTBD PFD,

a. the primary flight display shows on the outboard display unit. The inboard display unit does not show data.

b. the primary flight display shows on the outboard display unit. The compacted EFIS display shows on the inboard display unit.

c. the navigation display shows on the outboard display unit. The primary flight display shows on the inboard display unit.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 88

353. When the display source selector is in the AUTO position with no system failures, DEU 2 controls

a. the left outboard, right inboard, and center upper display units

b. the right outboard, right inboard, and center lower display units.

c. the right outboard, left inboard, and center lower display units.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 106

354. The flight data recorder system (FDRS) records airplane parameters and system data for

a. the last 15 hours of operation.

b. the last 20 hours of operation.

c. the last 25 hours of operation.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 4

355. The first officer clock sends date and time data to

a. the FMC 2, the FDAU, and the voice recorder
b. the FMC 2, the FDAU
c. the FMC 2
(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 80

356. Where do the clocks get the 28v dc power?

a. from hot battery bus
b. from battery bus
c. from DC 1 bus
(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 80

357. How to print a test pattern of the printer?

a. Push and hold the TEST switch.

b. Push and hold the RESET switch.

c. Push and hold both the TEST and RESET switches at the same time

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 70

358. The underwater locator beacon (ULB) sends out an acoustic pulse tone of 37.5 khz at a rate of

a. one pulse-per-second

b. two pulse-per-second

c. three pulse-per-second

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 26

359. The flight data acquisition unit (FDAU) collects data from airplane systems and changes this data into a standard digital format.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 28

ATA 32:

360. Air/ground system supplies air mode and ground mode signals to airplane systems, has these components. Choose the wrong answer

a. 02 nose landing gear compressed sensors, 01 Left main landing gear compressed sensor, 01 Right main landing gear compressed sensor

b. Proximity switch electronics unit (PSEU)

c. Air/ground relays

(B1) Ref: Reference: AMM Part SDS 32-09-00 p08

361. How many air/ground system:

- a. 2 system : 1 and 2
- b. 2 system: A and B
- c. Only 1 system

(B1) Ref: Reference: AMM Part SDS 32-09-00 p08

362. Location of PSEU:

- a. EE compartment
- b. Forwad equipment compartment
- c. MLG compartmen
- (B1) Ref: Reference: AMM Part SDS 32-09-00 p17

363. Choose the right answer:

a. Hydraulic system A normally supplies pressure to extend and retract the main landing gear. Hydraulic system B supplies alternate pressure for retraction only

b. Hydraulic system B normally supplies pressure to extend and retract the main landing gear. Hydraulic system A supplies alternate pressure for retraction only c. Hydraulic system A normally supplies pressure to extend and retract the main landing gear. Hydraulic system B supplies alternate pressure for extend only

(B1) Ref: Reference: AMM Part SDS 32-32-00 p01

364. Which valve supplies up or down pressure to retract or extend the main landing gear:

a. LG transfer valve

b. LG selector valve

c. LG control valve

(B1) Ref: Reference: AMM Part SDS 32-32-00 p01

365. Which valve controls the pressure source (hydraulic system A or hydraulic system B) to supply the main landing gear:

a. LG transfer valve

b. LG selector valve

c. LG control valve

(B1) Ref: Reference: AMM Part SDS 32-32-00 p01

366. Choose the wrong answer about transfer cylinder:

a. During the extension and retraction sequences, the transfer cylinder gives a time delay. This lets the main landing gear downlock or uplock actuators unlock before the main gear actuator receives pressure

b. The transfer cylinder is in the MLG bay compartment

c. The transfer cylinder has a piston that moves freely in the cylinder. One side of the piston connects to the down pressure. The other side connects to the up pressure

(B1) Ref: Reference: AMM Part SDS 32-32-00 p14

367. Which equipment removes up pressure from the main landing gear actuator if a damaged, spinning tire moves into the main landing gear wheel well:

a. Volumn fuse

b. Frangible fitting

c. Flow limiter

(B1) Ref: Reference: AMM Part SDS 32-32-00 p19

368. Choose wrong answer about the brakes:

a. The normal brake metering valve uses hydraulic system B or accumulator pressure for the normal brake system.

b. The alternate brake metering valve uses hydraulic system A pressure for the alternate brake system when hydraulic system B does not supply pressure

c. The normal brake metering valve uses pressure from the landing gear retract line to stop the main gear wheel rotation during retraction

(B1) Ref: Reference: AMM Part SDS 32-41-00 p10

369. Choose the wrong answer:

a. When hydraulic system B does not supply pressure, the alternate brake selector valve moves, lets hydraulic system A pressure supply pressure to the alternate brake system

b. When hydraulic system A and B pressures are the same, hydraulic system B pressure on the alternate brake selector valve does not let hydraulic system A supply pressure to the alternate brake system.

c. When hydraulic system A does not supply pressure, alternate brake system pressure from the alternate brake selector valve moves the accumulator isolation valve. This isolates brake accumulator pressure from the normal brake system.

(B1) Ref: Reference: AMM Part SDS 32-41-00 p14

370. The brake accumulator location:

a. right aft wing-to-body fairing

b. left aft wing-to-body fairing

c. right fwd wing-to-body fairing

(B1) Ref: Reference: AMM Part SDS 32-41-00 p16

371. When the accumulator is fully charged, it supplies enough pressure for

a. least six full brake applications

b. keep the parking brake pressurized for eight hours

c. A and B

(B1) Ref: Reference: AMM Part SDS 32-41-00 p16

372. Brake hydraulic fuses prevent hydraulic fluid loss if there is an external leak downstream of the fuses. How many fuses on hydraulic lines

a. 4 in the normal brake lines, 2 in the alternate brake lines

b. 4 in the normal brake lines, 4 in the alternate brake lines

c. 2 in the normal brake lines, 4 in the alternate brake lines

(B1) Ref: Reference: AMM Part SDS 32-41-00 p18

373. The antiskid system has

a. 4 antiskid valves in the normal hydraulic brake system, 2 antiskid valves in the alternate hydraulic brake system

b. 2 antiskid valves in the normal hydraulic brake system, 2 antiskid valves in the alternate hydraulic brake system

c. 4 antiskid valves in the normal hydraulic brake system, 4 antiskid valves in the alternate hydraulic brake system

(B1) Ref: Reference: AMM Part SDS 32-42-00 p05

374. Antiskid/autobrake control unit (AACU) receives signals, choose the wrong answer:

a. wheel speed data from the transducers

b. air/ground signals from system 1 and system 2 of PSEU

c. ground speed data from left ADIRU

(B1) Ref: Reference: AMM Part SDS 32-42-00 p07

375. AUTO BRAKE DISARM amber light comes on when

a. Malfunction in the autobrake system/antiskid system

b. Autobrake system is manually disarmed

c. A and B

(B1) Ref: Reference: AMM Part SDS 32-42-00 p09

376. Positions of AUTO BRAKES select switch

a. OFF, 1,2,3,MAX, RTO b. 0,1,2,3, MAX, RTO c. OFF,1,2,3,MAX (*B1*) *Ref: Reference: AMM Part SDS 32-42-00 p27*

377. The AACU sends signals to the auto speedbrake module when each wheel speed is more than

a. 50 knots

b. 60 knots

c. 55 knots

(B1) Ref: Reference: AMM Part SDS 32-42-00 p10

378. If we don't insert a pin into the pin hole in the towing lever to hold the lever in the towing position

- a. Can use towbarless equipment to push or pull the airplane
- b. Cannot pushback/towing

c. Can pushback/towing if depressurize hydraulic system A

(B1) Ref: Reference: AMM Part SDS 32-51-00 p29

379. If you tow the airplane and turn the nose wheels more than 78 degrees, you must:

a. Insert a pin in towing lever

b. Disconnect the torsion links

c. deressurize hydraulic system A

(B1) Ref: Reference: AMM Part SDS 32-51-00 p29

380. Which hydraulic system supplies pressure for brake accumulator

a. System A
b. System B
c. System A and B
(B1) Ref: Reference: AMM Part SDS 32-41-00 p16

381. Rudder pedal steering is

a. deactivated when airplane go in to air

b. Active at all times

c. Deactivated whenever the gear is up and locked (B1) Ref: Reference: AMM Part SDS 32-51-00 p12

382. Rudder pedal steering

a. activated anytime the nose gear strut is extended

b. Can be use in the air mode

c. Can be overridden by the nose wheel steering wheel

(B1) Ref: Reference: AMM Part SDS 32-51-00 p12

383. What is required for the Park Brake to operate

a. Battery Switch ON

b. Battery Switch OFF

c. Hydraulic power must be switched ON

(B1) Ref:

384. The autobrake system arms for landing when, choose wrong answer

a. move the AUTO BRAKE select switch to a deceleration position

b. One air/ground systems in air mode, or two thrust levers at idle, or one or both air/ground systems in the ground mode for less than or equal to three seconds

c. Valid input from one ADIRU

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

385. If one or more of the arm conditions are not true while the autobrakes apply the brakes

a. AUTO BRAKE select switch stays in the selected position and the AUTO BRAKE DISARM light comes on

b. AUTO BRAKE select switch return to OFF position and the AUTO BRAKE DISARM light comes on

c. AUTO BRAKE select switch return to MAX position and the AUTO BRAKE DISARM light comes on

(B1) Ref: Reference: AMM Part SDS32-42-00 p39

386. Autobrake function applies the brakes when these conditions occur:

a. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 0.2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets

b. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets.

c. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets.

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

387. The autobrake system arms for the RTO autobrake function when these turn-on self check conditions occur. Select the wrong one:

a. AUTO BRAKE select switch to the RTO position

b. One air ground systems in the ground mode

c. Average of all wheel speeds less than 60 knots

(B1) Ref: Reference: AMM Part SDS 32-42-00 p44

388. The autobrake system releases the RTO autobrakes (if they were applied) and disarms the autobrake system (the AUTO BRAKE DISARM light does not come on) when:

a. AUTO BRAKE select switch to the OFF position

b. One air/ground systems are in the air mode

c. One or both normal metered pressure less than 750 psi

(B1) Ref: Reference: AMM Part SDS 32-42-00 p46

389. When there is a fault in the antiskid system, choose the wrong answer

a. ANTISKID INOP light comes on

b. the autobrake system is still operative

c. AUTO BRAKE DISARM light comes on

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

390. Over pressure relief valve is in the inner wheel half releases all of the pressure in the tire when pressure increases more than:

a. 375-450 psi b. 275-350 psi c. 350-450 psi (*B1*) *Ref: Reference: AMM Part SDS 32-45-00 p04*

391. How many thermal fuse plugs on each MLG wheel:

a. 2 b. 3 c. 4 (B1) Ref: Reference: AMM Part SDS 32-45-00 p04

392. If the tire pressure is between 5% - 10% below the selected nominal service tire pressure:

a. inflate the tire to the necessary pressure

b. inflate the tire and check it again after 24 hours. If the tire pressure is more than 5% below the selected nominal service pressure again, replace the tire.

c. remove and replace the wheel and tire assembly

(B1) Ref: Reference: AMM Part SDS 32-45-00 p05

393. If the measured tire pressure is more than 20% below the selected nominal service tire pressure

a. remove and replace the wheel and tire assembly

b. remove and replace the wheel and tire assembly and the wheel and tire assembly installed on the opposite side of that axle

c. inflate the tire and check it again after 24 hours

(B1) Ref: Reference: AMM Part SDS 32-45-00 p05

394. Two red landing gear position lights, one for each MLG, come on for one of these conditions, choose the wrong one:

a. Control lever/landing gear position disagree: lever not down and gear not up and locked (gear retraction)

b. Control lever/landing gear position disagree: lever down and gear not down and locked (gear extension)

c. Gear down warning

(B1) Ref: Reference: AMM Part SDS 32-61-00 p16

396. Aural warning module gives the continuous horn sound for landing warning, the pilot can stop the horn when:

a. Flap position is from 0 to 10 units

b. Flap position is from 15 to 25 units

c. Radio altitude is less than 200 feet

(B1) Ref: Reference: AMM Part SDS 32-61-00 p24

397. When the gear is not down and locked and the flap position is more than 25 units, choose the wrong answer

a. the system gives the landing warning horn during a go-around.

b. The system inhibits the warning for 12 seconds after the pilot puts the gear lever in the up position.c. The pilot can not stop the horn

(B1) Ref: Reference: AMM Part SDS 32-61-00 p24

398. If the PSEU senses a non-dispatchable fault, choose the wrong answer

a. The amber PSEU light on the P5 panel comes on 30 seconds after landing and both thrust levers are less than 53 degrees

b. The amber PSEU light on the P5 panel comes on 30 seconds after landing and both thrust levers are less than 53 degrees and either amber MASTER CAUTION annunciator light is pushed

c. The amber PSEU fault light goes off when the fault is corrected

(B1) Ref: Reference: AMM Part SDS 32-09-00 p42

399. The pressure supply of nose wheel steering from hydraulic system A change to hydraulic system B when:

a. Alternate nose wheel steering switch to the Alternate position

b. Alternate nose wheel steering switch to the Normal position

c. Cannot change, only system A supply hydraulic pressure for nose wheel steering.

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

400. Amber PSEU light in dispatchable fault:

a. goes off when the fault is corrected

b. still on when amber MASTER CAUTION light is pushed again to reset the latch relay

c. goes on after 60 seconds after landing, both thrust levers are less than 53 degrees, and either amber MASTER CAUTION annunciator light is pushed.

(B1) Ref: Reference: AMM Part SDS 32-09-00 p42

401. When you move the rudder pedals full travel on the ground, the nose wheels turn a maximum:

a. 10 degrees

b. 7 degrees

c. 15 degrees

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

402. When you move the steering wheel full travel, the nose wheels turn a maximum:

a. 78 degrees

b. 70 degrees

c. 88 degrees

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

403. Nose wheel steering from hydraulic system A to hydraulic system B is manually controlled by:

a. landing gear transfer valve through alternate nose wheel steering switch

b. landing gear selector valve through alternate nose wheel steering switch

c. steering metering valve through alternate nose wheel steering switch

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

404. When you open the access door to the manual extension control mechanism, choose the wrong answer:

a. An access door position switch sends a signal to the bypass valve on the landing gear selector valve b. The bypass valve moves to the close position

c. Landing gear hydraulic components are connected to the hydraulic system return line

(B1) Ref: Reference: AMM Part SDS 32-34-00 p04

405. Brake temperature for each main landing gear wheel is shown by a two-digit number, with a range between 0.0 (100F) and 9.9 (1200F). amber BRAKE TEMP light comes on when brake temperature is more than

a. 4.0 (540F)

b. 4.5 (595F)

c. 5.0 (645F)

(B1) Ref: Reference: AMM Part SDS 32-46-00 p13

406. After override the output of the air/ground systems in PSEU

a. PSEU amber light in the flight compartment comes on

b. The air/ground override send a signal to operate the landing gear lever latch solenoid

c. PSEU amber light in the flight compartment still off

(B1) Ref: Reference: AMM Part SDS 32-09-00 p70

407. LGTV REPORT function in PSEU BITE

a. lets you see which conditions caused the most recent movement of the landing gear transfer valve to the bypass position

b. lets you see which conditions caused the most recent takeoff warning

c. lets you see which conditions caused the most recent movement of the landing gear transfer valve to the alternate position

(B1) Ref: Reference: AMM Part SDS 32-09-00 p72

408. The antiskid touchdown protection releases brake pressure from wheels:

a. 2 and 4 while the airplane is in the air and remains active until 0.7 seconds after the corresponding wheel spins up to 70 knots

b. 1 and 3 while the airplane is in the air and remains active until 0.7 seconds after the corresponding wheel spins up to 70 knots

c. when the ground mode has been sense continuously for 10 seconds

(B1) Ref: Reference: AMM Part SDS 32-42-00 p31

409. Antiskid locked wheel protection, choose the wrong answer

a. compares the wheel speeds of the two outboard or the two inboard pair of wheels

b. If the slower wheel speed decreases to less than 30 percent of the faster wheel speed, the locked wheel protection releases brake pressure from the slower wheel

c. Locked wheel protection does not operate at a speed less than 40 knots.

(B1) Ref: Reference: AMM Part SDS 32-42-00 p31

410. The touchdown/hydroplane protection, choose the wrong answer:

a. compares wheel speed data to ADIRU ground speed data

b. The hydroplane function supplies protection to wheels 2 and 4 only.

c. When the wheel speed decreases to 50 knots less than ground speed, the touchdown/hydroplane protection releases pressure to the brake

(B1) Ref: Reference: AMM Part SDS 32-42-00 p31

411. Which component used to decreases vibration between the inner and outer cylinders during high speed taxi and heavy brake use:

a. landing gear shock strut

b. torsion link

c. main gear shimmy damper

(B1) Ref: Reference: AMM Part SDS 32-10-00 p21

ATA 33:

413. Where is the location of replacement lamps for the lights?

a. Above the right number three window in flight compartment

b. EE compartment

c. Above the left number three window in flight compartment

(B1) Ref: Reference: AMM Part SDS 33-11-00 p02

414. The flight crew lights include:

a. Reading lights, Map lights, Chart lights, Dome lights

b. Reading lights, Map lights, Flight kit lights, Chart lights

c. Reading lights, Map lights, Chart lights, Dome lights

(B1) Ref: Reference: AMM Part SDS 33-11-00 p02

415. A master dim and test switch (TEST/BRT/DIM) is on:

- a. P1 panel
- b. P2 panel

c. P5 panel (B1) Ref: Reference: AMM Part SDS 33-18-00 p02

416. Choose the right answer about Master Dim and Test switch position:

a. When the MD&T switch is in the bright (BRT) position, relays R33 and R34 are energized. When the MD&T switch is in the DIM position, relay R34 energizes. In the TEST position, relay R33 energizes.

b. When the MD&T switch is in the bright (BRT) position, relays R33 and R34 are de-energized. When the MD&T switch is in the DIM position, relay R34 energizes. In the TEST position, relay R33 energizes

c. When the MD&T switch is in the bright (BRT) position, relays R33 and R34 are energized. When the MD&T switch is in the DIM position, relay R34 de-energizes. In the TEST position, relay R33 de-energizes.

(B1) Ref: Reference: AMM Part SDS 33-18-00 p04

417. Choose the right answer about dome light:

a. The dome light on the P18 panel is a dual lamp assembly. One lamp is an emergency light for the flight compartment. It comes on with the emergency light system.

b. The dome light on FO side is a dual lamp assembly. One lamp is an emergency light for the flight compartment. It comes on with the emergency light system

c. Both dome lights are dual lamp assembly. One lamp is an emergency light for the flight

compartment. It comes on with the emergency light system.

(B1) Ref: Reference: AMM Part SDS 33-14-00 p08

418. In which mode, you can adjust the intensity from the floodlight?

a. Standby modeb. Normal mode

c. Both normal and standby mode

(B1) Ref: Reference: AMM Part SDS 33-14-00 p12

419. Choose the wrong answer about map light:

a. The light comes on when you pull the switch up.

b. The light comes on when you push the control switch

c. You turn the bezel to adjust the area of the light

(B1) Ref: Reference: AMM Part SDS 33-17-00 p8

420. When you open the flight compartment door:

a. the forward entry light goes dim, the forward galley light still bright
b. the forward entry light and the forward galley light still bright
c. the forward entry light goes dim, the forward galley light goes dim
(B1) Ref: Reference: AMM Part SDS 33-26-00 p08; 33-29-00 p04

421. To replace retractable landing light lamp:

a. You must extend the retractable landing light

b. Pull and collar the circuit breaker to prevent accidental operation of retraction mechanism or electric shock.

c. A AND B CORRECT

(B1) Ref: Reference: AMM Part SDS 33-42-00 p06

422. When the retractable landings light come on?

a. The switch is in the ON position, the light is within 5 degrees of full extension
b. The switch is in the ON position, the light is within 10 degrees of full extension

c. The switch is in the ON position, the light is within 6 degrees of full extension

(B1) Ref: Reference: AMM Part SDS 33-42-00 p08

423. Choose the right answer about position light

a. The left forward position light is red. The right forward light is white. The tail position lights are green

b. The left forward position light is green. The right forward light is red. The tail position lights are white.

c. The left forward position light is red. The right forward light is green. The tail position lights are white.

(B1) Ref: Reference: AMM Part SDS 33-43-00 p02

424. Location of power supplies for cabin emergency exit lights:

a. Behind the ceiling panels at the forward and aft entry area

b. On the side structure, near the floor

c. A and B

(B1) Ref: Reference: AMM Part SDS 33-51-00 p16

425. How to switch on emergency lights

a. Use the emergency exit light switch on the P5 forward overhead panel

b. emergency exit switch on P14 aft attendant panel.

c. A and B

(B1) Ref: Reference: AMM Part SDS 33-50-00 p02

426. Choose the right statement of the lavatory mirror lights

a. Control by ON/OFF switch on fwd or aft attendant panel

b. Come on bright when the lavatory door closes and locks

c. Working with DIM and BRIGHT mode of ceiling lights

(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 98

427. How can you turn the position lights on?

a. Move the POSITION switch to the STEADY or STROBE & STEADY position

b. Move the POSITION switch to the ON position

c. Move the POSITION switch in the STEADY & ON position

(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 144

428. In the flight compartment, the dome light has an emergency light.

a. At P6 panel
b. At P18 panel
c. At P5 panel
(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 42

429. When you remove all power from the airplane, to prevents the emergency lights operation so the batteries do not discharge:

a. The P5 emergency exit light switch must be in the ARM position and the attendant switch in the NORM position

b. The P5 emergency exit light switch must be in the OFF position and the attendant switch in the OFF position

c. The P5 emergency exit light switch must be in the OFF position and the attendant switch in the NORM position.

(B1) Ref: Reference: AMM Part SDS 33-51-00 p20

ATA 34:

430. The multi-mode receiver (MMR) contains these functions

a. An instrument landing system (ILS) receiver function and a global positioning system (GPS) function

b. A global positioning system (GPS) function, a GNSS landing system (GLS) function.

c. An instrument landing system (ILS) receiver function, a global positioning system (GPS) function and a GNSS landing system (GLS) function.

(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 349

431. What is the color of WXR data on the ND to show heavy weather?

a. Yellow

b. Red

c. Magenta

(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 230

432. The static ports have anti-icing heaters by

a. Do not have anti-icing heaters.
b. Air from pneumatic system
c. Electrical heaters
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 23

433. The alternate static ports connect to

a. Left static ADM
b. Left static ADM
c. The ISFD and the cabin differential pressure indicator.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 13

434. On the MSU, the white ALIGN annunciator flashes after ADIRU alignment completion, it means

a. The ADIRU needs information.
b. The ADIRU has failure.
c. The ADIRU is ready to use.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 60

435. True airspeed does not show on the ND until TAS is more than

a. 80 kts b. 100 kts c. 120 kts (*B1*) *Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 77*

436. When the airplane is at or below an altitude of 25,968 ft, the airplane maximum operating limit speed (VMO) is

a. 300 kts b. 340 kts c. 380 kts (B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 159

437. The maximum operating mach (MMO) is

a. 0.82

b. 0.87 c. 0.92 (B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 159

438. The RA system has a operation range:

a. approximately -12 to 2500 feet.
b. approximately 12 to 2500 feet.
c. above 2500 feet.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 188

439. How far can the WXR system calculate and show turbulence?

a. only to 20 nm.
b. only to 40 nm.
c. only to 60 nm.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 230

440. To carry out the weather radar system test, on the EFIS control panel:

a. Set the range selector to 40 nm and set the mode selector to the correct ND mode b. Set the range selector to 40 nm and set the mode selector to any ND mode c. Set the range selector to 60 nm and set the mode selector to the correct ND mode (*B1*) *Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 259*

441. The marker beacon function operates in

a. the VOR/MB receiver 1 and receiver 2 positions
b. the VOR/MB receiver 2 position only.
c. the VOR/MB receiver 1 position only.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 415

442. For DME stations with VHF omnidirectional ranging (VOR) or instrument landing system (ILS), DME tuning frequencies are

a. 108.00 to 117.95 MHz b. 133.30 to 135.95 MHz c. 108.0 to 112.0 Mhz (*B1*) *Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 447*

443. The automatic direction finder (ADF) receiver calculates bearing to a station that transmits in the frequency range of

a. 190 Mhz to 1750 Mhz b. 19 Khz to 190 Khz c. 190 Khz to 1750 Khz (*B1*) *Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 477*

444. The GPS fail light on the IRS mode select unit comes on

a. only when 2 units have a failure.

b. if 1 units has a failure.

c. if 1 units has a failure and you push the master caution annunciator or 2 units have a failure. (B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 503

445. The GLS receives GPS signals through the GPS antennas. Thes data are

a. Position and velocity

b. Velocity and time

c. Position, velocity, and time (B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 537

446. The flight crew sets the identity code that shows on the ATC/TCAS control panel. The code has

a. 4 digits

- b. 5 digits
- c. 6 digits

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 16

447. The transponder responds with pulse-coded signals at a frequency of

- a. 172.80 MHz.
- b. 1090 MHz.
- c. 1090 KHz.

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 20

448. The traffic collision avoidance system (TCAS) transmits interrogation signal(s)

a. Whisper-shout.b. Mode S.c. Whisper-shout and Mode S.

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 58

449. The ground proximity warning system (GPWS) alerts the flight crew of an unsafe condition. The GPWS has

- a. 5 modes
- b. 7 modes
- c. 9 modes

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 86

450. The GPWS operates when the airplane is

a. less than 2450 feet above the ground.
b. less than 3000 feet above the ground.
c. more than 2450 feet above the ground.
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 89

451. With GPWS, the PULL UP warning annunciation shows for these modes

a. mode 1, 2, 3 and 4 conditions
b. mode 1, 2, 3, 4 and 5 conditions
c. mode 1, 2, 4 and 6 conditions
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 166

452. With GPWS, the WINDSHEAR warning annunciation shows for

a. mode 1, 2, 3 and 7 conditions
b. mode 7 condition
c. mode 1, 2, 4 and 6 conditions
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 166

453. The desiccator prevents water condensation in the OHU lens assembly. When it has absorbed moisture, the color of desiccator is

- a. Blue
- b. Yellow

c. Pink

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 285

454. The flight management computer system (FMCS) does these function:

a. Navigation and performance

b. Performance and guidance

c. Navigation, performance and guidance

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 352

ATA 35:

456. Access to the flight crew oxygen cylinder

a. from the forward cargo compartment

b. from EE compartment

c. from the flight deck

(B1) Ref: Reference: AMM Part SDS 35-10-00 p08

457. The regulator has a fail safe relief valve. This relief valve opens when downstream line pressure is more than

a. 50 psi b. 100 psig c. 80 psi (*B1*) *Ref: Reference: AMM Part SDS 35-10-00 p10*

458. Choose the WRONG answer about flight crew oxygen system

a. Still can read the oxygen cylinder pressure when BAT sw OFF

b. The battery switch must be ON to supply power to the indicator

c. The green discharge indication disk covers the line outlet. The released oxygen blows the disk out of its seat when system overpressure

(B1) Ref: Reference: AMM Part SDS 35-10-00 p12

459. Choose the right answer:

a. A white OXY ON flag on the box door shows when the stowage box shutoff valve is open when the box is closed

b. A flow indication blinker on the stowage box shows oxygen flow to the mask. A yellow cross indicates oxygen flow

c. A and B

(B1) Ref: Reference: AMM Part SDS 35-10-00 p18

460. In the demand mode, select the wrong answer

a. A mask regulator supplies oxygen to the crew member only when the crew member exhales.

b. A mask regulator supplies oxygen to the crew member only when the crew member inhales

c. To select continuous flow mode, turn the EMERGENCY knob to EMERGENCY

(B1) Ref: Reference: AMM Part SDS 35-10-00 p22

461. Flight crew oxygen mask in the diluter mode, ambient cabin air mixes with oxygen. Select the wrong answer:

a. To select pure oxygen, push the red N/100% dilution control to the 100% position

- b. To select pure oxygen, push the yellow N/100% dilution control to the 100% position
- c. The mix of air and oxygen is proportional to the cabin pressure altitude.

(B1) Ref: Reference: AMM Part SDS 35-10-00 p22

462. On flight crew oxygen mask stowed in box, the RESET/TEST selector is used

- a. To do a test of the system
- b. Reset the shutoff valve when the mask is stowed
- c. A and B

(B1) Ref: Reference: AMM Part SDS 35-10-00 p22

463. The passenger oxygen system can be enable

a. Manually by the crew with a guarded toggle switch on the oxygen system control panel

b. Automatically by operation of a pressure switch (14000 feet cabin altitude)

c. A and B

(B1) Ref: Reference: AMM Part SDS 35-20-00 p02

464. The PSU oxygen door panels can be opened manually:

a. Cannot be opened manually

b. Insert a flat tool (6.0 in. pocket scale) in the door edge gap. Then push up against the latch release to open the door.

c. Insert a 0.125 in (3.0 mm) pin punch into the door panel release hole. Then push up against the latch release to open the door.

(B1) Ref: Reference: AMM Part SDS 35-20-00 p06

465. The attendant service oxygen panel doors and lavatory service oxygen panel doors can be opened manuall by:

a. insert a flat tool (6.0 in. pocket scale) in the door edge gap. Then push up against the latch release to open the door.

b. Insert a 0.125 in (3.0 mm) pin punch into the door panel release hole. Then push up against the latch release to open the door.

c. Cannot be opened manually

(B1) Ref: Reference: AMM Part SDS 35-20-00 p06

466. A heat sensitive indicator is a piece of tape shows the passenger oxygen generator condition:

a. Usually red, during operation change to black

b. Usually orange, during operation change to red

c. Usually orange, during operation change to black

(B1) Ref: Reference: AMM Part SDS 35-20-00 p09

467. A solid state electronic device uses a piezoelectric crystal to change the force of the gas pressure to an electrical signal

- a. Pressure switch
- b. Pressure regulator
- c. Pressure transducer

(B1) Ref: Reference: AMM Part SDS 35-20-00 p09

468. The diaphragm in the pressure reducing regulator controls a metering valve that decreases the oxygen pressure from bottle pressure to

- a. 50 60 psi
- b. 100 psi
- c. 60 85 psig

(B1) Ref: Reference: AMM Part SDS 35-10-00 p10

ATA 36:

469. Engine bleed air comes from

- a. the 9th stages of the high pressure compressor
- b. the 5th and 9th stages of the low pressure compressor
- c. the 5th and 9th stages of the high pressure compressor

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 13

470. The 5th stage check valve prevents

- a. Reverse flow into the 5th stage
- b. Over pressure flow in the 5th stage
- c. Under pressure flow in the 5th stage
- (B1) Ref: Reference: ATA 36 Pneumatic system B737 Training book Page 13

471. The isolation valve switch has these positions:

- a. ON, OFF, AUTO
- b. CLOSE, OPEN, AUTO
- c. CLOSE, OPEN

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 14

472. Choose the right answer:

a. Do not supply more than 50 psi of pressure to the pneumatic system

b. Do not supply more than 60 psi of pressure to the pneumatic system

c. Do not supply more than 55 psi of pressure to the pneumatic system

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 18

473. Choose the WRONG answer:

a. The 490F (254C) overtemperature switch is on the engine bleed air strut duct, upstream of the precooler

b. The 490F (254C) overheat switches turn on the BLEED TRIP OFF lights and close the pressure regulating shutoff valves.

c. The air conditioning accessory unit (ACAU) is an interface between the air conditioning bleed air controls panel and the pressure regulating shutoff valves

(B1) Ref: Reference: AMM Part SDS 36-11-00 p02

474. Choose the WRONG answer

a. The operation of the high stage regulator is automatic. There are no operational controls.

b. The operation of the high stage valve is automatic. Also there is a manual override to lock the valve in the OPEN position

c. The operation of the high stage valve is automatic. Also there is a manual override to lock the valve in the closed position

(B1) Ref: Reference: AMM Part SDS 36-11-00 p08

475. The PRSOV has a manual override and position indicator. You can manually lock the valve in:

a. Close or open position

b. Open position only

c. The closed position only

(B1) Ref: Reference: AMM Part SDS 36-11-00 p14

476. A precooler control valve controls the amount of fan air flows through the precooler. Which device control the precooler control valve:

a. The precooler control valve sensor

- b. Wing thermal anti-ice (WTAI) solenoid valve
- c. A and B

(B1) Ref: Reference: AMM Part SDS 36-12-00 p02

477. The bleed air regulator (BAR) has electrical control by signals from these devices. Choose the wrong answer:

- a. Engine BLEED switch
- b. Engine fire switch
- c. PRSOV

(B1) Ref: Reference: AMM Part SDS 36-11-00 -27

478. If the temperature downstream of the precooler is more than 490F (254C), the 490F (254C) overtemperature switch operates and cause:

- a. Bleed air regulator solenoid valve closes
- b. Air conditioning/bleed air controls panel BLEED TRIP OFF light comes on

c. A and B

(B1) Ref: Reference: AMM Part SDS 36-11-00 -20

479. ACAU gets inputs from these controls and sensors to control the bleed air regulator (BAR) that operates the PRSOV. Choose the wrong answer:

- a. The engine fire switch, Engine bleed switch
- b. Engine bleed switch, Engine start valve
- c. The 450F (232C) overheat switch

(B1) Ref: Reference: AMM Part SDS 36-11-00 -13

480. The APU bleed air system supplies bleed air to the pneumatic manifold

- a. When airplane on ground
- b. When airplane in air

c. When airplane on ground or in air up to 17000 feet

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 62

481. When does the high stage valve close?

- a. Downstream pressure is more than 9th stage pressure
- b. 9th stage pressure is more than 110 psi
- c. Downstream pressure is more than 9th stage pressure or 9th stage pressure is more than 110 psi

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 26

482. The precooler get the cooling air from

- a. Ram air
- b. Fan air

c. 3th stage bleed air

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 40

483. A precooler system cools engine bleed air. Choose the wrong answer

a. It uses engine fan air to cool the engine bleed air

b. The 450F (232C) thermostat bleeds control pressure from the PRSOV if engine bleed air

downstream of the precooler is 450F (232C) or higher.

c. It uses ram air heat exchanger to cool the engine bleed air

(B1) Ref: Reference: AMM Part SDS 36-11-00 p28

484. Before you supply air from an external pneumatic source, these conditions should be met:

a. Battery power on

b. Air conditioning pack switches off

c. A and B

(B1) Ref: Reference: AMM Part SDS 36-13-00 p12

485. The DUAL BLEED light comes on for either of these conditions:

a. Engine 1 BLEED switch ON and the APU bleed air valve open

b. Engine 2 BLEED switch ON, the isolation valve OPEN, and the APU bleed air valve open. c. A and B

(B1) Ref: Reference: AMM Part SDS 36-14-00 p08

486. Choose the RIGHT answer:

a. The high stage valve is a butterfly valve and spring loaded to the closed position.

b. The high stage valve is a ball valve and spring loaded to the open position.

c. The high stage valve is a ball valve and spring loaded to the closed position.

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 24

487. The pressure indicator on the air conditioning/ bleed air controls panel

a. Indicates the pressure in APU bleed duct

b. Indicates the pressure in engine bleed duct

c. Indicates the pressure in left and right pneumatic duct

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 14, 72

488. The operation of the high stage bleed system is

a. Automatic and self-regulating

b. Controlled by a switch on the overhead panel

c. Controlled by a switch on the P7 panel

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 26

ATA 38:

489. When you drain the potable water system, you must drain water from

a. Water service panel

b. Forward lavatory

c. Water service panel and forward lavatory

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 11

490. To drain the potable water system, you open these valves:

a. Water tank drain valve, lavatory water supply shutoff valves

b. Forward lavatory drain valve and lavatory water supply shutoff valves.

c. Water tank drain valve, forward lavatory drain valve and lavatory water supply shutoff valves

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 11

491. The fill/overflow valve lets you fill the water tank. The fill/overflow valve is

- a. a four-port rotary valve.
- b. a three-port rotary valve.
- c. a two-port rotary valve.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 20

492. The water tank fill/overflow valve is operated by

- a. Electrical motor
- b. Manual control cable

c. pneumatic line. (B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 20

493. What is the water tank capacity?

a. 62.1 gallons b. 52.1 gallons c. 42.1 gallons (B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 22

494. The water level sensor is a LRU component, so we can replace the sensor with standard tool.

a. True

b. False

c. Not given.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 22

495. The water tank drain valve lets water drain overboard. The water tank drain valve is

a. a two-port, single-ball, dual-seal valve

b. a four-port, dual-ball, dual-seal valve

c. a two-port, dual-ball, dual-seal valve

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 24

496. The forward lavatory drain valve operates manually. The valve has

a. a valve body and a red switch.

b. a valve body and a red handle.

c. a valve body and a blue handle.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 26

497. The lavatory water supply shutoff valve is

a. a four-way valve

b. a four-port rotary valve.

c. a three-way valve

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 28

498. A hydraulic timer in the faucet assembly adjusts the water flow

a. from 1 to 4 seconds.
b. from 5 to 9 seconds.
c. from 10 to 15 seconds.
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 30

499. The overheat switch opens the power circuit if the water temperature is

a. more than 76 C
b. more than 86 C
c. more than 106 C
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 34

500. The pressure relief valve opens if pressure in the water heater is

a. more than 100 psig.
b. more than 120 psig.
c. more than 140 psig.
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 34

501. The water tank pressurization system pressurizes the potable water tank. Pressure comes from

a. The pneumatic system or an air compressor.

b. The pneumatic system only

c. An air compressor only

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 48

502. In the water tank pressurization system, the pressure regulator keeps the air pressure to a limit of 35 psig.

a. from the air compressor

b. from the pneumatic system

c. from the pneumatic system and the air compressor.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 53

503. The air compressor pressurizes the water tank

a. The air compressor operates as long as the pneumatic system is not on.

b. The air compressor operates when the pressure limit switch senses that tank pressure is less than 30 psig

c. The air compressor start when the pressure limit switch senses that tank pressure is less than 30 psig and stop when tank pressure is 40 psig

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 53

504. The waste quantity indicator is displayed on

a. the aft attendant control panel (ACP)

b. the forward attendant control panel (ACP)

c. the aft and forward attendant control panel (ACP)

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 144

505. In normal circumstances, the logic control module (LCM) stops the operation of the toilets if

a. one point level sensor sends a tank full signal to the LCM

b. both point level sensor sends a tank full signal to the LCM

c. one point level sensor and continuous level sensor send tank full signals to the LCM

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 140

506. You use rinse water and the drain line blockage removal valve to loosen a blockage in the waste drain line.

a. True

b. False

c. Not given.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 126

507. The flush control unit (FCU) opens the rinse valve to supply potable water to flush the toilet bowl for

a. 0.7 seconds

b. 7 seconds

c. 17 second

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 89

508. How long does the FCU open flush valve to let the toilet waste drain out of the toilet.

a. 0.4 seconds

b. 4 seconds

c. 14 seconds

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 89

ATA 47:

509. The EFB system has these types of interfaces with other systems on the airplane

a. ARINC 429, ethernet, fiber optic, analog and analog discretes.

b. ARINC 429, analog and analog discretes.

c. ARINC 429, ethernet, analog and analog discretes

(B1) Ref: Reference: ATA 46 Information System - B737 Training book - Page 9

510. The electronics unit (EU) is the central processing unit (CPU) for the electronic flight bag (EFB)

a. There is only one EU for both captain DU and F/O DU.

b. There are two EUs. The left EU always connects to the captain DU. The right EU always connects to the first officer DU.

c. There are two EUs. At a time, one EU connects to both captain DU and F/O DU, the other is for back up.

(B1) Ref: Reference: ATA 46 Information System - B737 Training book - Page 16

511. What operating system does EFB electronics unit (EU) use?

a. Linux

b. Windows

c. Linux and Windows

(B1) Ref: Reference: ATA 46 Information System - B737 Training book - Page 16

512. Where do the EFB EUs get power?

a. 115v ac transfer bus.

b. 115v ac main bus.

c. 28v dc bus.

(B1) Ref: Reference: ATA 46 Information System - B737 Training book - Page 14

513. Where do the EFB DUs get power?

a. 28V dc power from the onside EU.

b. 115v ac main bus.

c. 28v dc bus.

(B1) Ref: Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 10

514. Where is the BITE display unit?

a. In the forward section of the left air conditioning compartment.

b. In the forward section of the right air conditioning compartment.

c. In the air conditioning distribution compartment.

(B1) Ref: Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 68

515. On the operability indicator, the DEGRADE blue light come on mean?

a. The system is temporarily serviceable, but in a decreased capacity and no maintenance is necessary.

b. The system is temporarily serviceable, but you must manually close and lock the nitrogen generation system shutoff valve.

c. The system is serviceable and no maintenance is necessary.

(B1) Ref: Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 66

516. What is the purpose of the nitrogen genetation system?

a. To decreases the oxygen (O2) contents of the air in the center fuel tank

b. To decreases the nitrogen (N2) contents of the air in the center fuel tank

c. To decreases the oxygen (O2) contents of the air in the main tanks.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 5

517. The flow of the air through nitrogen genetation system is this sequence?

a. Pneumatic mainfold - NGS Shutoff valve - filter - heat exchanger - the ozone converter - overtemperature shutoff valve - air separation module - High flow valve - center tank.

b. Pneumatic mainfold - NGS Shutoff valve - the ozone converter - heat exchanger - filter - overtemperature shutoff valve - air separation module - High flow valve - center fuel tank.

c. Pneumatic mainfold - NGS Shutoff valve - the ozone converter - heat exchanger - filter - overtemperature shutoff valve - air separation module - High flow valve - main fuel tank.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 13

518. The nitrogen generation system controller (NGSC) closes the NGS shutoff valve (SOV) and the overtemperature shutoff valve (OTSOV) when the bleed air pressure is

a. More than 67 psi
b. More than 71 psi
c. More than 52 psi
(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 16

519. The nitrogen generation system controller (NGSC) sends signals to modulate the RAV to keep the air separation module inlet temperature at

- a. 71F
- b. 160F
- c. 280F

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 28

520. If the nitrogen generation system controller (NGSC) or the nitrogen generation system (NGS) shutoff valve (SOV) has a failure, how to stop the NGS?

a. The NGS can not be stopped.

b. Pushing the NGS Stop Switch on the flight comaprtment overhead panel.

c. The thermal switch gives back-up temperature protection. At a temperature of 280F (138C), the switch opens, the overtemperature shutoff valve closes (OTSOV).

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 34

521. What is the nominal operation pressure of the NGS?

- a. 67 psi
- b. 52 psi
- c. 71 psi

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 18

522. On the NGS operability indicator, the blue light comes on

a. The system is temporarily serviceable, but in a decreased capacity. No maintenance is necessary.

b. The system is unserviceable. You must manually close and lock the nitrogen generation system shutoff valve

c. There is not blue light on the NGS operability indicator.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 66

523. How to access to the NGS BITE display unit (BDU)?

a. On the aft bulkhead of the right main wheel well

b. At the ceiling of the air conditioning distribution compartment

c. Through the access door to the pneumatic ground connector

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 68

ATA 49:

524. How much electrical power can the APU generator supply up to 32.000 feet?

- a. 115 KVA
- b. 90 KVA
- c. 66 KVA

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 6

525. What is the maximum airplane altitute that the APU can supply pneumatic power alone?

- a. 17000 feet
- b. 32000 feet
- c. 14000 feet

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 6

526. When does the ECU energize the APU ignitor unit?

a. At 7 percent speed.
b. At approximately 30 percent speed.
c. At 0 percent speed and before the start system is energized.
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 13

527. An overspeed shutdown occurs if the APU speed is

a. More than 106 percent

b. More than 110 percent

c. More than 101 percent

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 118

528. The APU starter-generator has a shorted rotating diode that makes the FAULT light on. Can you start the APU?

a. Yes, follow normal APU start procedure.

b. No, you must replace the starter generator

c. Yes, after you enter STARTOK on the scratch pad of the CDU Current Status page of APU BITE TEST and then push the line select key on the top right side of the CDU.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 118

529. What is the maximum airplane altitute that the APU can be start?

- a. 41000 feet
- b. Any altitude.
- c. 32000 feet

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 6

530. Which component is not in the APU bleed air system?

- a. Load compressor
- b. APU engine compressor
- c. Inlet guide vanes

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 85

531. How long does the APU make a cool down cycle?

a. 60 seconds

b. 120 seconds

c. There is no cool time.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 15

532. The blue MAINT light on the P5 panel comes on and the LOW message shows on the APU oil quantity page of the CDU

a. When approximately 4.3 quarts (4.1 liters) of oil remains in the APU sump.

b. When approximately 3.8 quarts (3.6 liters) of oil remains in the APU sump.

c. When the APU sump holds 5.7 quarts (5.4 liters) of oil

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 99

533. The MAINT light shows that the APU oil level is at low oil quantity (LOQ). How do you know the APU operation time since low oil quantity?

a. In the APU operation log book.

b. APU BITE test and the CDU shows the APU operation hours since the start of the LOW message.c. APU BITE test and the CDU shows the APU operation hours since the start of the ADD message.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

534. You can check the APU oil quantity by using CDU - The OIL QUANTITY page of APU BITE TEST

a. Any time the ECU has power.

b. The ECU has power and airplane is on ground

c. The ECU has power, airplane is on ground and APU is not in operation or in the fisrt hour of operation after start.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

535. The ECU shuts down the APU when APU speed is more than 95 percent and the oil pressure is less than 30-40 psi for more than 20 second, which lights in flight compartment come on?

a. LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7)

b. FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)

c. LOW OIL PRESSURE (P5), FAULT (P5), APU annunciator (P7)

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

536. The ECU shuts down the APU when the APU speed is more than 95 percent and oil temperature is 290F/143C or more, which lights in flight compartment come on?

a. LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7) b. FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)

c. MAINT (P5), FAULT (P5), APU annunciator (P7)

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

537. When does the DUAL BLEED light come on?

a. APU bleed air valve is open, engine 1 or 2 bleed switch is ON and the isolation valve is close
b. APU bleed air valve is open, both engine bleed switches are OFF and the isolation valve is open.
c. APU bleed air valve is open, engine 1 or 2 bleed switch is ON and the isolation valve is open.
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

538. How is the APU oil cooled?

a. Air from the APU inlet door

b. The APU exhaust causes a suction of air from outside through the eductor inlet duct.

c. Air from APU bleed system

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 93

539. How many APU bleed modes?

a. Two modes: On ground and in the air.

b. Four modes:duct pressurization, main engine start, air conditioning system (ACS) and NSG Modes.

c. Four modes:No bleed, duct pressurization, main engine start and air conditioning system (ACS). (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 77

540. How to deactivate/ activate the blue MAINT light in case of low oil quantity condition?

a. Open/close the MAINT light circuit breaker.

b. Enter LOQOFF/ LOQON on the IDENT/CONFIG page 2 of the CDU - APU BITE

c. Enter OFF/ ON on the IDENT/CONFIG page 1 of the CDU - APU BITE

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

541. The purpose of the 60 second APU cool down is

a. To prevent coke in the turbine bearing and fuel nozzles

b. To let the air completely go out of the bleed system.

c. To let the APU engine compartment cool

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 15

542. For APU operation, if there is no AC power for fuel boost pump,

a. The APU DC boost pump supplies fuel from the left main tank or the APU suction fuel feeds from the left main tank.

b. The APU DC boost pump supplies fuel from the right main tank c. the APU suction fuel feeds from the right main tank (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 43

543. What is the function of APU start power unit (SPU)?

a. Changes the 270v dc power to three-phase ac start power
b. Changes 115v ac or 28v dc electrical power to 270v dc power
c. Changes 28v dc electrical power to 270v ac power
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55,62

544. What is the function of APU start conerter unit (SCU)?

a. Changes the 270v dc power to three-phase ac start power
b. Changes 115v ac or 28v dc electrical power to 270v dc power
c. Changes 115v ac electrical power to 270v ac power
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55,62

545. For maintenance practices on APU system, what is NOT recommened?

a. Read DMM data with special test equipment or with CDU.

b. Remove the data memory module and ECU at the same time.

c. Replace the data memory module with a blank module (a module with no data in memory).

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 147

546. Where does the APU bleed air come from?

a. APU engine compressor
b. APU load compressor
c. APU engine turbine
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 85

547. Which component are not line replaceable in APU bleed system?

- a. Load compressor and surge control valve
- b. Load compressor and bleed air valve
- c. Load compressor and inlet guide vanes

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 65

548. What is the maximum duty cycle for APU start?

- a. Three starts, one after the other, followed by a 15-minute cool down period.
- b. Two starts, one after the other, followed by a 10-minute cool down period.
- c. There is no limit.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55

ATA 52:

549. You can operate entry, galley service, and cargo doors in winds up to

- a. 40 knots
- b. 55 knots
- c. 65 knots

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 4

550. You can let the entry, galley service, and cargo doors stay latched open in winds up to

- a. 40 knots
- b. 55 knots
- c. 65 knots

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 4

551. The dead bolt lever of flight compartment door has

a. 3 position: unlocked, locked with key operable, locked with key inoperable

- b. 2 position: unlocked, locked with key operable
- c. 2 position: unlocked, locked

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 144

552. The flight compartment door lock switch is a 3-position rotary switch

- a. UNLKD, AUTO, and DENY
- b. UNLKD, AUTO and LOCKED
- c. ACCEPT, AUTO and DENY

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 145

553. Can you open the flight compartment door from the passenger compartment side if the door is not locked by dead bolt ?

a. No, the door is only opened from flight compartment.

b. Yes, by using a backup key.

c. Yes, by enterring the emergency access code on the keypad from the passenger compartment side. (B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 151

554. Where can you control the forward airstair?

a. From inside the airplane only.

b. From outside the airplane only.

c. From inside and outside the airplane only.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

555. How do you operate the forward airstar?

- a. Fully by manual operation
- b. Fully by electrical operation

c. By Electrically operate with manually operation of the handrail extension after the airstair fully extension and before airstair retraction.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

556. The forward airstar door

- a. Opens inwards the airplane by electric motors.
- b. Opens outwards the airplane by manually.
- c. Opens inwards or outwards the airplane depending on the operator.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 7

557. How many modes of the forward airstair operation?

a. Two modes: Normal and manual

b. Two mode: Normal and standby

c. Three modes: Normal, standby and manual

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

558. What mechanism locks the passenger door in the fully open position?

a. Door latches

b. A guide pin

c. A lock mechanism in the upper hinge

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 8

559. Which components must be removed before you can remove the lining and insulation panel of passenger door?

a. the door assist handles

b. The emergency escape slide, the door assist handles, the control handle

c. The emergency escape slide, the door assist handles

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 11

560. What is the function of passenger door handle mechanism?

a. Moves a closed and latched door to the cocked open position

b. Moves a door in the cocked open position to the closed and latched position

c. Moves a closed and latched door to the cocked open position and Moves a door in the cocked open position to the closed and latched position

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 14

561. Where is the section 48 Access and Blowout Door?

a. On the left side of the lower fuselage, aft of the aft pressure bulkhead

b. On the right side of the lower fuselage, aft of the aft pressure bulkhead

c. On the left side of the lower fuselage, forward of the aft pressure bulkhead

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 114

562. Make sure that the gap between the electric strike assembly and flight compartment door is within:

a. 5.08 ±0.76 mm b. 6.08 ±0.76 mm

c. 7.08 ±0.76 mm

(B1) Ref: Reference AMM TASK 52-51-03-400-801, Item 3. Electric Strike Installation, Item F.Electric Strike Installation, Item (4), Rev Sep2023, Maintenance Manual Part I, Xiamen Air

563. Before Door Warning System Test, what things must be checked?

a. Make sure the two MASTER CAUTION lights in the master caution annunciators on the Glareshield Panel, P7, come on

b. Make sure that the girt bar is not engaged in the bracket of the floor-mounted escape slide

c. Make sure the applicable door warning light on the Forward Overhead Panel, P5, comes on

(B1) Ref: Reference AMM TASK 52-71-00-730-801 Door Warning System Test, B. Door Warning System Test, Warning iterm, Rev Sep2023, Maintenance Manual Part I, Xiamen Air

564. The cargo doors have an interface with the door warning system. Each door has:

a. a pin-type microswitch on one of its latch fittings

b. two pin-type microswitches on one of its latch fittings

c. three pin-type microswitches on one of its latch fittings

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 102

565. You can open and close the cargo doors from

a. only inside

b. only outside

c. inside and outside

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 110

566. The IDG oil reservoir access door is:

a. On the left forward engine fan cowl

b. On the right forward engine fan cowl

c. On the left aftward engine fan cowl

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 114

567. The refueling station access door hinges on its forward edge. It is held closed by

a. four push-button latches on its aft edge

b. three push-button latches on its aft edge

c. two push-button latches on its aft edge

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 131

568. The refueling station access door is on:

a. the trailing edge of the right wing, outboard of the engine

b. the leading edge of the left wing, outboard of the engine

c. the leading edge of the right wing, outboard of the engine

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 131

569. The high pressure connector access door has hinges on its forward edge and has:

a. two pushbutton latches
b. three pushbutton latches
c. four pushbutton latches
(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 135

570. The hydraulic brake accumulator access door is part of the wing to body fairing. It is

a. Aft of the left main landing gear wheel well

b. Aft of the left nose landing gear wheel well

c. Aft of the right main landing gear wheel well

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 137

ATA 51-57:

571. The length of the B737-700 airplane:

a. 33.6 M b. 31.2 M

c. 39.5 M

C. 39.3 IV

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 10

572. Use these dimensions to find components on the fuselage:

a. Body station line, Body buttock line, Water line

b. Body station line, Water line

c. Body station line, Water line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

573. The body buttock line (BL) is

a. is a horizontal dimension. It starts at station line zero

b. is a height dimension. Measure the water line from a horizontal reference plane below the airplane c. a lateral dimension. Measure the buttock line to the left (LBL) or right (RBL) of the airplane center line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

574. The nose of the airplane is

a. station 140 b. station 130 c. station 150 (B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

575. Measure the vertical stabilizer station

a. perpendicular to the rudder hinge centerline. Rudder station 0 starts at the body crown line.

b. perpendicular to the vertical stabilizer leading edge. Vertical stabilizer leading edge station 0 starts at the body crown line

c. Perpendicular to the vertical stabilizer rear spar. Vertical stabilizer station 0 starts at the body crown line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

576. Measure the vertical stabilizer waterline

a. Perpendicular to the vertical stabilizer rear spar

b. perpendicular to the rudder hinge centerline

c. parallel to the body waterline

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

577. Measure stabilizer stations

a. perpendicular to the horizontal stabilizer rear spar

b. Perpendicular to the horizontal stabilizer leading edge

c. perpendicular to the elevator hinge centerline

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 18

578. When titanium is heated, different oxides having different colors form on the surface, a blue oxide coating will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

579. When titanium is heated, different oxides having different colors form on the surface, a purple oxide will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

580. When titanium is heated, different oxides having different colors form on the surface, a gray or black oxide will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

581. What is not primary structure:

a. Doors

b. Radome

c. Landing Gear

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 22

582. Most of the material in the radome is

a. steel

b. fiberglass

c. Aluminium

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

583. The lightning diverter strips

a. increase lightning energy and transmit it to the airframe

b. decrease lightning energy and transmit it to the wing

c. decrease lightning energy and transmit it to the airframe

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

584. The winglets are made of

- a. graphite spars, aluminum ribs and aluminum skins
- b. graphite spars, aluminum ribs and graphite skins

c. aluminum spars, aluminum ribs and aluminum skins

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 46

585. Most of material in the horizontal stabilizer is

a. aluminum

b. graphite

c. fiberglass (B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 50

586. Extra Critical aerodynamic surfaces are

a. those near static discharge, pitot probes and angle of attack sensors

b. those surfaces that must have a high level of aerodynamic smoothness

c. those near static pressure ports, pitot probes and angle of attack sensors

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 58

587. Dent is

a. a damaged area that is pushed in from its normal contour with no change in the crosssectional area of the material

b. a damaged area where the result is a crosssectional change caused by a sharp object

c. is damage that goes fully through a part thickness and has no regular shape

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 63

588. The process for evaluating waviness is

a. Measure the depth of the wave, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance

b. Measure the length of the wave in the direction of the airflow, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance

c. Measure the length of the wave in the direction of the airflow, measure the depth of the wave, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance (B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 68

589. General types of repairs that can be used to restore the load-carrying capability on the fuselage

a. External rough repair, external clean repair, internal flush repair

b. External rough repair, internal flush repair

c. External clean repair, internal flush repair

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

590. External rough repair

a. affect the aerodynamic smoothness of the surface, it will increase the drag and the fuel burn

b. has no aerodynamic penalty

c. Aerodynamic sealer

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

591. Internal flush repair

a. affect the aerodynamic smoothness of the surface

b. Is sealed by the cabin differential pressure

c. no fuel burn penalty

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

592. These are the types of windows on the airplane:

a. Flight compartment windows (fixed and sliding), passenger compartment windows, door-mounted windows, overwing emergency exit door windows, mid cabin emergency exit door windows

b. Flight compartment windows (fixed and sliding), passenger compartment windows, door-mounted windows, overwing emergency exit door windows

c. Flight compartment windows (fixed and sliding), passenger compartment windows, overwing emergency exit door windows, mid cabin emergency exit door windows

(B1) Ref: Reference: ATA 56 STRUCTURES (Book 1) - B737 Training book - Page 3

593. Flight compartment windows can be opened?

a. windows 1 and 3
b. windows 2
c. windows 2 and 3
(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

594. Which windows get heat from the window anti-ice system?

a. Flight compartment windows 1, 2 and 3

b. Flight compartment windows 1 and 3

c. Flight compartment windows 1 and 2

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

595. Which windows have a small hole in the upper forward corner of the inner pane?

a. Flight compartment window 3

b. Flight compartment window 1

c. Flight compartment window 2

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 9

596. The passenger compartment windows have these components:

- a. Outer pane, inner pane
- b. Outer pane, Middle pane

c. Outer pane, middle pane, inner pane

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

597. The middle pane gives the structural fail-safe function. It can hold

a. 1.5 times the normal pressure load

- b. 2.5 times the normal pressure load
- c. 3.5 times the normal pressure load

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

598. The passenger compartment, which pane is not structural?

- a. Outer pane
- b. Inner pane
- c. Middle pane

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

599. Passenger Cabin Window Inspection, no need to replace the middle pane if

a. cracks that start from the vent hole and are 0.062 in. (1.575 mm) or less in length b. it is crazed

c. the thickness is less than 0.157 in

(B1) Ref: B737 Passenger Cabin Window Inspection, Reference AMM TASK 56-21-00-200-801, E. Passenger Cabin Window Inspection, (2) Examine the middle pane for damage, Note item, Maintenance Manual Part 2, Rev Sep2023, Xiamen Air

600. The door-mounted windows have inner pane made from

- a. stretched acrylic
- b. polycarbonate

c. fiberglass. (B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

601. The outer pane of the door-mounted windows is made from

a. stretched acrylicb. polycarbonatec. fiberglass.

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

602. The outer and middle panes are resistant to 1.5 times of the usual pressure loads at a temperature of

a. 70F

b. 80F

c. 90F

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

603. The mid cabin emergency exit door window has these components:

a. Outer mounting ring, inner mounting ring

b. Prismatic viewer, inner mounting ring

c. Outer mounting ring, prismatic viewer, inner mounting ring

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 19

604. The prismatic viewer is held to the door structure by

a. by the mounting rings and 3 attachment points

b. by the mounting rings and 2 attachment points

c. by the mounting rings and 4 attachment points

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 19

605. Control cabin sliding windows can be opened from

a. inside and outside

b. only inside

c. only outside

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 12

C. QUESTION BANK FOR B737NG CAT B2 (AIRFRAME)

ATA 00:

1. The controls and displays on the P7 glareshield panel include

- a) Master caution annunciators, system caution annunciators, Display select panel, EFIS control
- b) Master caution annunciators, system caution annunciators, lighting control, EFIS control panels, fire
- c) Master caution annunciators, system caution annunciators, mode control panel, EFIS control panels,

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 39

2. The E6 equipment rack is in

- a) The right side of forward cargo compartmen, aft of the cargo door
- b) The right side of aft cargo compartmen, aft of the cargo door
- c) The right side of EE compartment
- (B2) Reference: ATA 00 Introduction B737 Training book Page 55

3. The E1 rack includes electronics for

- a) Autothrottle, autopilot, navigation, flight control
- b) Autothrottle, communication, navigation, flight control
- c) Autothrottle, autopilot, communication, navigation, flight control
- (B2) Reference: ATA 00 Introduction B737 Training book Page 59

4. Which equipment rack does not have forced air cooling

- a) E2-1 rack
- b) E2-2 rack
- c) E3-1 rack
- (B2) Reference: ATA 00 Introduction B737 Training book Page 61

5. Which component gives an external method to customize a computer's program?

- a) Program switch module
- b) Configuration box
- c) Program switch module and configuration box
- (B2) Reference: ATA 00 Introduction B737 Training book Page 67

6. With Boeing BITE when BITE starts

- a) EXISTING FAULTS? shows
- b) FAULT HISTORY? shows
- c) GROUND TEST? shows
- (B2) Reference: ATA 00 Introduction B737 Training book Page 135

7. This airplane has

- a) 3 main jack points and 5 auxiliary jack points
- b) 3 main jack points and 4 auxiliary jack points
- c) 3 main jack points and 6 auxiliary jack points
- (B2) Reference: ATA 00 Introduction B737 Training book Page 151

8. What is the maximum wind speed, that you can put the airplane on jacks?

- a) 35 knots
- b) 30 knots
- c) 25 knots

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 151

9. The airplane can jack at axle jack point

- a) At its maximum zero fuel weight
- b) At its maximum taxi weight
- c) At its maximum takeoff weight
- (B2) Reference: ATA 00 Introduction B737 Training book Page 153

10. The airplane must be level when it is on jack for

- a) Weighing the airplane, general airplane maintenance
- b) Weighing the airplane, gear retraection test
- c) Weighing the airplane, general airplane maintenance, gear retraection test
- (B2) Reference: ATA 00 Introduction B737 Training book Page 155

11. The inclinomenters in the left side wheel well is used

- a) With the fuel sticks to find the fuel quantity when manual fueling
- b) To level the airplane
- c) With the fuel sticks to find the fuel quantity when manual fueling or to level the airplane

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 157

12. You can weigh the airplane with

- a) Three equally accurate procedures
- b) Four equally accurate procedures
- c) Five equally accurate procedures
- (B2) Reference: ATA 00 Introduction B737 Training book Page 159

13. Which document you can find the instruction for lifting and shoring the airplane?

- a) Structure repair manual
- b) Airplane recovery document
- c) Weight and balance control and loading manual
- (B2) Reference: ATA 00 Introduction B737 Training book Page 161

14. The pitot probe covers and static port covers are recommended

- a) When the airplane is parked for more than a standard turnaround
- b) When conditions such as insect activity, dust stoms or volcanic ash
- c) When the airplane is parked for more than a standard turnaround or conditions such as insect

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 167

15. To prevents a discharge of the battery when you set the parking brake (such as for 24 hours

- a) Open the circuit breaker of parking brake control unit
- b) Open the circuit breaker of antiskid/autobrake valve
- c) Open the circuit breaker for the antiskid/autobrake control unit and the parking brake valve

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 165

16. When grounding the airplane

- a) Always attach the grouding cable to the ground connection first
- b) Always attach the grouding cable to the airplane first

- c) There is no spectial sequence
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

17. During pressure refueling

- a) Grounding and electrical bond between the airplane and the refueling vehicle is recommended
- b) Grounding is not necessary and electrical bond between the airplane and the refueling vehicle is
- c) Grounding is recommended
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

18. The airplane is normally electrostatically grounded through

- a) Grounding point
- b) Static discharger
- c) Conductive tires
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

19. You can find the procedures for long storage in

- a) Aircraft maintenance manual
- b) Structure repair manual
- c) Airplane recovery document
- (B2) Reference: ATA 00 Introduction B737 Training book Page 171

20. The placards and markings includes

- a) Pressure sensitive decals, vinyl placards, aluminum foil markers
- b) Pressure sensitive decals, aluminum foil markers, stencil markings
- c) Pressure sensitive decals, vinyl placards, aluminum foil markers, stencil markings
- (B2) Reference: ATA 00 Introduction B737 Training book Page 177

21. Which AMM chapter you can find the details airworthiness limitations?

- a) Chapter 5
- b) Chapter 6
- c) Chapter 20
- (B2) Reference: ATA 00 Introduction B737 Training book Page 179

22. In AMM chapter 5 which section you can find the details the required conditional inspections

- a) The zonal inspection section
- b) Time limits/maintenance check section
- c) Unscheduled maintenance check section
- (B2) Reference: ATA 00 Introduction B737 Training book Page 179

23. The fully charge brake accumulator can keep the brakes pressure for

- a) At least 8 hours
- b) At least 12 hours
- c) At least 15 hours
- (B2) Reference: ATA 00 Introduction B737 Training book Page 187

24. When you tow the airplane from the main LDG the maximum turn angle is

- a) 30 degree from the LDG center line
- b) 90 degree from the LDG center line
- c) 70 degree from the LDG center line

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 191

25. The maximum normal towing turning limits are indicated by the painted stripes on

- a) The lower fuselage below left pax door
- b) The nose gear doors
- c) The lower fuselage below right pax door
- (B2) Reference: ATA 00 Introduction B737 Training book Page 185, 191

26. The design of the airplane will permit you to tow the airplane from

- a) The nose landing gear
- b) The main landing gear
- c) The nose landing gear or main landing gear
- (B2) Reference: ATA 00 Introduction B737 Training book Page 189

27. When you tow the airplane from the main LDG

- a) You must use the tow bar
- b) You must use the towbarless
- c) You must install a special eyebolt

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 189

28. When towing on the soft ground or an incline

- a) You must towing from the NLG
- b) You must towing from the MLG
- c) You can towing from the NLG or MLG
- (B2) Reference: ATA 00 Introduction B737 Training book Page 191

29. Which documnent gives tasks for each type of scheduled maitenance check?

- a) Maintenance planning document
- b) Aircraft maintenance manual
- c) Aircraft recovery manual
- (B2) Reference: ATA 00 Introduction B737 Training book Page 193

30. Observed faults are

- a) The malfunctions that the flight crew can see
- b) The malfunctions that the flight crew or cabin crew can see
- c) The malfunctions that the flight crew or ground service crew can see
- (B2) Reference: ATA 00 Introduction B737 Training book Page 199

31. In the MMEL, the interval categories show 'A' mean

- a) The repair interval is within 3 consecutive calendar days
- b) The repair interval is within 10 consecutive calendar days
- c) The repair interval is as show in the remarks
- (B2) Reference: ATA 00 Introduction B737 Training book Page 202

ATA 21:

32. On B737-600/700 which component controls pack cooling temperature?

- a) Pack/zone temperature controller
- b) Cabin temperature controller
- c) Air conditioning accessory unit

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 10

33. On B737-800/900 which component controls pack cooling temperature?

a) Pack/zone temperature controller

- b) Cabin temperature controller
- c) Air conditioning accessory unit

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 12

34. On B737-600/700 the ram air temperature sensor supply temperature data to

a) Cabin temperature controller

b) Pack/zone temperature controller

c) Ram air inlet controller

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 54

35. During cruise, the RAM DOOR FULL OPEN light will come on when

- a) Heat exchangers are dirty or Electrical failure
- b) Ram air system has a blockage or Electrical failure
- c) Ram air system has a blockage or Heat exchangers are dirty or Electrical failure

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 58, 62

36. On B737-600/700 how to check the coalescer bag condition?

- a) Observe the bag condition indicator while the pack operates in high flow and the air mix valve is in
- b) Observe the bag condition indicator while the pack operates in high flow
- c) Observe the bag condition indicator while the air mix valve is in full cold position
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 68

37. On B737-600/700 which component control the low limit valve?

- a) Cabin temperature controller
- b) Low limit controller
- c) Pack/zone temperature controller
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 72

38. On B737-600/700 on the low limit controller which position of the rotary select switch does a

- a) Position 3
- b) Position 4
- c) Position 5
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 78

39. How many water extractors are installed on B737-800/900?

- a) There are four water extractors, two in each air conditioning pack
- b) There are two water extractors, one in each air conditioning pack
- c) This aircraft type does not use water extractor
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 88

40. On B737-600/700 and -800/900 water separator mix muffs are

- a) The same and interchangeable
- b) The same but not interchangeable
- c) Different and not interchangeale
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 92

41. Which lights illuminate when a pack trip occurs?

a) PACK TRIP OFF light, MASTER CAUTION and AIR COND annunciator lights

b) PACK light, MASTER CAUTION and AIR COND annunciator lights

c) PACK TRIP OFF (600/700) light, PACK (800/900) light, MASTER CAUTION and AIR COND

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 114

42. How many zone the Conditioned Air Distribution system divides on B737-800/900?

a) Two zones: flight compartment and passenger compartment

b) Three zones: flight compartment, forward passenger compartment and aft passenger compartment

c) Four zones: flight compartment, forward passenger compartment, midle passenger compartment and

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 116

43. The sources of the main air distribution system are

a) Air conditioning packs, Ground conditioned air

b) Air conditioning packs, Recirculation system

c) Air conditioning packs, Ground conditioned air, Recirculation system

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 118

44. On B737-600/700 the hot and cold air mix together in

a) The mix chambers

- b) The mix manifold
- c) Main distribution manifold

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 126

45. The flight compartment normally get conditioned air from

- a) Left air conditionng pack
- b) Right air conditioning pack
- c) Main distribution manifold

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 128

46. The recirculation fan system provides

- a) Filtered air supply into the main distribution manifold
- b) Unfiltered air supply into the main distribution manifold
- c) Air supply directly from distribution manifold into the passenger cabin

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 138-140

47. How many recirculation fan installed on B737-600/700

- a) One fan
- b) Two fans
- c) Three fans

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 140

48. On B737-800/900 with airplane on ground and recirculation fan switch in AUTO postion, the left recirculation fan will turn off when

a) Left and right pack low flow operation

b) Left and right pack high flow operation

c) Left or right pack high flow operation

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 149

49. On B737-600/700 The flight compartment temperature sensor fan comes on when

- a) 115v ac is available, the left pack switch is in AUTO or HIGH
- b) 115v ac is available, the left pack switch is in AUTO or LOW
- c) 115v ac is available, the left pack switch is in LOW

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 158

50. On B737-600/700 the cabin temperature controller (CTC) monitors the air temperature from

- a) Cabin temperature sensor, Duct temperature limit sensor
- b) Cabin temperature sensor, Duct temperature anticipator sensor
- c) Cabin temperature sensor, Duct temperature anticipator sensor, Duct temperature limit sensor
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 170

51. On B737-600/700 the cabin temperature indicator shows

- a) The passenger cabin air temperature
- b) The passenger supply duct air temperature
- c) The passenger cabin air temperature or the passenger supply duct air temperature
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 180

52. The equipment coolong system removes heat from

- a) Electronic components in the flight compartment and EE compartment
- b) Electronic components in the flight compartment only
- c) Electronic components in the EE compartment only
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 242

53. How many zone trim air modulating valves installed on B737-800/900?

- a) One valve
- b) Two valves
- c) Three valves
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 210

54. The cabin pressure relief system has

- a) Two positive pressure relief valves and one negative pressure relief valve
- b) One positive pressure relief valve and one negative pressure relief valve
- c) Two positive pressure relief valves and two negative pressure relief valves
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 2

55. The cabin altitude warning alarm

- a) Will sound intermittent horn when the cabin altitude increases to more than 10,000 feet
- b) Will sound intermittent hornwhen the cabin altitude increases to more than 14,000 feet
- c) Will sound intermittent hornwhen the cabin altitude increases to more than 15,000 feet
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 5, 64

56. When do the cabin pressure controllers (CPC) control cabin pressure?

- a) When the system is in the MAN mode of operation
- b) When the system is in the AUTO mode of operation
- c) When the system is in the AUTO or ALTN mode of operation
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 18

57. When both CPC systems fail

a) The AUTO FAIL and MASTER CAUTION lights come on, the FLT ALT and LAND ALT

b) The AUTO FAIL and ALTN lights come on, the FLT ALT and LAND ALT displays show five c) The ALTN and MASTER CAUTION lights come on, the FLT ALT and LAND ALT displays show (B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 45

58. When the pressurization system is in the AUTO mode and an auto fail event occurs, the AUTO

a) You select the MAN position on the mode selector

b) You select the ALTN position on the mode selector

c) You select the ALTN or MAN position on the mode selector

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 45

59. How to close the positive pressure relief valves after they open?

a) Manually by turn the select switch on cabin pressure selector panel to MAN and push the valve switch to close position when airplane on ground

b) Manually by turn the select switch on cabin pressure selector panel to MAN and push the valve

c) Automatically close when the cabin-to-ambient pressure is safe

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 56

60. When the aft outflow valve fail in close position, which component will bleed fuselage pressure

a) The positive pressure relief valves

- b) The negative pressure relief valve
- c) The positive and negative pressure relief valves

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 56

61. When does the negative pressure relief valve open?

a) When ambient pressure is 1.0 psi more than the pressure in the airplane (1.0 psid)

- b) When pressure in the airplane is 1.0 psi more than the ambient pressure (1.0 psid)
- c) When pressure in the airplane is 8.95 psi more than the ambient pressure (8.95 psid)

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 58

62. The two red CABIN ALTITUDE lights come on when

- a) The cabin altitude exceeds 8,000 feet
- b) The cabin altitude exceeds 10,000 feet
- c) The cabin altitude exceeds 14,000 feet

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 66-68

ATA 22:

63. When airspeed is at a minimum operating speed and is close to a wing stall condition

a) The stall warning system operates the control column stick shakers to alert the crew.

b) An aural warning from the aural warning module, and the red A/P light on the autoflight status

c) The IAS/MACH Display has a warning flag that goes on and off for underspeed and overspeed (P_2) Reference: ATA 22 Autoflight meters P_2^{22} Training hock P_3^{22} 0

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 9

64. These are part of the stall management function of the SMYD:

a) Stall warning, EFS, Autoslat, Performance data.

- b) Stall warning, Yaw damping, Autoslat, Performance data.
- c) Stall warning, Turn coordination, Autoslat, Performance data.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 13

65. The yaw damper indicator shows rudder movement because of

a) SMYD 1 primary yaw damping commands.

b) SMYD 1 or 2 primary yaw damping commands.

c) Rudder

pedal. inputs

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 46

66. You engage the yaw damper system with a switch on the flight control panel. These conditions are necessary for primary yaw damping:

a) The system A hydraulic pressure is available and the FLT CTRL A switch must be ON.

b) The system B hydraulic pressure is available and the FLT CTRL B switch must be ON.

c) The system A & B hydraulic pressure is available.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 46

67. The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight

a) When on standby hydraulics.

- b) When put the FLT CONT A or B switches to ON position.
- c) When put the yaw damper switch to OFF.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 58

68. Conditions is necessary for SMYD BITE operation:

- a) Flaps up and computed airspeed < 60 knots
- b) Both engines shut down (on-side engine N1 < 15% and off-side engine N2 < 50%)
- c) Flaps up and computed airspeed < 60 knots or both engines shut down (on-side engine N1 < 15% and off-side engine N2 < 50%)
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 75

69. The digital flight control system (DFCS) does these functions:

- a) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim, Autothrottle.
- b) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim.

c) Autopilot, Altitude alert, Speed trim, Mach trim, Autothrottle.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 93

70. In the CMD mode, how to control the ailerons and elevator?

a) The FCC calculates the commands that go to the autopilot actuators to control the ailerons and

b) Force transducers below the control columns sense control wheel and control column forces from the pilots and send these signals to the FCC. The FCC sends the commands to the autopilot actuators to

c) Force transducers below the control columns sense control wheel and control column forces from the pilots to control the ailerons and elevator.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 100

71. In the CWS mode, how to control the ailerons and elevator?

a) The FCC calculates the commands that go to the autopilot actuators to control the ailerons and

b) Force transducers below the control columns sense control wheel and control column forces from the pilots and send these signals to the FCC. The FCC sends the commands to the autopilot actuators to

c) Force transducers below the control columns sense control wheel and control column forces from the pilots to control the ailerons and elevator.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 100

72. Dual channel Autopilot operation is possible

- a) Without any generator busses being energised.
- b) When AC power is available to at least one generator bus.
- c) Only when two generators are powering the busses.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 130

73. These are the CWS force transducers on the airplane:

- a) Captain pitch CWS force transducer, First officer pitch CWS force transducer, Roll CWS force
- b) Captain roll CWS force transducer, First officer roll CWS force transducer, Pitch CWS force

c) Captain CWS force transducer, First officer CWS force transducer, Standby CWS force transducer (B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 137

74. The underspeed symbol in the MCP Speed window is a

- a) Steady "A"
- b) Flashing "A"
- c) Flashing "8"
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 159, 182

75. During a dual pitch autopilot approach, the Autopilot Disengage light illuminates steady red when below 800 feet. This indicates

- a) A normal condition
- b) Both autopilots have reverted to CWS mode
- c) The stabilizer is out of trim
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 164

76. If the crew wants to make a dual approach in CMD, they must put the other A/P in CMD at a

- a) below 800 feet
- b) more than 2500 feet
- c) more than 800 feet
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 179

77. The localizer antenna switches

- a) Determine if the dual VOR/LOC antenna or the localizer antenna is supplying the RF signals to the
- b) Turn ON/OFF the localizer antenna.
- c) Receive the localizer signal and send it directly to the localizer antenna.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 186

78. When does the receivers use the VOR/LOC antenna in the vertical stabilizer ?

- a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the
- b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the
- c) Always use when the FCC is in the approach or localizer mode.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 186

79. When does the receivers use the localizer antenna in the nose radome ?

- a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the
- b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the
- c) Always use when the FCC is in the approach or localizer mode.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 186

80. The altitude alert starts when aircarft approach the selected altitude from above or below and

a) Depending on the program pin options, 200 or 300 feet from the selected altitude.

b) Depending on the program pin options, 750 or 900 feet from the selected altitude.

c) 500 feet from the selected altitude.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 194

81. The DFCS calculates autopilot (A/P) and flight director (F/D) commands for these flight

a) Takeoff, Climb, Cruise, Descent, Go-around.

b) Climb, Cruise, Descent, Flare, Go-around.

c) Climb, Cruise, Descent, Approach, Go-around.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 213

82. Both master flight director indicator (MA) lights on the MCP panel are illuminated during

a) Approach mode is armed.

b) Independent Flight Director operation.

c) A Flight Director malfunction.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 225

83. If there is an engine failure at more than V2 plus 20 during takeoff, the target airspeed can

a) V2 is the target airspeed.

- b) The IAS at the time of failure is the target airspeed.
- c) There is no change to the target airspeed.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 226

84. One conditions for LNAV to engage when push the LNAV mode selector switch on the MCP is

a) The airplane heading is towards the flight path before the next waypoint or is within 3 nm of the

b) The airplane heading is towards the flight path before the next waypoint or is within 5 nm of the

c) The airplane heading is away from the flight path after the previous waypoint or is within 5 nm of

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 237

85. In this mode the airplane changes altitude with the A/P and the autothrottle (A/T). This mode gives commands for the airplane to go to the MCP selected altitude at the selected airspeed. This

a) LVL CHG.

- b) VNAV.
- c) ALT HLD.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 235

86. While the airplane does a climb to the FMC altitude and VNAV goes into operation, which

- a) VNAV SPD.
- b) VNAV PTH.
- c) VNAV ALT.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 239

87. While the airplane does a descent, LNAV and VNAV are in operation, which VNAV mode

a) VNAV SPD.

- b) VNAV PTH.
- c) VNAV ALT.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 239

88. Condition is the autoland function in relation to the effect of a single failure. Fail operational

a) The level of redundancy is such that a single failure that occurs below alert height permits the landing to continue with the remainder of the automatic system.

b) A single failure lets the airplane stay in trim and does not cause a significant change from the flight

c) Autoland function is inoperational.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 252

89. Condition is the autoland function in relation to the effect of a single failure. Fail passive

a) The level of redundancy is such that a single failure that occurs below alert height permits the landing to continue with the remainder of the automatic system.

b) A single failure lets the airplane stay in trim and does not cause a significant change from the flight

c) Autoland function is passive and the aircraft cannot land automatically.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 252

90. If FLARE arm is not annunciated by approximately 350 feet radio altitude

a) Both autopilots will disconnect automatically.

b) Reselect APP mode on the MCP.

c) The second engaged autopilot will disengage automatically.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 254

91. Autopilot go-around arms when these conditions are true:

a) The airplane is below 2000 feet radio altitude, both autopilots are engaged to CMD and the flare

b) The airplane is below 2000 feet radio altitude, only one autopilots are engaged to CMD and the flare

c) The airplane is below 2500 feet radio altitude, both autopilots are engaged to CMD and the flare

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 268

92. During single channel approaches and the airplane is below 2000 feet of radio altitude, if the pilot pushes one of the TO/GA switches

a) The A/P disengages, the F/D go-around mode starts.

b) The A/P go-around mode starts.

c) The A/P go-around arms.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 271

93. Which categories of DFCS BITE group test require hydraulic power?

a) Autotest.

b) Interactive.

c) Surface.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 275

94. Which categories of DFCS BITE group test require inputs from the BITE operator?

- a) Autotest.
- b) Interactive.
- c) Surface.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 275

95. After replacing the LRU, you want to test the interface between the FCC and the LRU

to ensure that the replaced LRU is working properly. What test do you take ?

a) LRU replacement tests.
b) Rigging tests.

c) Sensor values.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 279

96. After replacing, you want to check of the correct alignment of a components. What test do you

- a) LRU replacement tests.
- b) Rigging tests.
- c) Sensor values.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 279

97. The red A/T warning lights on the ASAs come on

a) Only when the A/T disconnects.

b) Only when the A/T is in BITE.

c) When the A/T disconnects or when the A/T is in BITE.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 348

98. The message A/T LIM shows on the engine display indicates

- a) The autothrottle computer calculates an FMC N1 limit for the affected engine.
- b) The autothrottles are positioned at their normal operating limit as calculated by the FMC.
- c) The autothrottle computer calculates one N1 limit for the two engines.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 359

99. During the take-off roll, the A/T goes to throttle hold mode:

- a) When the airspeed gets to 60 kt.
- b) When the airspeed gets to 80 kt.
- c) When the airspeed gets to 84 kt.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 364

100. This is the takeoff sequence:

a) Preflight, Takeoff start, Takeoff roll, Climb out.

b) Preflight, Takeoff roll, Takeoff start, Climb out.

c) Preflight, Takeoff roll, Climb out, Takeoff start.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 364

101. During descent, in which pitch modes the A/T is in the ARM mode and the airplane continues to make a descent to the FMC or MCP selected altitude

a) Vertical navigation descent.

b) Level change descent.

c) Vertical speed descent.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 374

102. During descent, in which pitch modes the A/T moves the engine thrust to idle, and the airplane does a descent to the selected altitude on the MCP

a) Vertical navigation descent.

- b) Level change descent.
- c) Vertical speed descent.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 374

103. During descent, in which pitch modes the A/T controls thrust to keep a target airspeed on

the MCP and the airplane does a descent to the target altitude on the MCP.

a) Vertical navigation descent.

b) Level change descent.

c) Vertical speed descent.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 375

104. During the approach while on glideslope the A/T mode is MCP SPD, the DFCS starts the flare maneuver to do a touchdown

a) At 27 feet radio altitude.

b) At 50 feet radio altitude.

c) At 10 feet radio altitude.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 378

105. When the crew push a TO/GA switch one time during a fully automatic approach

a) The autothrottle decreased thrust go-around mode operate.

b) The autothrottle maximum thrust go-around mode operate.

c) The autothrottle disengage.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 381

106. If FMC is valid and autopilot is not engaged, you can start A/T BITE from CDU when:

a) The EECs are not active - the start levers in CUTOFF position and the engine start switches OFF or the engines off (N2 less than 50%).

b) The EECs must be actived - the start levers in CUTOFF position and the engine start switches OFF or the engines off (N2 less than 50%).

c) The EECs active and the engines ON.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 383

ATA 23:

107. Where is the pilots audio selector panel located.

a) In Cockpit P8 panel

b) In Cockpit P8 and P6 panels

c) In cockpit Captain side only

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 36

108. With the Boom/Mask switch in the MASK position, transmission of a message is possible

a) By using the oxygen mask and headset only.

b) By using the oxygen mask only.

c) By using the oxygen mask or hand microphone only.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 46 FCOM- System description - Communications - System description -

Miscrophones

109. The VHF-1 transmitter selector switch on an audio selector panel is illuminated

a) Reception on VHF-1 is automatically provided

b) The ALT/NORM switch must be in NORM to obtain reception at a comfortable volume level.

c) Reception is achieved by pulling and rotating VHF-1 receiver switch.

(B2) Reference: Page 162 of ATA 23 Communication System - B737 Training book

110. Communications between the cockpit and the ground crew is possible by using the

- a) Flight interphone system or the Service Interphone system provided the Service Interphone switch is
- b) Flight interphone system only.
- c) The Service interphone system irrespective of the position of the Service Interphone switch.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 29,71

111. The GRD CALL switch on the Fwd Overhead panel when pressed

a) Sounds a horn in the nose wheel and main wheel wells until the ground crew select the GRD CALL CANCEL switch on the External Power receptacle panel.

b) Sounds a horn in the nose wheel and main wheel wells until released.

c) Sounds a horn in the nose wheel well until released

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 91

112. With the Alternate-Normal switch on the Captain's Audio Selector Panel selected to ALT

a) Only the VHF-1 radio is available for transmission and reception from the Captain's station.

b) Only the VHF-2 radio is available for transmission and reception from the Captain's station.

c) The VHF-1 and VHF-2 radios only are available for transmission and reception from the Captain's

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 47

113. With an audio selector panel selected to ALT (degraded mode), the only usable radio at that

a) At a preset volume through the headset and speaker.

b) At a variable volume through the headset and speaker.

c) At a preset volume through the headset only.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 47

114. The pilot control wheel push to talk switch selected to INT allows

a) Direct transmission from the associated oxygen or boom microphone over the flight interphone, bypassing the Audio Selector Panel transmitter selector.

b) Direct transmission from the associated boom microphone only over the flight interphone, bypassing the Audio Selector Panel transmitter Selector.

c) Direct transmission from the associated oxygen or boom microphone over the flight interphone, provided the Audio Selector Panel Transmitter Selector is selected to FT INT.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 46 FCOM- System description - Communications - Controls and indicators - Miscellaneous Communications control

115. Where are the service interphone jacks located.

a) External power only

b) At all flight attendance stations

c) C.APU, R&L W W, refuel station, external power, aft cabin rear ceiling, E&E, lower fuselage (B2) Reference: ATA 23 Communication System - B737 Training book - Page 82

116. Audio warnings for Altitude Alert, The GPWS and Windshear Warnings are heardthrough

a) The speakers only at preset volumes.

b) The speakers and headsets at preset volumes.

c) The speakers at preset volumes and the headsets at variable volumes.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 33

117. What is the purpose of the ALT-NORM switch on the Audio Control Panel?

a) It selects an alternate radio.

b) It selects a degraded mode of operation of the ACP.

c) It swaps audio control panels with the observer.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 47

118. In cased of degraded audio system operation:

a) Audio warnings for altitude alert are not heard.

b) Audio warnings for altitude alert and GPWS are not heard. Windshear alerts are not affected.

c) Audio warnings for altitude alert, GPWS and windshear are not heard.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 33, 47

119. The Cockpit Voice Recorder in AUTO:

a) Always powers the CVR when DC bus 1 is powered.

b) Always powers the CVR when DC bus 2 is powered.

c) Always powers the CVR from first engine start until 5 minutes after last engine shutdown.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 387

120. The Cockpit Voice Recorder in ON:

a) Power the CVR and will go back to the AUTO position only when you put the switch to AUTO position

b) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay de-energizes.

c) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when (B2) Reference: ATA 23 Communication System - B737 Training book - Page 387

121. The CVR (orange box) is located:

a) In the forward Electronic & Equipment bay (E&E).

b) In the aft right side of the aft cargo compartment.

c) In the flight deck (under the captain's seat).

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 368

122. The call system from flight deck to cabin operates:

a) Pink lights and a hight/low chime

b) Green call lights and a two-tone chime

c) Blue call lights and a single high-tone chime

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 59

123. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

b) On the P5 aft overhead panel or the P11 fwd electronics panel

c) On the P8 aft electronics panel and P11 fwd electronics panel

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 36

124. Where are The REU and the audio switching relays?

a) Above overhead panel in the cabin compartment

b) on the E4-1 rack in Electronic Equipment Compartment

c) In the flight compartment

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 37

125. Where is the external flight interphone jack?

- a) On the P19 external power panel
- b) In the electronic equipment compartment
- c) In the main wheel well
- (B2) Reference: ATA 23 Communication System B737 Training book Page 40

126. The Service Interphone switch on the Aft overhead panel when selected ON

- a) Deactivates external jacks sockets from the Service Interphone system.
- b) Allows communications between the flight deck and the flight attendants when using the Flight
- c) Adds external jack sockets to the Service Interphone system.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 83

127. The Cockpit CALL (blue) light will illuminate along with an associated chime whenever the

- a) By the flight attendants or the ground crew
- b) By the ground crew only.
- c) By the flight attendants only.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 59, 91

128. The ATTEND (attendants call) is pressed and released in the cockpit and

- a) A HIGHT chime sound will be heard in the passenger cabin.
- b) A LOW tone chime sound will be heard in the passenger cabin.
- c) A HIGHT/LOW chime sound will be heard in the passenger cabin.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 59

129. The selcal system monitors selected frequencies in use on the

- a) HF communications radios.
- b) VHF communications radios.
- c) HF and VHF communications radios.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 213

130. The cockpit voice recorder keeps

- a) Last 25 hour of communication data in memory.
- b) Last 60 minutes of communication data in memory
- c) Last 120 minutes of communication data in memory.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 358

131. When using the Passenger address system, the priority of announcements are

- a) Cockpit, Flight attendant, pre-recorded announcement, boarding music.
- b) There is no priority system.
- c) Cockpit, pre-recorded announcement, Flight attendant, boarding music.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 120

132. Is it possible for the cabin attendants to communicate with the ground personnel from their respective stations

a) Yes using the flight interphone system with the Service Interphone switch selected OFF.

- b) No it's not possible
- c) Yes using the service interphone system.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 73

133. To test the Cockpit Voice Recorder

a) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the redb) Plug a headset into the jack socket in the CVR panel and press the Erase switch.

c) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 385

134. To erase the tape of the Cockpit Voice Recorder

a) Press the Erase button only when the aircraft is on the ground and the Parking Brake is OFF.

b) Press the Erase button at any time.

c) Press the Erase button 2 seconds only when the aircraft is on the ground and the Parking Brake is

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 392

FCOM- System description - Communications - Controls and indicators - Cockpit voice recorder

135. When an engine is on, the gain control circuit increases the amplifier gain by

a) 2db

b) 4db

c) 6db

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 120

136. If decompression occurs, the gain control circuit increases the amplifier gain by

a) 2db

- b) 3db
- c) 4db

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 121

137. Each radio communication panel can

- a) Tune only one transceiver at a time
- b) Tune all transceivers at a time
- c) Tune only one transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 152

138. Where are the HF antenna couplers?

a) On the top of the vertical stabilizer

- b) Inside the vertical stabilizer
- c) On the E6 rack at the aft cargo compartment

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 184

139. The purpose of HF antenna coupler

a) Matches the transceiver 40 ohm impendance output to the antenna impendance at the set frequency

b) Matches the transceiver 50 ohm impendance output to the antenna impendance at the set frequency

c) Matches the transceiver 60 ohm impendance output to the antenna impendance at the set frequency

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 197

140. If the BITE in the RCP senses a failure

- a) The frequency indicatiors show FAIL FAIL if the tranceiver fails
- b) The frequency indicatiors show PANEL FAIL if the there is an internal failure of the RCP
- c) The frequency indicatiors show FAIL FAIL if the tranceiver fails and the frequency indicatiors show PANEL FAIL if the there is an internal failure of the RCP
- (B2) Reference: ATA 23 Communication System B737 Training book Page 152-153

141. The ACARS MU sends a port select discrete to

a) The VHF 1 transceiver

b) The VHF 2 transceiver

c) The VHF 3 transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 148

142. When do the HF transceiver BITE test the "KEYINTERLOCK" light come on red mean?

a) HF transceiver has a failure

b) HF coupler has a failure

c) HF transceiver does not receive a signal from the RCP

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 206

143. The ELT sends homing signals to search and rescue crews on the

a) HF and VHF emergency channels

b) HF and UHF emergency channels

c) VHF and UHF emergency channels

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 231

144. How to reset if the ELT transmit accidentally?

a) Move the ELT swith on the ELT control panel to ON position then back to ARM position

- b) Move the ELT swith on the ELT control panel to OFF position then back to ARM position
- c) Move the ELT swith on the ELT control panel to ON the back to OFF position

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 237

145. When you can do the ELT operational test

a) Only within the first 5 minutes after the hour

- b) Only within the last 5 minutes of the hour
- c) At any time

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 247

146. The ACARS MU controls uplink and downlink data from

a) The HF transceiver

b) The VHF transceiver

c) The HF and VHF transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 261

147. The low noise amplifier/diplexer (LNA/DIP)

a) Only lets the SATCOM system receive and transmit signals at the same time

b) Only increase the strength of the received low level satellite signals

c) Not only lets the SATCOM system receive and transmit signals at the same time but also increases the strength of the received low level satellite signals

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 301

148. The Satellite Data Unit (SDU) use the inertial data from

- a) ADIRU-1
- b) ADIRU-2
- c) ADIRU-1 and ADIRU-2

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 292

149. Which component makes the output from the Satellite Data Unit (SDU) agree with the necessary input level for the High Power Amplifier (HPA)

a) Intermediate gain anttenna

b) RF attenuator

c) Low noise amplifier/diplexer

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 297

150. How long the recorder independent power supply (RIPS) can supply to the voice recorder when aircraft power systems are off or malfunction?

a) 10 minutes.

b) 20 minutes.

c) 30 minutes.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 362

151. When you do SDU BITE the SYSTEM LRU FAIL led show red mean

a) The SDU has a fault

b) Any SATCOM system LRU (include the SDU) has a fault

c) Any SATCOM system LRU (except the SDU) has a fault

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 326

ATA 24:

152. Generator Drive Disconnect switch when operated

a) Disconnects the Generator Drive from the engine in the event of a Generator Drive malfunction, only if the engine has been shut down first

b) Disconnects the Generator Drive from the engine in the event of a Generator Drive malfunction

c) Disconnects the CSD from the generator in the event of a Generator Drive malfunction

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

153. Re-coupling of the Generator Drive drive shaft to the engine may be accomplished

a) At any time in flight provided the Generator Breaker and the Generator Control Relay have

b) At any time on the ground or in flight.

c) Only on the ground.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 71

154. One of the basic principles of the electrical system is

a) The AC sources of power can be connected in parallel if necessary

b) There is no paralleling of the AC sources of power.

c) The AC sources of power are always connected in parallel.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91

155. When both engines are running with external power connected then

a) External power will automatically disconnect when both engine generators are brought on line.

b) External power must be selected OFF before the engine generators are brought on-line.

c) External power will automatically disconnect when either engine generator is brought on-line.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91,110

156. To have all three Generators (APU and engines) on-line simultaneously

a) Is possible in flight only.

b) Is not possible.

c) Is possible on the ground only.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91

157. The APU generator has

a) A Generator drive unit which will disconnect when the APU Generator drive disconnect switch is

b) A Generator drive unit which will automatically disconnect when its oil temperature is high.

c) No Generator drive unit since the APU itself is governed and will maintain a constant generator (B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 118

158. An engine electrical generator is rated at

a) 90 KVA

b) 45 KVA

c) 55 KVA

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 9

159. The AC STANDBY BUS power can be supplied from

a) The APU or engine generators, external power or the battery through the Static Inverter

b) The APU or engine generators, external power or directly from the Hot Battery Bus.

c) The APU or engine generators only.

(B2) Reference: Page 21 of ATA 24 Electrical Power System - B737 Training book

160. Under normal conditions the Standby AC bus is energised from the

- a) 115-volt Transfer bus No. 1
- b) 115-volt Transfer bus No. 2
- c) The Static Invertor.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 21

161. Pulling up an engine fire handle will

a) Trip the associated Generator Control Relay and disconnects the Generator Drive

b) Trip the associated Generator Control Relay and Breaker.

c) Trip the associated Generator Control Relay only.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 105-110

162. If the Battery switch is selected OFF, the airstairs can be lowered from the outside

a) By using the STANDBY system, but can only be raised again by use of the NORMAL system.

b) By using the NORMAL system with ground power plugged in.

c) By using the STANDBY system

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 146,164

163. To connect the External Ground power to the aircraft's Generator busses

- a) The Battery switch must be OFF
- b) The Battery switch must be ON.
- c) The Bus Transfer switch must be in the AUTO position

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 59

164. Which of the following statements is correct

- a) TR 3 normally backs up TR 2 only.
- b) TR 3 normally backs up TR 1 and TR 2 provided that the BUS TRANS switch is in AUTO
- c) TR 3 normally backs up TR 1 and TR 2 provided that the BUS TRANS switch is in OFF.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 145-149

165. After an overload situation has been resolved, how do you recover the galley buses?

a) It happens automatically.

- b) Move the CAB/UTIL switch to OFF then ON.
- c) A ground engineer should reselect the appropriate switch in the E/E

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 190

166. The electrical system incorporates an automatic load shedding feature. What is the second bus

- a) Galleys on transfer bus 1
- b) Galleys on transfer bus 2
- c) The AC ground service bus.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 191

167. The electrical system incorporates an automatic load shedding feature. What is the first bus that is shed?

- a) Galleys on transfer bus 1 are shed first.
- b) Galleys on transfer bus 2 are shed first.
- c) The AC standby bus is shed first.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 191

168. Which bus supplies electrical power to the auxiliary battery charger?

- a) AC ground service bus 1
- b) AC ground service bus 2
- c) Transfer bus 2

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91

169. On the ground, with the BATTERY switch OFF and STANDBY POWER Switch in BAT, the

- a) Not powered
- b) Powered by TR 3
- c) Powered by the Hot Battery Bus
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 30

170. The purpose of the DC BUS tie relay is to:

- a) Isolate DC bus 1 and DC bus 2
- b) Connect DC bus 1 and DC bus 2
- c) Disconnect TR1 and TR3
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 147

171. The switched hot battery bus is powered whenever:

- a) Transfer bus 1 is powered.
- b) AC ground service bus is powered.
- c) The battery switch is ON.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 25

172. Illumination of the STANDBY POWER OFF light indicates:

- a) DC bus 1 unpowered
- b) DC bus 2 unpowered
- c) AC standby bus unpowered

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

173. What is the purpose of the GROUND SERVICE switch?

- a) Provide automatic control of ground handling bus.
- b) Provide automatic control of ground service bus.

c) Provide manual control of ground service bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 22

174. DC busses powered from the battery following a loss of both generators are:

a) DC standby Bus, Hot Battery Bus & Switched hot battery bus.

b) Battery bus, DC Standby bus, Hot battery bus & Switched hot battery bus (even when the battery

c) Battery bus, DC Standby bus, Hot battery bus & Switched hot battery bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 169

175. In flight if APU is the only source of electrical power:

a) All galley busses are automatically shed

b) Only galley bus 1 is automatically shed

c) Only galley bus 2 is automatically shed

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

176. With the STANDBY switch in the AUTO position, battery switch ON, the loss of all engine or APU electrical power results in the automatic switching from the normal power source to the

a) On the ground only.

b) Either inflight or on the ground.

c) Will not occur.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 177

177. What is the significance of an illuminated ELEC light?

a) One of the three TRs has failed.

b) The DC system or standby power system has failed.

c) The battery is discharged.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

178. The ELEC light will illuminate in flight if:

a) A fault exists in the AC or Standby power system.

b) A fault exists in the AC, DC or the Standby system.

c) The ELEC light only operates on the ground.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

179. The TR UNIT will illuminate in flight if:

a) Any TR unit fails.

b) TR1 fails or TR2 and TR3 fail.

c) TR2 fails.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

180. On the ground, with the battery switch OFF and STANBY POWER Switch in AUTO, the

a) Not powered.

b) Powered by TR3.

c) Powered by the Hot Battery Bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

181. Illumination of the blue GEN OFF BUS light indicates:

a) The associated generator bus is not powered

b) The associated transfer bus is not powered

c) The IDG is not supplying power to its associated transfer bus

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 34

182. The 115V AC Standby Bus is powered by:

a) The 115V Transfer Bus No.1 under normal conditions.

b) The Battery Bus through the Static Inverter under normal conditions.

c) The Battery through the Static Inverter with a failure of both engine driven generators.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 172

183. The GROUND POWER AVAILABLE light will extinguish when:

a) The GROUND POWER switch is positioned ON

b) The GROUND SERVICE switch is positioned ON

c) The AC ground power cart has been disconnected

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

184. For ground service, a ground service switch is placed:

a) On aft overhead panel on the Flight Deck

b) On aft attendant's panel

c) On forward attendant's panel

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 23

185. Illumination of the GND POWER AVAILABLE light indicates:

a) Ground power is connected and meets airplane power quality standards.

b) Ground power is connected however no airplane power quality is measured.

c) The Ground Service Bus is powered by a ground power supply.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

186. After the loss of all generators, a fully charged battery can furnish power to the STANDBY Bus equipment for a minimum of:

a) 30 minutes

b) 60 minutes

c) 90 minutes

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 158

187. The constant speed drive (CSD):

- a) Are not use in this A/C
- b) Turn the generator at variable speed
- c) Turn the generator at constant speed

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

188. If the selected AC source powering a transfer bus fails, the transfer bus will

a) Remain unpowered

b) Powered by another AC source if aviable

c) Not give

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91

189. With the aircraft on the ground (both engine generators on-line) and external power connected up to the aircraft, momentarily positioning the Ground Power switch to ON

a) Will trip both engine generators and connect external power to both generator busses

b) Will trip the right engine generator only and connect external power to the right generator bus

c) Will trip the left engine generator only and connect external power to the left generator bus

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 21

190. A Generator Breaker can be closed

- a) When power quality from the generator is correct.
- b) Irrespective of power quality from the generator.
- c) At any time the engine is running at or above idle power

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 105

191. If the No. 2 TRU fails in the cruise

a) There would be no immediate indication.

b) The Master Caution and ELEC annunciator lights would illuminate.

c) The Battery Ammeter would show a discharge.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

192. The Switched Hot Battery Bus is powered from

a) The Battery Bus Bar whenever the Battery Switch is ON.

b) The Battery Bus whenever the Battery Switch is OFF.

c) The Battery whenever the Battery switch is OFF.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 164

193. DC Standby Bus power is normally supplied from

- a) The Battery Bus
- b) The Hot Battery Bus
- c) DC Bus No. 1

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

194. If ground power is available and the Ground Service switch on the forward attendant's panel is switched on, then power is supplied to

a) All the aircraft electrical busses.

b) The Ground Service bus for utility outlets, cabin lighting and battery charger.

c) The Ground Service bus for utility outlets and cabin lighting only

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 22

ATA 25:

195. The captain and first officer seats are

a) Difference

b) Oppsite assemblies

c) Identical

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 6

196. The fight compartment seats are

- a) Manually control
- b) Electrically control
- c) Manually and electrically control

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 6-7

197. To remove the flight crew seats

a) You must first remove stops on the inboard seat tracks, then slide the seats forward off the tracks

b) You must first remove stops on the outboard seat tracks, then slide the seats forward off the tracks

c) You must first remove stops on the outboard and inboard seat tracks, then slide the seats forward off *(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 7*

198. How many observer seat can be installed?

- a) One observer seat
- b) Two observer seats
- c) Three observer seats

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 9

199. The first and second observer seats are

- a) Adjustable seats
- b) Non-adjustable seats
- c) Identical
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 9

200. In passenger cabin the service outlets provide

- a) 115 Volt ac
- b) 28 Volt dc power
- c) 115 Volt ac and 28 Volt dc power

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 11

201. The lowered ceiling panels are installed in

- a) Entry areas and lavatories
- b) Entry areas and galleys
- c) Entry areas, galleys and lavatories

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

202. Fiberglass insulation blankets are

- a) Thermally insulates the passenger compartment
- b) Acoustically insulates the passenger compartment
- c) Thermally and acoustically insulates the passenger compartment

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14-15

203. Roll shades are

- a) Over all the passenger windows
- b) Over the windows in the emergency exit hatches
- c) Over all the flight compartment windows
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 18

204. The air return grilles

a) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation

b) Let air move from the upper lobe to the lower lobe for air circulation during rapid decompression

c) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation or air

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 19

205. The passenger service units provide

- a) Emergency oxygen and advisory information
- b) Emergency oxygen and call switches
- c) Emergency oxygen, advisory information and call switches

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

206. How to open the passenger service units?

- a) Insert a small allen wrench or other applicable tool into the latch release hole, then lower the service
- b) Push the passenger service units up to release the latch, then lower the service unit
- c) Remove the lanyard then lower the service unit

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

207. Which statement is correct about the attendant service units?

- a) They provide emergency oxygen for attendants or passengers
- b) They provide advisory information for attendants
- c) They provide emergency oxygen and advisory information for attendants
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 23

208. Where are the windscreens installed?

a) At forward of the forward service or entry door

b) At aft of the aft entry or service door

c) At aft of the forward service or entry door or forward of the aft entry or service door

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 25

209. The Holes in the blanket

a) Will allow water into the fiber center, so reduce the blanket efficiency, increase weight, and can

- b) Will allow air to circulate between the inboard side of the blanket and the sidewall lining
- c) Will allow moisture to drain into the bilge drain valves
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 33

210. Emergency equipment typically includes

- a) Overwing escape strap, Escape lanyards, Overwater survival equipment, Escape slides
- b) Overwing escape strap, Escape lanyards, Detachable emergency equipment, Escape slides

c) Overwing escape strap, Escape lanyards, Overwater survival equipment, Detachable emergency

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 35

211. Where are the overwing escape straps?

- a) In stowage tubes above each emergency exit door
- b) In stowage tubes above each entry door
- c) In stowage tube above the flight compartment door
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 37

212. The escape lanyard kevlar cord rated at

a) 1000 pounds

b) 1500 pounds

c) 2000 pounds

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

213. Where are the escape lanyard located?

- a) In the stowage bag behind doors in the flight compartment lining above the number 2 windows
- b) In the stowage bag above the flight compartment door
- c) In the stowage bag below the second observer seat
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 39

214. Where are the escape slides installed?

- a) On the lower inboard face of each entry and service door
- b) On the lower inboard face of each entry and emergency exit door
- c) On the lower inboard face of each entry, service and emergency exit door
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 42

215. Put the slide warning pennant across the door window when

- a) The slide is armed
- b) The slide is dis-armed
- c) The slide is Unserviceable
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 43

216. To ARM the escape slide

- a) Move the ARM-DISARM handle to ARM position
- b) Remove the girt bar from the stowage hooks on the door and install it in the floor brackets
- c) Remove the girt bar from the floor brackets and install it in the stowage hooks
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 45

217. If the escape slide does not inflate automatically

- a) Pull the inflation handle sharply to inflate the escape slide manually
- b) Push the inflation handle to inflate the escape slide manually
- c) Push and pull the inflation handle to inflate the escape slide manually
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 45

218. The escape slide will fully inflate in

- a) Approximately three seconds
- b) Approximately six rseconds
- c) Approximately ten seconds
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 45

219. The inflation cylinder pressure relief valve opens at

- a) 3500 PSIG
- b) 4000 PSIG

c) 4500 PSIG

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

220. Which equipment protects the escape slide inflation cylinder from hight temperature? a) The fusible plug

- b) The pressure relief valve
- c) The frangible disk
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 49

221. What precaution should be taken when removing a door escape slide?

- a) Install the safety pin
- b) Remove the safety pin
- c) Remove the airplane power
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 49

222. How do you check an escape slide cylinder pressure?

- a) The pressure indicator
- b) The pop out indicator on ACP
- c) The bottle must be removed and weighted
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 49

223. How to deflate the slide after inflation test?

- a) Open the pressure relief valve
- b) Open the deflation valve
- c) Hold the aspirator flapper valve open

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

224. The escape slide light system power by

- a) The 28 Volts dc BAT BUS
- b) The 28 Volts dc HOT BAT BUS
- c) Its own battery

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 51

ATA 26:

225. When does the engine fire detection system is in dual loop operation?

- a) The OVHT DET switch is in the A position and both loops are operating correctly
- b) The OVHT DET switch is in the B position and both loops are operating correctly
- c) The OVHT DET switch is in the NORMAL position and both loops are operating correctly

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 13

226. The ENG fire detection system has

- a) Two detector loops and four detector assemblies
- b) Two detector loops with three detector assemblies
- c) Two detector loops with two detector assemblies

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 16

227. The ENG fire detector sense

- a) Overheat, fire, fault
- b) Overheat, fault
- c) Fire, fault
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 16

228. Holding the test switch in the OVHT/FIRE position with AC power will illuminate the?

a) MASTER CAUTION and OVHT/DET lights, Two red FIRE WARN lights, ENG 1, ENG 2, and

APU fire handle switch lights, Amber ENG 1 and ENG 2 OVERHEAT lights

b) MASTER CAUTION and OVHT/DET lights, Two red FIRE WARN lights, ENG 1, ENG 2, and APU fire handle switch lights, Red WHEEL WELL light

c) MASTER CAUTION and OVHT/DET lights, Two red FIRE WARN lights, ENG 1, ENG 2, and APU fire handle switch lights, Amber ENG 1 and ENG 2 OVERHEAT lights, Red WHEEL WELL light (B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 21, 22

229. The two engine fire extinguishing bottles are installed in

a) The top left corner of the main wheel well

b) Right hand side of aft cargo compartment

c) Right hand side of forward cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 24, 28

230. When does the BOTTLE DISCHARGED amber light on?

a) An engine fire extinguisher bottle pressure is less than 350 psi

b) An engine fire extinguisher bottle pressure is less than 300 psi

c) An engine fire extinguisher bottle pressure is less than 250 psi

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 36

231. The APU fire detector sense

- a) Overheat, fire, fault
- b) Overheat, fault
- c) Fire, fault

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 46

232. The APU fire extinguishing bottle is in

- a) The horizontal stabilizer accessory compartment
- b) The APU compartment foward bulkhead
- c) Right hand side of aft cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 50, 54

233. Where is the APU ground control panel?

- a) In the left main wheel well aft bulkhead
- b) In the right main wheel well aft bulkhead
- c) In the right main wheel well forward bulkhead

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 50

234. When does the APU fire extinguishing bottle safety relief port break open?

a) The bottle temperature increases to 266F (130C) or bottle pressure to approximately 1800 psi

- b) The bottle temperature increases to 266F (130C) or bottle pressure to approximately 1600 psi
- c) The bottle temperature increases to 266F (130C) and bottle pressure to approximately 1500 psi

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 54

235. When you pull the APU fire control handle on APU ground control panel (P28)

a) The APU system stops and APU fire extinguisher bottle discharges

b) The APU continute operates but isolates from other systems

c) The APU system stops and arm the fire extinguisher toggle switch

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 58

236. When there is a fire in the APU and you push the horn cutout button on APU ground control

a) The horn sound stops and the red light operate alternately as long as APU is on fire

b) The horn sound stops and the red light stays on continuously as long as APU is on fire

c) The horn sound stops and the red light extinguishes

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 58

237. The cargo somke derectors are dual loop configuration and have

a) Four smoke detectors (two in each loop) in the forward and aft cargo compartment

b) Six smoke detectors (two in each loop) in the forward and aft cargo compartment

c) Four smoke detectors (two in each loop) in the forward cargo compartment and six smoke detectors (two in each loop) in the aft cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 64

238. The cargo smoke detector gives an alarm signal if

- a) It senses air temperature more than 230F (110C)
- b) It senses smoke condition

c) It senses smoke or if it senses air temperature more than 230F (110C)

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 68

239. The cargo smoke detection system has

- a) Two cargo electronic unit, one for each cargo compartment and they are interchangeable
- b) Two cargo electronic unit, one for each cargo compartment and they are not interchangeable

c) One cargo electronic unit for both cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 70

240. The cargo fire extinguishing bottles are in

a) The air conditioning distribution bay

- b) Right hand side of Forward cargo compartment
- c) Right hand side of aft cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 86, 90

241. For the cargo compartment, The second bottle will release it content to the same cargo

- a) 15 minutes after first bottle discharged
- b) The airplane is landing in 60 minutes, after first bottle discharged

c) The airplane is in flight for more than 60 minutes after first bottle discharged

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 92

242. For the cargo compartment, The second bottle will release it content to the same cargo

a) 15 minutes after first bottle discharged

b) The airplane is landing in 60 minutes, after first bottle discharged

c) The airplane is in flight for more than 60 minutes after first bottle discharged

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 92

243. Which sensing element type uses in the wheel well compartment?

- a) Gas pressure
- b) Thermistor
- c) Photoelectric
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 112

244. The compartment overheat detection controller

a) Monitors sensing elements for overheat and fire conditions in the wheel well

b) Monitors sensing elements for overheat and fire conditions in the wing and body areas

c) Monitors sensing elements for overheat and fire conditions in the wheel well and the wing and body

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 114, 124

ATA 27:

245. The primary flight controls are

a) Ailerons, Elevators and Rudder.

b) Ailerons, Horizontal Stabiliser, Elevators and Rudder.

c) Ailerons, Spoilers, Elevators and Rudder.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 10

246. Which components control manual operation of the primary flight controls

- a) The aileron control wheels, the elevator control column and the rudder pedals
- b) The aileron control wheels, the elevator control column, the rudder pedals and the flap control lever

c) The aileron control wheels, the elevator control column, the rudder pedals and the stabilizer trim

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 17

247. A green LE FLAPS EXT light shows if

- a) The LE devices are in transit
- b) The Flaps are in the full extended positions.
- c) The LE devices are in the extended or full extended positions.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 18

248. These flight controls are on the control stand

a) Speedbrake lever, Stabilizer trim wheel, Flap lever, Aileron trim switches

- b) Speedbrake lever, Stabilizer trim wheel, Stabilizer electric trim switch, Flap lever, Aileron trim
- c) Aileron control wheel, Stabilizer trim wheel, Flap lever, Aileron trim switches
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 20

249. When the control wheel moves, which component sends signals to the stall management yaw damper (SMYD) and flight data acquisition unit (FDAU) for control wheel position

a) The roll control wheel steering (CWS) force transducer.

b) The control wheel

position sensor.

c) The power control unit (PCU).

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 37

250. In order to control the aileron trim actuator, the pilot uses two aileron trim switches and

a) Must operate the forward switch first, then operate the aft switch.

b) Must operate the aft switch first, then operate the forward switch.

c) Must operate the two switches at the same time

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 60

251. How many Spoiler on each wing?

a) Six. There is one spoiler inboard of each engine strut and five spoilers outboard of each engine strut.

b) Five. There is two spoiler inboard of each engine strut and three spoilers outboard of each engine

c) Six. There is two spoiler inboard of each engine strut and four spoilers outboard of each engine

252. Which module controls the

automatic operation of the speedbrakes ?

- a) Flight control computer
- b) The auto speedbrake module
- c) Antiskid/autobrake control unit
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 115

253. The Ground Spoilers are powered by

- a) Both A and B hydraulic systems.
- b) The A hydraulic system.
- c) The B hydraulic system.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 118

254. Which components control the pitch attitude ?

- a) The aileron control the pitch attitude of the airplane about the lateral axis.
- b) The elevators control the roll attitude of the airplane about the lateral axis.
- c) The elevators control the pitch attitude of the airplane about the lateral axis.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 158

255. The elevator feel computer control hydraulic pressure to the dual feel actuator (changes the control column forces) by using:

- a) Pitot pressure and stabilizer input.
- b) Data from ADIRU.
- c) Data from FCC.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 162

256. If a jam occurs in one control column

- a) The pilot can not manual control the elevator
- b) The breakout mechanism permits elevator input by the other column
- c) The breakout mechanism permits elevator to be controlled by this control column as normal.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 165

257. Which component changes the control column forces as the airspeed changes and the

- a) The elevator feel computer.
- b) The elevator PCU.
- c) The elevator feel and centering unit.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 186

258. What is the indication when the elevator feel shift module (EFSM) is armed or operating

- a) The FEEL DIFF PRESS light on the P5 panel comes on.
- b) There is no flight deck annunciation.
- c) The YAW DAMPER Light on the P5 panel comes on.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 190

259. How does the pilot control the horizontal stabilizer manually and electrically ?

a) The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim override switch.

b) The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim wheels.

c) The pilots control the horizontal stabilizer manually with the stabilizer trim wheels. They control them electrically by the stabilizer trim switches.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 209

260. What is the stabilizer trim cutout switches on the control stand used for ?

a) Stop the main electrical and autopilot trim inputs to the stabilizer trim actuator.

b) Bypass the column cutout switches if it fail.

c) Stop the stabilizer trim wheels.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 210

261. During yaw damper operation,

a) Feel and centering unit gives a backdrive of the rudder pedals through the rudder control system.

b) There is no feedback to the rudder pedals.

c) Rudder PCU gives a backdrive of the rudder pedals through the rudder control system.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 238

262. During electric trim operation, the pilots move the rudder trim control on the aisle stand

a) It does not cause a backdrive of the rudder pedals to the new commanded position.

b) There is no feedback to the rudder pedals.

c) It causes a backdrive of the rudder pedals to the new commanded position.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 245

263. During landing the TE flaps fully extend

a) To increase lift and increase drag to permit slower speeds

b) To decrease lift and decrease drag to permit slower speeds

c) To increase lift and decrease drag to permit slower speeds

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 280

264. During the alternate operation, the TE flaps are

a) Mechanically controlled and electrically operated

b) Electrically controlled and electrically operated

c) Electrically controlled and hydraulically operated

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 280

265. Flap load relief operates

a) Only during normal operation of the TE flaps.

b) Only during alternate operation of the TE flaps.

c) During normal operation of the LE flaps and TE flaps.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 345

266. When the alternate flaps control switch is in the UP position

a) Hydraulically retract the trailing edge flaps.

b) Electrically retract the leading and trailing edge flaps.

c) Electrically retract the trailing edge flaps.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 350

267. In the alternate operation, during extension the LE devices use hydraulic power to extend,

and during retraction the LE devices

- a) Also use hydraulic power to retract.
- b) Use electric power to retract.
- c) Do not retract.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 352

268. For normal operation, which hydraulic power system is necessary to operate the TE flaps.

- a) System A hydraulic power
- b) System B hydraulic power
- c) System A and B hydraulic power
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 355

269. How to extend the TE flaps with the LE devices retracted and disabled

- a) Manually operate the LE cruise depressurization valve and extend the TE flaps in the normal
- b) TE flaps can not be extended when LE devices retracted.
- c) Manually operate the LE flap and slat control valve and extend the TE flaps in the normal operation.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 356

270. The LE devices include

- a) One Krueger flaps and four slats on the leading edge of each wing
- b) Two Krueger flaps and three slats on the leading edge of each wing
- c) Two Krueger flaps and four slats on the leading edge of each wing
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 377

271. During the normal operation if the airplane comes near a stall condition, the autoslat function

- a) Fully extends the LE slats.
- b) Retract the LE slats.
- c) Keeps LE slats on position and fully extends the TE flaps.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 377

272. If two or more LE devices move away from their commanded position

- a) The LE UCM detection function changes the operation mode from normal to alternate.
- b) The LE UCM detection function gives command to retract all LE devices for re-operation.
- c) The LE UCM detection function stops the LE normal operation.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 429

273. You can do tests of the LE flaps and slats with builtin test equipment (BITE) in

- a) FCC
- b) FSEU
- c) SMYD

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 438

274. The leading edge flaps and slats position indicating system controls

- a) The LE devices annunciator panel.
- b) The LE FLAPS TRANSIT light and the LE FLAPS EXT light.
- c) The LE devices annunciator panel, the LE FLAPS TRANSIT light and the LE FLAPS EXT light.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 438

275. If the autoslat function is not available

a) The autoslat fail light shows on the flight controls panel on the P5 overhead panel.

- b) A warning massage shows on ECAM
- c) A cautiion message shows on ECAM

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 458

276. Which computers calculate the autoslat commands ?

- a) FSEU
- b) SMYD.
- c) FCC

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 458

277. The two red TAKEOFF CONFIG lights come on

- a) When the airplane is in a dangerous condition during takeoff or the ground spoiler interlock valve
- b) Only when the airplane is in a dangerous condition during takeoff
- c) The airplane is in takeoff config
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 468

278. The takeoff warning function is in

- a) PSEU
- b) FCC
- c) SMYD
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 470

ATA 28:

279. The Fuel Temperature Indicating System shows the fuel temperature of

- a) Main tank 1
- b) Main tank 2
- c) Center tank

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 9

280. The pressure relief valve prevents damage structure when

- a) There is too much positive pressure difference between the tanks and the ambient air
- b) There is too much negative pressure difference between the tanks and the ambient air
- c) There is too much positive or negative pressure difference between the tanks and the ambient air

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 18

281. How to close the pressure relief valve when it open?

a) Pull the reset handle to move the pressure relief valve to the closed position

b) Push the reset handle to move the pressure relief valve to the closed position

c) The valve automatically reset to close position when the pressure of the tanks equal the ambient air

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 19

282. The fuel from the auxiliary fuel tanks moves to the center tank by

- a) The auxiliary tanks fuel boost pumps
- b) The auxiliary tanks fuel scavenge pumps
- c) Cabin differential air pressure or bleed air from pneumatic system
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 41

283. The auxiliary fuel tank system pressure relief valve open when

a) The pressure inside the auxiliary fuel cell is more than 10 psi

b) The pressure inside the auxiliary fuel cell is more than 20 psi

c) The pressure inside the auxiliary fuel cell is more than 30 psi

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 59

284. For the auxiliary fuel tank system, The vent valves let the auxiliary tanks vent to

- a) The main tank 1
- b) The center tank
- c) The main tank 2
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 61

285. Refueling of the auxiliary tanks is through

- a) The main tank 1 refueling manifold
- b) The main tank 2 refueling manifold
- c) The center tank refueling manifold
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 66

286. Where are the auxiliary refueling valves?

- a) In the main tank 1
- b) In the main tank 2
- c) In the center tank
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 66

287. When a tank is overfill

- a) The fuel quantity indication on P15 refueling panel flashes on and off at one second interval
- b) The fuel quantity indication in flight compartment flashes on and off at one second interval
- c) The fuel quantity indication on P15 refueling panel and in flight compartment flashes on and off at

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 71

288. A manual override plunger on each valve permits

- a) Manual operation
- b) Stop refuel in emergency
- c) To isolate the refuel manifold and fuel feed manifold
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 73

289. When does the refueling valve open light comes on?

a) When the refueling valve opened

b) When there is power to the refueling valve solenoid

c) When there is power to the refueling valve solenoid and refueling valve opened

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 77

290. The defuel system permits

- a) Pressure defuel of each tank and suction defuel of main tank 1 and main tank 2
- b) Pressure defuel of each tank and suction defuel of center tank
- c) Pressure defuel and suction defuel of each tank

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 83

291. The main tank fuel boost pump LOW PRESSURE light comes on when

a) The fuel boost pump pressure is low or the boost pump switch is in the OFF position

b) The boost pump pressure is low and the boost pump switch is in the ON position

c) The boost pump pressure is low and the boost pump switch is in the ON position or the boost pump

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 92

292. Where is the crossfeed valve located?

- a) Left wing rear spar
- b) Right wing rear spar
- c) In main wheel well forward bulkhead
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 107

293. The crossfeed VALVE OPEN light is dim when

- a) Crossfeed valve is open
- b) Crossfeed valve is in transit
- c) Crossfeed valve is close
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 109

294. The emergency fuel shutoff battery supplies for

a) Engine fuel spar valve and APU fuel shutoff valve

- b) Engine fuel spar valve and crossfeed valve
- c) Engine fuel spar valve, APU fuel shutoff valve and crossfeed valve
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 115

295. The airplane has

- a) One water scavenge ejector pump for each tank
- b) Two water scavenge ejector pump for each tank
- c) One water scavenge ejector pump for each main tank and two for center tank

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 117

296. The fuel quantity of auxiliary tanks show

- a) On their own indicator on the P15 refuel control panel
- b) On the main tank indicator on the (P15) refuel control panel, when the isolation valve panel control
- c) On the center tank indicator on the (P15) refuel control panel, when the isolation valve panel control

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 135

297. Where is the FQPU located?

- a) Forward bulkhead of the aft cargo compartment
- b) Aft bulkhead of the forward equipment center
- c) In the EE compartment

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 141

298. When does the IMBAL message show?

- a) Only when the airplane is in the air
- b) Only when the airplane is on the ground
- c) Both in the air or on the ground

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 145

299. Each main tank has

- a) Four mesuring sticks are numbered 3 to 6, inboard to outboard
- b) Five mesuring sticks are numbered 3 to 7, inboard to outboard
- c) Six mesuring sticks are numbered 3 to 8, inboard to outboard
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 163

ATA 29:

300. Where is the hydraulic ground servicing system components?

a) In the left forward corner of the mainn wheel well

- b) In the right forward corner of the mainn wheel well
- c) In the right aft corner of the mainn wheel well
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 18

301. Selecting a hydraulic ENG switch to OFF will

- a) Activate the depressurization solenoid valve which isolates pump output pressure from the main
- b) Deactivate the depressurization solenoid valve which isolates pump output pressure from the main

c) Close the hydraulic supply shutoff valve which isolates pump output pressure from the main

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 27

302. Pulling an ENG FIRE switch will

a) Stop the fluid to the EMDP and EDP by closing the Hydraulic supply shutoff valve and de-activate the associated LOW PRESSURE light

b) Stop the fluid to the EMDP by closing the Hydraulic supply shutoff valve and de-activate the

c) Stop the fluid to the EDP by closing the Hydraulic supply shutoff valve and de-activate the *(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 27*

303. The main hydraulic reservoirs are pressurised by

- a) Air from 9th stage only
- b) Air from 5th stage only
- c) Air from pneumatic system

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 23, 35

304. The normal operating presure of the hydraulic system is

- a) 3000 PSI
- b) 3500 PSI
- c) 5000 PSI

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 23

305. When does the reservoir pressure relief valve open?

- a) When the pressure in the reservoir increase to 60-65 PSI
- b) When the pressure in the reservoir increase to 80 PSI
- c) When the air pressure in the reservoir increase to 100 PSI
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 39

306. The system B standpipe supplies hydraulic fluid to

a) EDP and PTUb) EMDP and PTUc) EDP and EMDP

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 43

307. The hydraulic system heat exchanger remove heat by

- a) Fan air
- b) Ram air
- c) Fuel in tanks
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 60

308. The standby hydralic system supplies alternate hydraulic pressure for

- a) Thrust reversers, leading edge flaps and slats
- b) Thrust reversers, rudder
- c) Thrust reversers, rudder, leading edge flaps and slats
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 94

309. The amber STANDBY HYD LOW QUANTITY light comes on when

- a) The hydraulic fluid in the standby reservoir decreases to less than 70 percent
- b) The hydraulic fluid in the standby reservoir decreases to less than 50 percent
- c) The hydraulic fluid in the standby reservoir decreases to less than 40 percent
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 96

310. How to fill the standby hydraulic reservoir?

- a) Through "A" system
- b) Through "B" system
- c) By it own selection port
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 89

311. With FLT CONTROL A or B switch is ON and ALTERNATE FLAPS arm switch is OFF. When does the standby pump operates automatically?

- a) Airplane in the air or wheel speed more than 60 kts
- b) The force fight monitor (FFM) in the main rudder PCU finds more than 3600 PSI for more than 5
- c) Low flight control system A or B pressure
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 115

312. The hydraulic power transfer unit (PTU) system supplies alternative hydraulic pressure to

- a) The trailing edge flaps only
- b) The leading edge flaps only
- c) The leading edge flaps and slats only
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 126

313. The hydraulic power transfer unit (PTU) uses

- a) Hydraulic pressure from system A to turn the motor
- b) Hydraulic pressure from system B to turn the motor
- c) Hydraulic pressure from standby system to turn the motor
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 126

314. The hydraulic OVERHEAT light come on

a) when the temperature of a main hydraulic system EMDP is more than normal

b) when the temperature of a main hydraulic system EDP is more than normal

c) when the temperature of a main hydraulic system reservoir is more than normal

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 144

315. Where does the main hydraulic fluid quantity indicates?

a) In the cockpit

b) On each reservoir

c) In the cocpit and on each reservoir

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 147

316. When do the hydraulic LOW PRESSURE lights come on?

a) When the hydraulic pump pressure is less than 1300 psi

b) When the hydraulic pump pressure is less than 1600 psi

c) When the hydarulic pump pressure is less than 2000 psi

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 160

ATA 30:

317. When does the WTAI system overheat protection operate?

a) Only when the airplane is on ground

b) Only when the airplane is in air

c) Both in air and on ground

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 8

318. For the WTAI, the blue VALVE OPEN light is bright mean

a) The switch is in the OFF position, and the valve is closed

b) The switch is in the ON position, and the valve is opened

c) The switch position and the valve position disagree or the valve is in transit

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 12

319. The WTAI system uses the hot air from

- a) 9th stage engine bleed air only
- b) 5th stage engine bleed air only

c) Pneumatic system

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 8

320. The WTAI shut off valve is

a) Pneumatic-operated butterfly-type valve

b) Motor-operated butterfly-type valve

c) hydraulic-operated butterfly-type valve

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 14

321. Where are the WTAI shutoff valves?

- a) They are in the wing leading edge, inboard of each engine strut
- b) They are in the wing leading edge, outboard of each engine strut

c) They are on the top of each engine compressor case

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 10

322. The inlet cowl anti-ice valve is

- a) Electrically controlled and pneumatically operated bufferfly valve
- b) Electrically controlled and operated bufferfly valve
- c) pneumatically controlled and operated bufferfly valve
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 32

323. When does the amber COWL ANTI-ICE light come on?

- a) When the duct pressure downstream of the valve is too low
- b) When the duct pressure downstream of the valve is too high
- c) When the duct pressure upstream of the valve is too high
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 30

324. The inlet cowl thermal anti-ice (TAI) valve controls the flow of air to the engine inlet cowl. The valve is?

- a) a pneumatically-operated ball-type valve
- b) a motor-operated butterfly-type valve
- c) a pneumatically-operated butterfly valve

(B2) Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 32

325. When does the amber TAI message on the CDS show?

- a) When the switch is in the on position and the cowl TAI valve is opened
- b) When the switch is in the close position and the cowl TAI valve is closed
- c) When the switch and the valve positon do not agree for more than 8 seconds
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 38

326. Which probes does the probe anti-ice system supply for?

- a) Angle of attack sensor, total air temperature probes, pitot probe
- b) Total air temperature probes, pitot probe, static ports
- c) Angle of attack sensor pitot probe, static ports

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 40

327. When the PROBE HEAT switch in AUTO position

- a) The probes are heated automatically when engines are started
- b) The probes are heated automatically when airplane is in air
- c) The probes are heated automatically when ice detector detects an ice condition

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 56

328. When use push the TAT TEST switch

- a) The TEMP PROBE light stay off if the probe does not have heat
- b) The TEMP PROBE light stay off if the probe has heat
- c) The TEMP PROBE light on if the probe has heat

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 56

329. For window heat, How to reset an overheat condition?

a) Push the OVHT/PWR TEST switch on P5 panel to the PWR TEST position

b) Push the OVHT/PWR TEST switch on P5 panel to the OVHT position

c) Momentarily put the WINDOW HEAT switch to OFF position then return the switch to ON

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

330. How many WHCUs are installed on this airplane?

a) 2 WHCU, each WHCU controls the heat to 2 windows

b) 3 WHCU, each WHCU controls the heat to 2 windows

c) 4 WHCU, each WHCU controls the heat to 1 window

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 68

331. The window heat switches must be

a) ON to make a PWR or OVHT test

b) OFF to make a PWR or OVHT test

c) ON to make a PWR test only

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61-62

332. The OVERHEAT lights give an indication of overheat condition for

a) No. 1 windows

b) No. 1 and 2 windows

c) No. 1, 2 and 3 windows

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

333. When overheat condition occurs

a) The WHCUs removes and locks out power to the window until the window cools and the system is

b) The WHCUs removes and locks out power to the window until the window cools

c) The WHCUs removes and locks out power to the window until you do the OVHT test

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

334. Which statment is incorrect about the windshield sensor switches?

a) The windshield sensor switches let you change the primary sensor to the spare sensor

b) The windshield sensor switches are for no.1 windows only

c) The windshield sensor switches are on the P5 panel in the flight compartment

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 68

335. Both windshield wipers are controlled by

- a) One selector
- b) Their own repective selectors
- c) Their own repective toggle switch

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 90

336. The water and toilet drain anti-ice system

a) Operate automatically when power is on the airplane

b) Operate manually by swtich on P5 panel

c) Operate automatically when engine running

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 96-101

ATA 31:

337. Each DEU has

- a) One graphics generator circuit card assembly with two graphics generators
- b) Two graphics generator circuit card assembly with two graphics generators
- c) One graphics generator circuit card assembly with four graphics generators
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 26

338. Which DEU sends data to the APU ECU?

- a) DEU 1
- b) DEU 2
- c) DEU 3

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 38

339. The Weather Radar ON/OFF selector is located on the

- a) EFIS control panel
- b) Display select panel
- c) MCP control panel
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 52

340. Which mode does the terrain data show?

- a) Expanded approach, Expanded VOR, Expanded map and Plan mode.
- b) Expanded VOR, Centered VOR, Expanded map and Centered map.
- c) Expanded approach, Expanded VOR, Expanded map and Centered map.
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 54

341. How to reset the fuel used display to zero?

- a) Use the FUEL FLOW switch on the P2 panel
- b) Use the FUEL FLOW switch on the P3 panel
- c) Use the FUEL FLOW switch on the P5 panel
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 57

342. When you set the FUEL FLOW switch to USED position for more than 30 seconds

- a) CDS assumes that the switch is stuck and the display goes back to FUEL FLOW (RATE)
- b) The FUEL USED display shows until you release the switch
- c) The fuel used display reset to zero
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 58

343. How many formats each GG can make at the same time?

- a) 2 formats
- b) 3 formats
- c) 4 formats

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 62

344. When the upper DU fails

- a) The engine display automatically show on the lower DU
- b) The engine display automatically show on the inboard display
- c) The engine display automatically show on the outboard display

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 82

345. When does amber INSTR SWITCH message show?

- a) The control panel select switch set to BOTH ON 1 or BOTH ON 2
- b) The IRS switch set to BOTH ON L or BOTH ON R
- c) The display source select switch set to ALL ON 1 or ALL ON 2
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 115

346. How many DU INOP if 2 GG fail?

- a) 2 display unit
- b) 4 display unit
- c) All display unit operate normally
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 107

347. When does the CDS FAULT message show?

a) The airplane is on ground with one engine off or both engines off

b) The airplane is on ground
c) The airplane is in air
(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 115

348. Which is the correct sequuence of priority with the most important message first?

a) CDS MAINT, CDS FAULT, DSPLY SOURCE

b) CDS FAULT, CDS MAINT, DSPLY SOURCE

c) DSPLY SOURCE, CDS FAULT, CDS MAINT

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 116

349. What does the BULK ERASE function use for?

- a) Erase all inflight faults in the memory of the display electronics unit (DEU)
- b) Erase intermittent faults in the memory of the display electronics unit (DEU)
- c) Erase current status faults in the memory of the display electronics unit (DEU)

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 130

350. When control panel select switch is in the BOTH-ON 1 position

- a) The first officer EFIS control panel controls the captain and the first officer displays
- b) The captain EFIS control panel controls the captain and the first officer displays
- c) The left ADIRU signals connect to the WXR R/T

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 108

351. When does amber DISPLAY CONTROL PANEL message show?

- a) When left or right EFIS control panel fails
- b) Only when right EFIS control panels fail
- c) Only when left EFIS control panels fail

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 115

352. In normal condition, When DISPLAY SOURCE SELECTOR switch is in the AUTO position

- a) DEU 2 controls the right outboard, right inboard, and center lower display units
- b) DEU 2 controls the left outboard, left inboard, and center upper display units
- c) DEU 2 controls all six display units

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 106

353. The flight data recorder

- a) Records airplane parameters and system data for the last 25 hours of operation
- b) Records airplane parameters and system data for the last 120 minutes of operation
- c) Records airplane parameters and system data for the last 60 minutes of operation
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 4

354. When does the flight recorder OFF light comes on?

- a) The flight data acquisition fails, the flight data recorder fails
- b) The flight data recorder system is not in operation.
- c) The flight data acquisition fails, the flight data recorder fails and the flight data recorder system is not in operation.
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 34

355. Where is the location of FDR?

- a) In the fwd cabin ceiling near the fwd entry door
- b) In the mid cabin ceiling near the emergency exit hatch
- c) In the aft cabin ceiling near the aft entry door
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 18

356. When does the FDR gets 115V AC?

- a) Engine 1 or Engine 2 is running or the airplane is in the air.
- b) The TEST/NORMAL switch is in the TEST position
- c) Engine 1 or Engine 2 is running or the airplane is in the air and the TEST/NORMAL switch is in the TEST position
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 20

357. How long does the ULB can operate under water?

- a) A minimum of 30 days
- b) A minimum of 60 days
- c) A minimum of 90 days

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 26

358. Where is the location of FDAU?

- a) On the E3-1 shelf in the EE compartment
- b) On the E3-2 shelf in the EE compartment
- c) On the E2-2 shelf in the EE compartment

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 12

359. When does the FDAU send to the printer?

- a) Automatically
- b) When it gets command
- c) Automatically and when it gets command

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 64

360. The captain clock sends date and time data to

- a) The FMC 1, the FDAU, and the voice recorder
- b) The FMC 2, the FDAU, and the voice recorder
- c) The FMC1, FMC 2, the FDAU, and the voice recorder
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 80

361. When does the OVHT/DET light on the left system annunciator lights to come on ?

- a) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP, CARGO FIRE Det INOP
- b) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP.
- c) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP, CARGO FIRE Det INOP, Wheel

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 6

362. When does the aural warning module make the continuous horn sound?

a) When the aural warning module receives a discrete input from PSEU for a landing warning

- b) When the aural warning module receives a discrete input from PSEU for a takeoff warning
- c) When the aural warning module receives a discrete input from cabin altitude panel for cabin altitude

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 24

363. Which sound does the aural warning module make when receives discrete inputs from the left or right ADIRU for an overspeed warning?

a) The wailer sound

b) The clacker sound

c) The HI/LO chime sound

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 24

364. For the aural waring module, which is the correct sequuence of the sounds from most

a) Intermittent horn, steady horn, wailer

b) Steady horn, intermmitent horn, wailer

c) Wailer, steady horn, intermittent horn

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 30

365. How to stop fire bell warning?

- a) Push the bell cutout switch or the master caution light
- b) Push the master caution light or the fire warning light
- c) Push the bell cutout switch or the fire warning light

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 39

ATA 32:

366. Which hydraulic system normally supply for LDG extension and retraction

a) Hydarulic system A

- b) Hydarulic system B
- c) Standby hydarulic system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 14

367. The green landing gear position lights and the auxiliary landing gear position lights come on

a) The landing gear is up and locked

b) The landing gear is down and locked

c) The landing gear is in transition

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 17

368. Which strut holds the MLG in the extended position?

- a) Side strut
- b) Drag strut
- c) Both side strut and drag struct
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 29

369. Each MLG has

- a) Three doors: inner, center, outer
- b) Two doors: inner and outer

c) One wheel well door (B2) Reference: ATA 32 Landing gear - B737 Training book - Page 30, 40

370. The wheel well blade seal system supplies

a) An aerodynamic seal around the outer door when the main landing gear retracts

b) An aerodynamic seal around the outboard tire when the main landing gear retracts

c) An aerodynamic seal around the inner door when the main landing gear retracts

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 43

371. The NLG torsion links

a) Do not let the inner shock strut turn in the outer shock strut

b) Let the inner shock strut turn in the outer shock strut

c) Do not let the inner shock strut turn in the outer shock strut unless apply steering force

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 54

372. When does the lever lock solenoid energize?

a) Ground spoiler interlock valve is closed and Air/ground system 1 does not have an override to air

b) Ground spoiler interlock valve is closed and Air/ground system 1 in air mode

c) Ground spoiler interlock valve is closed, Air/ground system 1 in air mode and Air/ground system 1 does not have an override to air (from PSEU BITE)

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 80

373. With system B reservoir is more than 21 percent, the landing gear transfer valve moves to the

a) Alternate nose wheel steering switch is in the ALT position and airplane on ground

b) Alternate nose wheel steering switch is in the ALT position and airplane in air

c) When the landing gear control lever moves to the OFF position

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 87, 90

374. When does the alternate extend solenoid valve energize?

a) When the landing gear control lever moves to the DOWN position

b) When the landing gear control lever moves to the OFF position

c) When you open the manual extension access door

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 95

375. Which component removes up pressure from the MLG actuator when a damaged, spinning tire moves into the main landing gear wheel well

a) The frangible fitting

b) The hydraulic fuse

c) The transfer cylinder

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 101

376. Which component gives a time delay to permit the LDG to unlock before the LDG actuator

- a) The transfer cylinder
- b) The sequence valve
- c) The selector valve
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 100,126

377. With manual extension, the LDG extends to down and locked position by

a) Standby hydraulic system
- b) Hydraulic accumulator
- c) By airloads and gravity
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 155, 163

378. The normal steering limits of the NLG is

- a) 70 degees
- b) 78 degrees
- c) 90 degrees
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 167

379. Movement of the steering wheel

- a) Does not permit a back-drive of the rudder pedals
- b) Permit a back-drive of the rudder pedals when airplane in air
- c) Permit a back-drive of the rudder pedals when airplane on ground
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 173

380. Which component permits the rudder system to move freely when the steering system can not

- a) The steering disconnect switch
- b) The shear rod
- c) The torque tube
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 173

381. If you tow the airplane and turn the nose wheels more than 78 degrees, you must

- a) Disconnect the taxi light wire bundle
- b) Disconnect the steering wheel
- c) Disconnect the torsion links
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 186

382. When can you towing the airplane without steering lockout pin?

- a) When hydraulic system A is completely removed
- b) When hydraulic system B is completely removed
- c) When hydraulic system A and B are completely removed

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 186

383. What happen if the tail strike has a large force?

- a) The wear shoe rubs on the runway to absorb the force
- b) The frangible cartridge crushes to absorb the force
- c) The force shears the fuse pin
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 193

384. The frangible cartridge must be replace when

- a) Green part of the placard is not visible
- b) The wear shoe wears to wear dimples
- c) The fuse pin shears
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 193

385. Two-position tail skid actuator can be operated

- a) Manually only
- b) Automatically only

c) Manually or automatically

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 195

386. The hydraulic pressure to operate the two- position tail skid actuator comes from

a) Stanby hydraulic system

b) Hydarulic system A

c) Hydraulic system B

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 197

387. If the PSEU finds a sensor failure, the sensor status is

a) Set to target far
b) Set to target near
c) Blank
(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 209, 211

388. If the PSEU senses a non-dispatchable fault, the amber PSEU light on the P5 panel comes on

a) The PSEU fault light goes off when the fault is corrected, or the parking brake is set, or both engines

b) The PSEU fault light goes off when the parking brake is set, or both engines are shut down

c) The PSEU fault light goes off when the fault is corrected

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 229

389. Which PSEU system sends parking brake set on ground signals?

a) System 1
b) System 2
c) Both system 1 & 2
(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 232-233

390. On the airplane has active mid cabin emergency exit doors (MCEED) which component controls the two position tail skid?

a) PSEU

b) SPSEU 1

c) SPSEU 2

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 243

391. The mid cabin emergency exit doors (MCEED) are controlled by

a) SPSEU 1
b) SPSEU 2
c) SPSEU 1 & 2
(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 243

392. How many main gear up and locked sensors are installed on this airplane?

a) Two sensors, one for each main LDG

b) Four sensors, Two for each main LDG

c) Six sensors, three for each main LDG

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 261

393. The LDG red position lights control by

a) PSEU system 1

b) PSEU system 2

c) Both PSEU system 1 & 2 (B2) Reference: ATA 32 Landing gear - B737 Training book - Page 271, 275

394. With gear is not down and lock, the aural warning module gives the continuous horn sound when

a) Flap position is from 0 to 10 units

b) Flap position is from 15 to 25 units

c) Flap position is more than 25 units

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 277

395. The normal brake system uses

a) Hydraulic system A pressure

b) Hydraulic system B pressure

c) Hydraulic system A & B pressure

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 298

396. During landing gear retraction, which brake system gets pressure to operate the brakes?

a) The normal brake system

b) The alternate brake system

c) The parking brake system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 298

397. The brake pressure indicator shows brake pressure from

- a) System B and the accumulator
- b) System A and the accumulator
- c) The accumulator only

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 299, 301

398. The accumulator isolation valve closes when

a) Only the system A supplies pressure

b) Only the system B supplies pressure

c) Both system A&B supply pressure

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 317

399. The brake system relief valve opens when

a) The pressure in the brake accumulator is more than 3100 psi

b) The pressure in the brake accumulator is more than 3500 psi

c) The pressure in the brake accumulator is more than 3800 psi

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 319

400. The amber BRAKE TEMP light come on when

a) The brake temperature is more than 5.0

b) The brake temperature is more than 6.0

c) The brake temperature is more than 7.0

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 337, 339

401. Which component receives inputs from the brake temperature sensors and supplies an analog

a) Brake system control unit (BSCU)

b) Brake temperature monitoring uint (BTMU)

c) Brake system monitoring unit (BSMU)

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 337, 345

402. The parking brake light come on

a) When the parking brake shutoff valve is closed

b) When the parking brake shutoff valve is opened

c) Regardless the parking brake shut off valve position

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 363

403. The antiskid system controls metered brake pressure from

a) The hydraulic brake system

b) The autobrake system

c) The hydraulic brake system and the autobrake system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 370

404. Autobrake pressure limit is 3000 psi when

a) Autobrake select switch in position 2

b) Autobrake select switch in position 3

c) Autobrake select switch in MAX position

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 377

405. How many antiskid valves are installed on this airplane?

a) Two valves in normal hydraulic brake system and two valves in alternate hydraulic brake system

b) Four valves in normal hydraulic brake system and two valves in alternate hydraulic brake system

c) Four valves in normal hydraulic brake system and four valves in alternate hydraulic brake system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 387

406. The autobrake system releases the RTO autobrakes if they were applied and disarms the

a) AUTOBRAKE select switch to the RTO position or two air/ground systems are in the air mode

b) AUTOBRAKE select switch to the RTO position or two air/ground systems are in the ground mode

c) AUTOBRAKE select switch to the OFF position or two air/ground systems are in the air mode

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 413

ATA 33:

407. The instrument and panel lights get power from

a) 28 VAC transfer bus

b) 115 VAC transfer bus

c) 28 VDC bus

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 10

408. How many indicator light types?

a) 2 types

b) 3 types

c) 4 types

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 16

409. Which color of the indicator light assembly means information?

a) Amber

b) White

c) Green

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 16

410. Where is the spare lamps storage?

- a) Cabin fwd attendant panel
- b) Cockpit above the right number three window
- c) EE compartment
- (B2) Reference: ATA 33 Lights system B737 Training book Page 8

411. How long does the battery pack supply emergency lights?

- a) More than 10 minutes
- b) More than 15 minutes
- c) More than 20 minutes
- (B2) Reference: ATA 33 Lights system B737 Training book Page 172

412. The emergency exit light switch on the P5 panel is in the ARM position, when does the power supply make the emergency lights come on?

a) Attendant panel emergency exit switch is in the ON position or 28v DC bus 1 voltage decreases

b) Attendant panel emergency exit switch is in the ON position or an AC transfer bus1 loss power

c) Attendant panel emergency exit switch is in the ON position or an AC transfer bus 2 loss power

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 172

413. when does the lavatory occupies light come on?

- a) The lavatory door locks and the 28v ac transfer bus 1 is on
- b) The 28v ac transfer bus 1 is on
- c) The 115v ac transfer bus 1 is on
- (B2) Reference: ATA 33 Lights system B737 Training book Page 98

414. The lavatory mirror lights

- a) Control by ON/OFF switch on fwd attendant panel
- b) Come on bright when the lavatory door closes and locks
- c) Working with DIM and BRIGHT mode of ceiling lights

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 98

415. What is incorrect about floodlights?

- a) Can operate in two modes: normal and standby
- b) Not all floodlights can operate in standby mode

c) You can adjust the intensity from the floodlight in any mode

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 46

416. The standby compass light get power from

- a) 28 VDC BAT BUS
- b) 28 VDC HOT BAT BUS
- c) 28VAC transfer bus
- (B2) Reference: ATA 33 Lights system B737 Training book Page 38

417. The standby lights

- a) Get power from the standby bus when transfer bus 2 can not supply power to the light
- b) Get power from the transfer bus 1 when transfer bus 2 can not supply power to the light

c) Get power from the standby bus when transfer bus 1 can not supply power to the light (B2) Reference: ATA 33 Lights system - B737 Training book - Page 32

418. How do you test the annunciators and lighted push-botton switches?

a) Use the MD&T switch on P1 panel

b) Use the MD&T switch on P2 panel

c) Use the MD&T switch on P5 panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 58

419. With the FASTEN SEAT BELT switch is in the AUTO, when do the FASTEN SEAT BELT

a) The trailing edge flaps limit switch is in the UP position or the landing gear lever switch is in the

b) The trailing edge flaps limit switch is in the UP position or the landing gear lever switch is in the

c) The trailing edge flaps limit switch is in the NOT UP position or the landing gear lever switch is in (P_2) Before any $(T_1, 2)$ Lights matrix P_2 ? Training heads P_2 ?

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 88

420. Which statement is correct about the NO SMOKING sign?

a) The NO SMOKING switch on P5 panel does not effect the NO SMOKING lights

b) The NO SMOKING signs are on only when the NO SMOKING switch in ON position

c) The NO SMOKING signs are off when the NO SMOKING switch in OFF position

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 88

421. Which dome light has an emergency light for the flight compartment?

a) The dome light at P6 panel

b) The dome light at P18 panel

c) The dome light at P5 panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 42

422. When does the amber passenger and lavatory call light comes on?

a) When a passenger pushes the passenger call switch on the PSU

b) When a passenger pushes the call switch in a lavatory

c) When the crew member call another crew member

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 100

423. The main wheel well lights are controlled by

a) The wheel well lights switch on the P5 forward overhead panel or the two-position toggle switch on the P19 external power panel

b) The wheel well lights switch on the P5 forward overhead panel or the two-position toggle switch in the left main wheel well

c) The two-position toggle switch in the left maint wheel well or the two-position toggle switch on the P19 external power panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 114

424. When the switch is in the EXTEND position the retractable landing light will

a) Only extends until the full extend limit switch opens

b) Extends until the full extend limit switch opens and the light is on

c) Retracts and is off

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 140

425. When do the white anti-collision lights come on?

a) When the POSITION switch on P5 panel in the STROBE & STEADY position

b) When the WING switch on P5 panel in the STEADY position

c) When the ANTI-COLLISION switch on P5 panel in the ON position

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 148

426. How to get access to lower anti-collission light power supply?

a) Removal of the passenger compartment ceiling panel

b) Remove the left ram air inlet duct access panel

c) Removal of the cargo compartment ceiling panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 150

427. Which statement is incorrect about the reading lights?

a) The lights are in a serial circuit. The loss of one light will affect the other lights

b) The lights are in a parallel circuit. The loss of one light will not affect the other lights

c) To operate the reading light, use the switch on the passenger service unit (PSU)

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 84

428. When you turn on the nose wheel well light by the switch on P19 panel

a) You can use the wheel well switch on P5 panel to turn off the light

b) Only the switch on P19 panel can turn off the light

c) You can use the wheel well switch on P5 panel or switch on P19 panel to turn off the light

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 114

429. When do the position lights come on?

a) When the POSITION switch in the STEADY or STROBE & STEADY position

b) Only when the POSITION switch in the STEADY position

c) Only when the POSITION switch in the STROBE & STEADY position

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 144

430. Which statement is correct about the momentary lighted push-button switch?

a) It changes condition when you push the cap assembly and changes back to its original condition when you remove the pressure

b) It changes condition when you push the cap assembly and stays in that condition until you push it again

c) It changes condition when you push the cap assembly and stays in that condition when you remove the pressure

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 18

431. Which are the functions of the aft attendant control panel?

a) Passenger compartment lighting control, Environment, Maintenance, Passenger services

- b) Passenger compartment lighting control, Environment, Maintenance
- c) Passenger compartment lighting control, Environment, Passenger services

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 67

432. Which ACP you can check the potable water quantity?

- a) The FWD ACP
- b) The AFT ACP
- c) The FWD ACP and the AFT ACP
- (B2) Reference: ATA 33 Lights system B737 Training book Page 68

433. When the MD&T switch is in the DIM position

- a) Relay R34 energizes and power and ground goes through the zener diodes
- b) Relay R33 energizes and supplies power and ground to make all of the indicating lights come on
- c) Relays R33 and R34 are deenergized and make all indicating lights come on

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 60

ATA 34:

434. What is the purpose of the ADMs?

- a) Change the air pressures to electrical signals and send them to the ADIRUs
- b) Change the electrical to air pressures signals and send them to the ADIRUs
- c) Change the air pressures to electrical signals and send them to the ISFD

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 13

435. How many VOR/MB receivers are installed on aircraft?

a) 01 unit

- b) 02 unit
- c) 03 unit

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 379

436. The Weather radar WX/TURB mode displays detected turbulence within

- a) 40 Nm
- b) 60 Nm
- c) 80 Nm

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 227

437. Selecting an IRS mode selector from OFF to NAV when airplane not moving

a) ADIRU goes to alignment mode, ALIGN light come on

b) ADIRU automatically goes to NAV mode at the end of alignment period if present position is

c) ADIRU goes to alignment mode, ALIGN light come on and automatically goes to NAV mode at the end of alignment period if present position is entered

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 124

438. A flashing IRS ALIGN light indicates

a) Normal alignment cycle

b) Alignment is completed

c) Alignment cannot be completed due to IRS detection significant difference between previous and entered positions or no present position entry

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 113-124

439. With all AC busses powered, the IRSs are selected from OFF to ALIGN. The ON DC light momentarily illuminates indicating

a) Fast align is in progress.

b) A short DC power test with no action required.

c) Impending DC power problems, check with the maintenance engineers

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 97

440. Fast alignment of an IRS is possible

a) On the ground or in flight provided one IRS is fully aligned for cross-reference purposes

b) Any time the air/ground sensor is in ground mode

c) On the ground and stationary only

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 113-124

441. When IRS Transfer switch in NORMAL position, the RMI uses heading data from

- a) The left ADIRU
- b) The right ADIRU
- c) Both left and right ADIRU

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 199

442. Which pitot line does not have drain fitting?

- a) The captain pitot line
- b) The F/O pitot line
- c) The auxiliary pitot line
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 25

443. Which type of data does the ADIRS supply?

- a) Only Altitude, Airspeed, Attitude and Present position
- b) Only Altitude, Airspeed, Temperature and Heading
- c) Altitude, Airspeed, Temperature, Heading, Attitude and Present position

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 34

444. When AC power is not available, ADIRU will operate on DC power from the 28v dc sw hot battery bus

a) The left and right ADIRU will continue to operate on DC power until the battery power is less than 18v dc

b) The right ADIRU will continue to operate on DC power until the battery power is less than 18v dc, the left ADIRU will turn off after 5 minutes operation on DC power

c) The left ADIRU will continue to operate on DC power until the battery power is less than 18v dc, the right ADIRU will turn off after 5 minutes operation on DC power

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 51

445. True airspeed does not show on the ND until

a) TAS is more than 100 kts

b) TAS is more than 90 kts

c) TAS is more than 80 kts

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 77

446. Where does the Flight Path Vector (FPV) flag show?

a) It will show on the PFD or ND when attitude data from the ADIRU is invalid and the FPV switch is selected on the EFIS control panel

b) It will show on the PFD or ADI when attitude data from the ADIRU is invalid and the FPV

switch is selected on the EFIS control panel

c) It will show on the ND when attitude data from the ADIRU is invalid and the FPV switch is selected (B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 93

447. where does air data inertial reference unit (ADIRU) can not align?

a) At a latitude more than 70.2 north or 78.25 south

b) At a latitude more than 78.25 north or south

c) At a latitude more than 60 north or 70.2 south

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 95

448. When mach airspeed warning system gets the overspeed warning signal from an air data

a) This signal causes the clacker sound to come on in the aural warning module

b) This signal causes the HI/LO chime sound to come on in the aural warning module

c) This signal causes the HI chime sound to come on in the aural warning module

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 159

449. The operating range of the RA is

a) Approximately -12 to 2500 feet

b) Approximately -20 to 2500 feet

c) Approximately -10 to 2500 feet

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 174

450. On WXR control panel Tilt control is

a) Only active during AUTO operation and adjusts the antenna tilt angle from +15 degrees to - 15 degrees in relation to the horizon

b) Only active during manual operation and adjusts the antenna tilt angle from +15 degrees to -15 degrees in relation to the horizon

c) Only active during manual operation and adjusts the antenna tilt angle from +25 degrees to - 25 degrees in relation to the horizon

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 217

451. With the 640 NM range selection on EFIS control panel

a) The WXR R/T only shows weather displays out to a maximum range of 160 NM

b) The WXR R/T only shows weather displays out to a maximum range of 240 NM

c) The WXR R/T only shows weather displays out to a maximum range of 320 NM

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 227

452. Which color does the WXR display on the ND when turbulence?

a) Yellow

b) Red

c) Magenta

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 230

453. Which one is the PWS operating range?

a) More than 0.5 NM but less than 3 NM ahead of the airplane

b) More than 0.5 NM but less than 4 NM ahead of the airplane

c) More than 0.5 NM but less than 5 NM ahead of the airplane

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 234

454. When the PWS alerts are fully enabled?

- a) Between 400 feet and 1200 feet AGL
- b) Above 2300 feet above ground level (AGL)
- c) Above 1200 feet above ground level (AGL)

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 237

455. The PWS inhibits the generation of new PWS warnings when

- a) Above 100 kts on the ground and below 50 feet AGL during takeoff and approach
- b) Above 80 kts on the ground and below 400 feet AGL in takeoff and landing
- c) Above 100 kts on the ground and below 50 feet AGL during takeoff and landing
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 237, 305

456. When does the WXR RANGE DISAGREE show?

- a) There is a difference between the EFIS CP range and the WXR R/T range
- b) There is a difference between the WXR R/T range and the FMC range
- c) There is a difference between the EFIS CP range and the FMC range

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 257, 319

457. When the VHF NAV switch on the P5 instrument switching module in NORMAL position

- a) MMR 1 supplies data for the captain displays and the first officer displays
- b) MMR 1 supplies data for the captain displays, and MMR 2 supplies data for the first officer displays
- c) MMR 2 supplies data for the captain displays and the first officer displays
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 345

458. Which VOR/MB receiver activates the MB function ?

- a) Right VOR/MB receiver
- b) Left VOR/MB receiver
- c) Left and Right VOR/MB receiver

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 415

459. When a DME interrogator, an ATC transponder, or the TCAS computer transmits, it sends a suppression pulse through the suppression lines to

a) Stop the reception of the other four units.

- b) Stop the transmittion of the other four units.
- c) Start the reception of the other four units.

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 443

460. How many satellites the GPS need in navigation mode?

- a) At least 2 satellites
- b) At least 3 satellites
- c) At least 4 satellites

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 522

461. In the Aided mode what happen if the GPS can not track any satellites for 30 seconds or more

- a) The GPS go to the altitude aided mode
- b) The GPS go to the acquisiton mode
- c) The GPS go to standby mode

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 523

462. If one GPS failure

a) These annunciations immediately show : GPS light on the IRS mode select unit, IRS light on the left

b) There is no annunciation in the flight compartment until you push the left or right master caution

c) There is no annunciation in the flight compartment until you do a BITE test

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 527

463. Which are the functions of the MMR?

a) ILS, GPS, GLS

b) VOR, ILS, GLS

c) VOR, ILS, GPS, GLS

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 551

464. Which antenna receives the VHF data broadcast (VDB) signal from the ground-based

- a) VHF
- b) GPS
- c) VOR/LOC

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 537

465. The ATC and distance measuring equipment (DME) antennas are

- a) Difference and are not interchangeable
- b) The same and are interchangeable
- c) The same but are not interchangeable

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 27

466. Which are types of interrogation signals the TCAS transmits ?

a) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode S

b) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode C

c) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode A

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 58

467. Where can you start the air traffic control/traffic collision avoidance system (ATC/TCAS) self-

a) From the air traffic control/traffic collision avoidance system (ATC/TCAS) control panel or from the TCAS computer front panel test switch

b) Only from the air traffic control/traffic collision avoidance system (ATC/TCAS) control panel

c) Only from the TCAS computer front panel test switch

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 77

468. How many GPWS modes?

a) 5 modes

b) 6 modes

c) 7 modes

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 86

469. The standby altimeter/airspeed indicator receives

a) Pitot pressure from the captain pitot probe and static pressure from the captain static ports

b) Pitot pressure from the F/O pitot probe and static pressure from the F/O static ports

c) Pitot pressure from the alternate pitot probe and static pressure from the alternate static ports (B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 203

470. Which Multi-mode receiver (MMR) supplies localizer and glideslope deviation to the ISFD ?

a) MMR 1

b) MMR 2

c) MMR 3

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 223

471. Which ADIRU supplies heading to the ISFD?

a) ADIRU 1

b) ADIRU 2

c) ADIRU 1 and ADIRU 2

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 223

472. How long does the ISFD dedicated battery pack can supply to ISFD if airplane battery bus

a) 120 mminutes

b) 130 mminutes

c) 150 mminutes

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 231

473. How to start the ISFD BITE?

a) Simultaneously push and hold the APP and the ATT RST switches for at least two seconds

b) Simultaneously push and hold the APP and the HP/IN switches for at least two seconds

c) Simultaneously push and hold the ATT RST and the HP/IN switches for at least two seconds

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 249

474. When remove MCDU2 you must

a) Intstall the ground lock assemblies on the landing gear and Put the control lever for the landing gear

b) Intstall the ground lock assemblies on the landing gear and Put the control lever for the landing gear

c) FourIntstall the ground lock assemblies on the landing gear and Put the control lever for the landing

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 373

475. Which are the primary functions of the FMC?

- a) Navigation, performance
- b) Navigation, performance, guidance
- c) Performance, guidance

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 390

476. Which GPWS mode is the highest priority?

- a) Mode 1 warning
- b) Mode 5 warning
- c) Mode 7 warning

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 148, 164

477. How many MMRs installed on B737 aircraft?

- a) 1 MMR
- b) 2 MMRs
- c) 3 MMRs

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 337

478. When does ground crew call horn operate ?

a) The a/c on ground and ADIRU on DC power or equipment cooling system fails

- b) The a/c in air and ADIRU on DC power or equipment cooling system fails
- c) The a/c on ground or in air and ADIRU on DC power or equipment cooling system fails

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 53

479. Each ADIRU uses

a) 3 accelerometers to calculate inertial reference (IR) data

b) 3 laser gyros to calculate inertial reference (IR) data

c) 3 accelerometers and 3 laser gyros to calculate inertial reference (IR) data

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 34

480. When does the amber ALT DISAGREE message show at the bottom of the two altitude tapes?

a) If the captain and first officer altitudes are different by more than 100 feet

b) If the captain and first officer altitudes are different by more than 200 feet

c) If the captain and first officer altitudes are different by more than 300 feet

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 83

481. In normal condition the maximum operating limit speed of this aircaft is

- a) 340 knots or 0.82 mach
- b) 270 knots or 0.73 mach
- c) 350 knots or 0.82 mach

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 159

482. When does the TCAS computer make the bottom directional antenna become an

a) The PSEU supplies on-ground status to the TCAS computer

b) The PSEU supplies in-air status to the TCAS computer

c) The landing gear lever switch supplies landing gear down discrete to the TCAS computer

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 46

483. Which sensitivity level the TCAS computer uses when a/c altitude below 1000 feet?

a) Level 2

b) Level 3

c) Level 4

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 62

484. Which is the RA traffic symbol show on ND?

a) A solid amber circle with the altitude readout is in amber text

b) A solid red square with the altitude readout is in red text

c) A solid white diamond with the altitude readout is in white text

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 67

485. When does the GPWS operate?

a) When the airplane is less than 2450 feet above the ground

b) When the airplane is less than 2500 feet above the ground

c) When the airplane is less than 2600 feet above the ground

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 89

486. When does the terrain data automatically show on the navigation displays?

a) The GPWC finds terrain awareness caution or warning condition

b) The two navigation displays are set to show weather radar data

c) The GPWC finds terrain awareness caution or warning condition and the two navigation displays

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 96

487. What is the maximum range for terrain data?

a) 160 NM

b) 240 NM

c) 320 NM

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 107

488. How to cancel mode 5 alerts ?

a) Push the aural cancel switch

b) Push the glideslope inhibit switch

c) Push the warning/caution switch

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 126

489. When does the aural message is AIRSPEED LOW inhibit?

a) When on the ground or when on takeoff with the flaps not up

b) Only when on takeoff with the flaps not up

c) Only when on the ground

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 145

490. When does the GPWS give mode 7 warnings?

a) When there are horizontal and vertical windshear conditions during cruise

b) When there are horizontal and vertical windshear conditions during landing

c) When there are horizontal and vertical windshear conditions during approach or takeoff

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 148

491. The standby attitude reference system

a) Operates independently of the air data inertial reference system

b) Operates dependently of the air data inertial reference system

c) Operates independently of the air data inertial reference system except heading data

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 218

492. Where is the HUD computer?

a) On the E3-1 electronic equipment shelf

b) On the E4-1 electronic equipment shelf

c) On the E5-1 electronic equipment shelf

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 269

493. On the HUD annunciator panel when does the HGS FAIL light on ?

- a) When the HUD fails in AIII mode and the airplane is below 500 feet AGL
- b) When the HUD fails in AIII mode and the airplane is below 1000 feet AGL
- c) When the HUD fails in AIII mode and the airplane is below 1500 feet AGL

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 278

494. The FMC 1 is the primary FMC when FMC select switch on the P5 overhead panel in

- a) NORMAL or BOTH-ON-LEFT
- b) NORMAL or BOTH-ON-RIGHT
- c) Only BOTH-ON-LEFT
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 498

495. When does the SINGLE FMC OPERATION message show in the scratch pad on the IDENT

- a) If the primary FMC fails at power-up
- b) If the secondary FMC fails at power-up
- c) If the FMC select switch not in NORMAL position
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 397

496. How many types of aural messages that can come on during a resolution advisory (RA)?

- a) 2 types : Preventive action RA and Corrective action RA
- b) 3 types : Preventive action RA, Corrective action RA and Increased corrective action RA
- c) 4 types : Preventive action RA, Corrective action RA, Increased preventive action RA and
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 74

ATA 35:

497. The oxygen system on board the aircraft has

- a) Two separate systems, one for the flight deck and one for the cabin
- b) One single system for all oxygen requirements
- c) Three separate systems, one for the flight deck, one for the passengers and one for flight attendants
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 3

498. Normal pressure of the flight crew oxygen system is

- a) 1500 PSI at ambient temperature of 21 degree celsius
- b) 1850 PSI at ambient temperature of 21 degree celsius
- c) 2000 PSI at ambient temperature of 21 degree celsius
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 5

499. Where is the crew oxygen cylinder located?

- a) In the EE compartment
- b) In the FWD cargo compartment
- c) In the AFT cargo compartment
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 11

500. When does the frangible disk break?

- a) When the cylinder pressure gets to 2400 PSIG
- b) When the cylinder pressure gets to 2500 PSIG
- c) When the cylinder pressure gets to 2600 PSIG

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 9

501. The passenger oxygen system uses

- a) Oxygen generators
- b) Oxygen cylinder
- c) Portable oxygen generators

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 27

502. The standard oxygen generators give

- a) Oxygen for 10 minutes
- b) Oxygen for 12 minutes
- c) Oxygen for 15 minutes
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 36

503. Where are the oxygen generators and masks installed?

- a) Passenger control units, Lavatory service units
- b) Passenger control units, Attendant service units
- c) Passenger service units, Lavatory service units, Attendant service units
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 29

504. The passenger oxygen system is activated when the cabin altitude is

- a) At or above 10000 feet
- b) At or above 14000 feet
- c) At or above 15000 feet

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 43

505. For oxygen generators, Oxygen will flow to masks

- a) When you pull a mask downb) Immediately when the service unit deployed
- c) When you breathe in
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 27, 36

506. How to remove the restraint tool after finish the oxygen system test?

- a) Pull it to the side and then pull it down
- b) Push up on the tool and then pull it down
- c) Push up on the tool, pull it to the side, and then pull it down
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 33

507. Each passenger oxygen unit in the cabin

- a) Can be shut off once the flow of oxygen has started by cabin staff action only
- b) Cannot be shut off once the flow of oxygen has started
- c) Can be shut off by pulling any mask down a second time
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 27, 36

508. Where is the altitude pressure switch installed?

- a) In the cockpit on the P5 overhead panel
- b) In the J23 box in the EE compartment

c) On the attendant control panel

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 43

509. The heat sensitive indicator on a generator is black mean

- a) This is the normally color
- b) The generator is activated and must be replaced
- c) The generator is activated and must be recharge
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 36

510. Passenger oxygen in-line flow indicator

- a) Changes color to green when there is oxygen flow
- b) Changes color to amber when there is oxygen flow
- c) Changes color to white when there is oxygen flow
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 40

ATA 36:

511. The sources of engine bleed are

- a) 5th and 9th stages of the turbine section
- b) 5th and 9th stages of the hight pressure compressor section
- c) 5th and 9th stages of the low pressure compressor section
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 13

512. When does the 9th stage supply bleed air?

- a) APU is insufficient for the pneumatic system demands
- b) All times irrespective of 5th stage air pressure output
- c) 5th stage air is insufficient for the pneumatic system demands
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 13

513. When does the amber DUAL BLEED light comes on?

- a) When the APU bleed valve is open and Engine bleed switch 1 is on
- b) When the APU bleed valve is open and Engine bleed switch 2 is on
- c) Engine bleed switch 1 is on and engine bleed switch 2 is on
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 14, 66

514. When the 9th stage supplies the bleed air system, the pressure is regulated to 32 psig by

a) PRSOV

b) High stage valve

- c) Bleed air check valve
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 16

515. Which stage supplies pneumatic power when engine operating at takeoff power?

- a) 5th stage
- b) 9th stage
- c) 5th and 9th stage
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 13, 16

516. When isolation valve closes, the ground pneumaric cart supplies for

- a) Left pneumatic duct
- b) Right pneumatic duct
- c) Both left and right pneumatic duct

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 18

517. When does the high stage valve close?

- a) Downstream pressure is more than 9th stage pressure
- b) 9th stage pressure is more than 110 psi
- c) Downstream pressure is more than 9th stage pressure or 9th stage pressure is more than 110 psi
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 26

518. Where is the The 490F (254C) overtemperature switch?

- a) In the engine bleed air strut duct, downstream of the precooler.
- b) In the engine bleed air strut duct, upstream of the precooler
- c) In the engine bleed air duct, downstream of the PRSOV
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 36

519. The precooler get the cooling air from

- a) Ram air
- b) Fan air
- c) 3th stage bleed air
- (B2) Reference: ATA 36 Pneumatic system B737 Training book Page 40

520. The pneumatic duct pressure indicator

- a) Indicates the pressure in left pneumatic duct
- b) Indicates the pressure in right pneumatic duct
- c) Indicates the pressure in left and right pneumatic duct

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 14, 72

521. The APU bleed air system supplies bleed air to the pneumatic manifold

- a) When airplane on ground
- b) When airplane in air
- c) When airplane on ground or in air up to 17000 feet

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 62

ATA 38:

522. The aircraft water system is supplied by

- a) Two water tanks located either side of the aft cargo compartment
- b) A single water tank located behind the aft cargo compartment
- c) One main water tank with separate tanks for the toilets
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 11, 22

523. When you drain the potable water system, you must drain water from

- a) Water service panel and foward galley
- b) Water service panel and aft lavatory
- c) Water service panel and forward lavatory
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 11, 24

524. Where is the water service panel?

a) At aft section of the fuselage, bottom left side

b) At forward section of the fuselage, bottom left side

c) At aft section of the fuselage, bottom right side

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 16

525. When you install a different standpipe, you must also change

- a) The water quantity transmitter adapter cable
- b) The service panel water quantity indicator
- c) The water level sensor

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 22, 40

526. The forward lavatory drain valve

a) Lets the water drain from the forward lavatory and galley drain lines

b) Lets the water drain from the forward lavatory and galley supply lines

c) Lets the water drain from the forward lavatory supply lines and drain lines

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 26

527. For the water heater, when does the pressure relief valve open?

- a) Pressure in water heater is more than 80 psig
- b) Pressure in water heater is more than 100 psig
- c) Pressure in water heater is more than 140 psig

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 34

528. After overheat switch opens

a) It will automatically close when temperature below 40 degree celsius

b) It will automatically close when temperature below 50 degree celsius

c) You must manually reset the overheat switch

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 36

529. Where can you check the potable water quantity?

a) At the forward attendant panel

b) At the forward and aft attendant panels

c) At the aft attendant panel and water service panel

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 38

530. Water tank pressurisation is supplied by

- a) The pneumatic system or an air compressor
- b) The pneumatic system or a water pump
- c) A water pump or an air compressor
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 48

531. The water tank pressure regulator keeps the air pressure from the pneumatic system to

a) A limit of 30 psig

b) A limit of 35 psig

- c) A limit of 40 psig
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 53

532. When does the water tank pressure relief valve open?

- a) When pressure in pneumatic supply line increases to 50 psig
- b) When pressure in pneumatic supply line increases to 60 psig
- c) When pressure in pneumatic supply line increases to 90 psig
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 54

533. The water tank air compressor gets air from

a) A muffler above the ceiling of the cargo compartment

- b) A muffler below the floor of the cargo compartment
- c) A muffler above the ceiling of the passenger compartment
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 65

534. When does the waste water in the forward waste water system drain through the forward

- a) When airplane on ground
- b) When airplane in air
- c) Both on ground and in air
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 72

535. If the flush valve fails in the open position, how to close it?

- a) Pull the manual shutoff handle to close the manual shutoff valve
- b) Push the manual shutoff handle to close the manual shutoff valve
- c) Push the FCU maintenance switch and hold it in for two seconds

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 96

536. Where is the vacuum blower?

a) In the aft cargo compartment behind the aft bulkhead

b) In the aft cargo compartment on the left side

c) In the aft cargo compartment on the right side

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 106

537. The vacuum blower barometric switch opens when

- a) The altitude is above 16000 feet
- b) The altitude is below16000 feet
- c) The airplane is on ground
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 108

538. Which equipment supplies overheat protects for the vacuum blower?

- a) The Flush control module
- b) The logic control module
- c) The thermal switches

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 106, 110

539. Where is the waste service panel?

- a) At aft section of the fuselage, bottom left side
- b) At forward section of the fuselage, bottom left side

c) At aft section of the fuselage, bottom right side (B2) Reference: ATA 38 water and waste system - B737 Training book - Page 116

540. On the logic control module, the SENSOR J2 light flashing mean

a) Tank is above full

b) Tank full or sensor disconnected

c) Sensor fouled or failed BIT

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 141

ATA 46:

541. Which connections do the EUs send display data to their on-side DU?

- a) Ethernet
- b) Fiber optic
- c) ARINC 429

(B2) Reference: ATA 46 Information system - B737 Training book - Page 10

542. Where is EFB portable data loader (PDL) port?

- a) Flight compartment
- b) E1-3 shelf
- c) E3-3 shelf

(B2) Reference: ATA 46 Information system - B737 Training book - Page 12

543. Which operating systems do the EUs use?

- a) Linux
- b) Windows
- c) Linux and Windows

(B2) Reference: ATA 46 Information system - B737 Training book - Page 16

544. How do you find list of the software installed in the system?

- a) INPUT MONITORING Page
- b) SYSTEM CONFIG Page
- c) FAULT LOG Page
- (B2) Reference: ATA 46 Information system B737 Training book Page 48

545. When can you calibrate the EFB DU touchscreen?

- a) On ground
- b) In air
- c) On ground or in air

(B2) Reference: ATA 46 Information system - B737 Training book - Page 46

546. How do you load or download software from the EU with a portable data loader?

- a) Use DISK UTILITIES function
- b) Use EXTERNAL DATALOAD function
- c) Use CROSSLOAD function

(B2) Reference: ATA 46 Information system - B737 Training book - Page 65

547. How do you copy software from one EU to the other?

a) Use DISK UTILITIES function

b) Use EXTERNAL DATALOAD function c) Use CROSSLOAD function (B2) Reference: ATA 46 Information system - B737 Training book - Page 65

548. Which function allows the user make sure that the liquid crystal display (LCD) pixel operate

a) PIXEL TEST function

b) EU TEST function

c) DU TEST function

(B2) Reference: ATA 46 Information system - B737 Training book - Page 55

549. When does the SOFTWARE MATCH UNABLE message display?

a) Both DUs are not on and set to an operational mode

b) LOAD MODE is active on one DU

c) Both DUs are not on and set to an operational mode or LOAD MODE is active on one DU

(B2) Reference: ATA 46 Information system - B737 Training book - Page 60

550. Cyan text and border in an EFB application field is an indication

a) The function is currently inhibited

b) The function has been selected and the EFB is initiating the Function

c) The function is currently activated

(B2) Reference: ATA 46 Information system - B737 Training book - Page 31

551. Where do the EFB DUs get power?

a) Left DU receives 115V ac power from the CAPT EFB circuit breaker

b) Right DU receives 115V ac power from the F/O EFB circuit breaker

c) 28V dc power from the onside EU

(B2) Reference: ATA 46 Information system - B737 Training book - Page 10

ATA 47:

552. The purpose of the nitrogen genetation system

- a) Decreases the oxygen contents of the air in the center fuel tank
- b) Increases the oxygen contents of the air in the center fuel tank
- c) Increases the oxygen contents of the air in the main fuel tanks

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 5

553. The nitrogen generation system uses the air from

a) The NGS compressor

b) The pneumatic system

c) 5th stage engine bleed air

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 12

554. When the bleed air pressure is more than 67 psi, the nitrogen generation system controller

a) Closes the NGS shutoff valve (SOV)

- b) Closes the overtemperature shutoff valve (OTSOV)
- c) Closes the NGS shutoff valve (SOV) and the overtemperature shutoff valve (OTSOV)
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 16

555. The NGS shutoff valve is

a) Electrically-controlled, pneumatically- actuated modulating and shutoff valve

- b) Pneumatically-controlled and actuated modulating and shutoff valve
- c) Electrically-controlled and actuated modulating and shutoff valve

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 18, 20

556. Where is the NGS heat exchanger?

a) In the left ram air duct compartment

- b) In the right ram air duct compartment
- c) In the forward cargo compartment right side

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 24

557. If the nitrogen generation system controller (NGSC) has a failure

- a) The thermal switch will close the overtemperature shutoff valve at temperature of 280F (138C)
- b) The thermal switch will open the overtemperature shutoff valve at temperature of 280F (138C)
- c) The thermal switch will close the NGS shutoff valve at temperature of 280F (138C)

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 34, 59

558. On the operability indicator, the DEGRADE blue light come on mean

- a) The system is temporarily serviceable, but in a decreased capacity and no maintenance is necessary
- b) The system is temporarily serviceable, but you must manually close and lock the nitrogen generation
- c) The system is serviceable and no maintenance is necessary
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 66

559. Where is the BITE display unit?

- a) In the forward section of the left air conditioning compartment
- b) In the forward section of the right air conditioning compartment
- c) In the air conditioning distribution compartment
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 68

ATA 49:

560. The APU may be operated with APU bleed only up to a maximum altitude of

- a) 10000 feet
- b) 17000 feet
- c) 35000 feet

(B2) Reference: ATA 49 APU - B737 Training book - Page 6

561. The maximum aircraft altitude for both APU bleed and electrical load is

- a) 10000 feet
- b) 17000 feet
- c) 35000 feet
- (B2) Reference: ATA 49 APU B737 Training book Page 6

562. In the flight deck you can stop the APU with

- a) APU switch, Battery switch
- b) APU fire warning switch, battery switch
- c) APU switch, APU fire warning switch, battery switch
- (B2) Reference: ATA 49 APU B737 Training book Page 11

563. During a normal APU start

- a) At approximately 30 percent speed, the Low oil pressure light (P5) goes out
- b) The blue APU GEN OFF BUS bus light goes out at 95% RPM
- c) At 60 percent speed, the starter-generator deenergizes
- (B2) Reference: ATA 49 APU B737 Training book Page 13, 62

564. If the AC boost pumps do not supply fuel

- a) The APU suction feeds or DC boost pump supplies fuel from the left main tank
- b) The APU suction feeds or DC boost pump supplies from the right main tank
- c) The APU suction feeds from the center tank
- (B2) Reference: ATA 49 APU B737 Training book Page 43

565. The start power unit

- a) Changes 115v ac electrical power to 270v ac power
- b) Changes 28v dc electrical power to 270v ac power
- c) Changes 115v ac or 28v dc electrical power to 270v dc power
- (B2) Reference: ATA 49 APU B737 Training book Page 55

566. The maximum start sequence for the SPU and SCU is

- a) Three starts, one after the other, followed by 5 minutes cool down period
- b) Four starts, one after the other, followed by 5 minutes cool down period
- c) Three starts, one after the other, followed by 15 minutes cool down period
- (B2) Reference: ATA 49 APU B737 Training book Page 55

567. The APU bleed air is used for

- a) Main engine start, Air conditioning, Pressurization.
- b) Main engine start, Air conditioning, Anti-ice
- c) Main engine start, Air conditioning, Pressurization, Anti-ice
- (B2) Reference: ATA 49 APU B737 Training book Page 65

568. The inlet guide vanes actuator

- a) Uses fuel pressure from the FCU to move the vanes
- b) Uses bleed air pressure to move the vanes
- c) Uses hydraulic pressure to move the vans

(B2) Reference: ATA 49 APU - B737 Training book - Page 74

569. The APU load compressor has

- a) Two pressure sensors these are: Total pressure (PT) sensor, Differential pressure (DP) sensor
- b) Two pressure sensors these are: Inlet pressure (P2) sensor, Total pressure (PT) sensor
- c) Three pressure sensors these are: Inlet pressure (P2) sensor, Total pressure (PT) sensor, Differential

(B2) Reference: ATA 49 APU - B737 Training book - Page 79

570. If the APU shutdown due to low oil pressure condition, which amber lights will illuminate?

- a) LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7)
- b) LOW OIL PRESSURE (P5), FAULT (P5), MASTER CAUTION (P7)
- c) FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)
- (B2) Reference: ATA 49 APU B737 Training book Page 98

571. Where is the APU ECU?

a) On the E3-3 shelf in the EE compartment

- b) On the right side in the aft cargo compartment aft of the aft cargo door
- c) In the APU compartment
- (B2) Reference: ATA 49 APU B737 Training book Page 9, 107

572. When does the temperature control valve allow oil to bypass the apu oil cooler?

- a) If the oil temperature is less than 60C
- b) If the oil temperature is less than 50C
- c) If the oil temperature is less than 40C
- (B2) Reference: ATA 49 APU B737 Training book Page 93

573. When APU oil quantity is approximately 3.8 quarts

a) The blue MAINT light on the P5 panel comes on and the LOW message shows on the APU oil

b) The blue MAINT light on the P5 panel comes on and the ADD message shows on the APU oil

c) The amber LOW OIL PRESSURE light on the P5 panel comes on and the ADD message shows on the APU oil quantity page of the CDU

(B2) Reference: ATA 49 APU - B737 Training book - Page 99

574. The APU ECU get power from

- a) 28 VDC BAT BUS
- b) 28 VDC HOT BAT BUS
- c) 28 VDC switched HOT BAT BUS
- (B2) Reference: ATA 49 APU B737 Training book Page 109

575. When the oil level is at (low oil quantity) LOQ

a) There is sufficient oil in the APU for 30 to 50 hours of operation

b) There is sufficient oil in the APU for 30 hours of operation

c) There is sufficient oil in the APU for 50 hours of operation

(B2) Reference: ATA 49 APU - B737 Training book - Page 118

576. How to deactivate the MAINT light for low oil quantity?

a) Use the CDU IDENT/CONFIG page 2

b) Open the CB of the MAINT switch

- c) Use the CDU IDENT/CONFIG page 1
- (B2) Reference: ATA 49 APU B737 Training book Page 118-119, 136

577. Which statement is incorrect?

a) Replacement of the APU ECU does not cause loss of the data that is in the DMM

b) You can remove the data memory module and the APU ECU at the same time

c) When replacing the data memory module, replace it with a blank module

(B2) Reference: ATA 49 APU - B737 Training book - Page 147

ATA 52:

578. The doors on the airplane includes

a) Entry doors, service doors, emergency exit doors, cargo doors

b) Airstair door, miscellaneous access doors

c) All of above

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 5

579. The cargo doors can operate

- a) Manually
- b) Electrically
- c) Hydraulically

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 99

580. To open the cargo door from inside the airplane use must

- a) Turn the handle clockwise to unlatch the door
- b) Pull and turn the handle counterclockwise to unlatch the door
- c) Pull and turn the handle clockwise to unlatch the door
- (B2) Reference: ATA 52 Doors (1 of 2) B737 Training book Page 110

581. How many mid cabin emergency exit door on B737-900ER

- a) Two
- b) Four
- c) None

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 41

582. Where is the IDG oil reservoir access door

- a) On the right forward engine fan cowl
- b) On the left forward engine fan cowl
- c) On the bottom of thrust reverser

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 114

583. The flight compartment door lock switch has 3 position

- a) UNLKD, AUTO, DENY
- b) UNLKD, AUTO, LOCKED
- c) ACCEPT, AUTO, DENY
- (B2) Reference: ATA 52 Doors (1 of 2) B737 Training book Page 145

584. The mid cabin emergency exit door can be closed

- a) With outside handle only
- b) With inside handle only
- c) With inside or outside handle
- (B2) Reference: ATA 52 Doors (1 of 2) B737 Training book Page 73

585. The emergency exit door keeps in open position by

a) Counterbalance assembly

b) Hydraulic snubber

c) None of the above

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 89

586. The mid cabin emergency exit door locks when

a) Three or more of the entry/service doors are closed, either engine is running (N2 >50%)

b) Air/ground logic is in air mode or both left and right thrust levers are advanced more than 53

c) Three or more of the entry/service doors are closed, either engine is running (N2 >50%),

air/ground logic is in air mode or both left and right thrust levers are advanced more than 53 degrees (TRA)

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 69

587. Before remove the door lining and insulation panel you must remove

a) The emergency escape slide

b) The door assist handles and the control handle

c) The emergency escape slide, the door assist handles and the control handle

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 11

588. How to get access to manual drive input, in case the electric motors of forward airstair door

a) Remove the normal motor

b) Remove the standby motor

c) None of the above

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 13

589. In normal mode airstair operations

a) The normal motor drives the actuator to open and close the airstair door

b) The standby motor drives the actuator to open and close the airstair door

c) The normal and standby motors together drive the actuator to open the airstair door and only

normal motor drives the actuator to close the airstair door

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 15

590. The airstair operates in standby mode when

a) There is a supply of AC and DC power

b) Failure of all electric circuits

c) The AC power is not aviable or there is a failure in the normal circuits

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 22

ATA 51-57:

591. The primary structrure transmits

a) Flight, ground or pressure loads

b) Flight, ground or internal loads

c) Flight, ground, pressure or internal loads

(B2) Reference: ATA 51 Structures - B737 Training book - Page 18

592. The secondary structure includes

a) Radome, airstair, leading edge, stabilizer tip, fairing, cowling, doors

b) Radome, airstair, leading edge, stabilizer tip, fairing, cowling, skin

c) Radome, airstair, leading edge, stabilizer tip, fairing, cowling

(B2) Reference: ATA 51 Structures - B737 Training book - Page 18

593. Except high strength to weight ratio, the composite materials also provide improvements of

a) Fatigue protection, Corrosion protection, Sonic Resistance

b) Fatigue protection, Corrosion protection, Aerodynamic surfaces

c) Fatigue protection, Corrosion protection, Sonic Resistance, Aerodynamic surfaces

(B2) Reference: ATA 51 Structures - B737 Training book - Page 20

594. Which components attach to the wing structure?

a) Engine nacelle/pylon, Flight control surfaces, Wing tip

b) Engine nacelle/pylon, Flight control surfaces, Main landing gear

c) Engine nacelle/pylon, Flight control surfaces, Main landing gear, Wing tip

(B2) Reference: ATA 51 Structures - B737 Training book - Page 34

595. Most of the material in the wing is

- a) Composite
- b) Aluminum
- c) Titanium

(B2) Reference: ATA 51 Structures - B737 Training book - Page 34

596. Which rib is the divider between the main tank and the surge tank?

a) Rib 20

b) Rib 22

c) Rib 25

(B2) Reference: ATA 51 Structures - B737 Training book - Page 38

597. The winglet are made of

- a) Graphite spars, aluminum ribs and skins
- b) Aluminum spars, ribs and skins
- c) Graphite spars, ribs and skins

(B2) Reference: ATA 51 Structures - B737 Training book - Page 42

598. The elevator is made of

- a) Aluninum
- b) Composite
- c) Compsite and aluminum

(B2) Reference: ATA 51 Structures - B737 Training book - Page 46, 60

599. The aerodynamic surfaces of the airplane fall into

- a) Two categories of aerodynamic smoothness. They are critical, and non-critical
- b) Three categories of aerodynamic smoothness. They are extra-critical, critical, and non-critical
- c) Four categories of aerodynamic smoothness. They are ultra-critical, extra-critical, critical, and

non-

(B2) Reference: ATA 51 Structures - B737 Training book - Page 64

600. Extra Critical aerodynamic surfaces are

- a) Those near static pressure ports, pitot probes and angle of attack sensors
- b) Those near static pressure ports, pitot probes, angle of attack sensors and radome
- c) Those near static pressure ports, pitot probes, angle of attack sensors and engine inlet cowls
- (B2) Reference: ATA 51 Structures B737 Training book Page 64, 66

601. How many general types of repairs that can be used to restore the load-carrying capability on

- a) Two types: External rough repair and Inetrnal flush repair
- b) Three types: External rough repair, External clean repair and Internal flush repair
- c) Four types: External rough repair, External clean repair, Internal rough repair and Internal clean
- (B2) Reference: ATA 51 Structures B737 Training book Page 78

602. The advantages of the internal flush repair are

- a) No aerodynamic penalty, visually inspectable and sealed by the cabin differential pressure
- b) No aerodynamic penalty, visually inspectable and not detract from the airplane appearance
- c) No aerodynamic penalty, visually inspectable, not detract from the airplane appearance and sealed
- (B2) Reference: ATA 51 Structures B737 Training book Page 78

603. The flight compartment number 2 window is

- a) A fixed window and can not open
- b) A sliding window and can open from inside only
- c) A sliding window can open from inside and outside
- (B2) Reference: ATA 56 Windows B737 Training book Page 12

604. For passenger cabin window, which panes are structural?

- a) Inner and outer panes
- b) Inner and middle panes
- c) Outer and middle panes
- (B2) Reference: ATA 56 Windows B737 Training book Page 15

605. On B737-900ER, the mid cabin emergency exit door window is

- a) Laminated glass
- b) The prismatic viewer is held in place by the mounting rings and 3 attachment points to the door
- c) The plug type window with inner, outer and middle panes
- (B2) Reference: ATA 56 Windows B737 Training book Page 19

D. QUESTION BANK FOR CFM56 (B737NG) CAT A (ENGINE)

ATA 70

1. The CFM International CFM56-7B is

a) A high bypass ratio turbo fan engine rated at 23,500 pounds of take-off thrust

b) A low bypass ratio turbo fan engine rated at 16,000 pounds of take-off thrust

c) A high bypass ratio turbo fan engine rated at 18,000 pounds of take-off thrust

(A) REF: ATA 70 POWER PLANT - B737 Training book - Page 2

ATA 74

2. The engine Ignition System contains

- a) Two high energy DC systems.
- b) One DC and one AC high energy system

c) Two high energy AC systems

(A) REF: ATA 74 IGNITION - B737 Training book - Page 286

ATA70

3. The CFM56-7B N1 rotor section consists of

- a) A single stage fan and a two stage booster section
- b) A single stage fan and a four stage booster section
- c) A single stage fan and a nine stage booster section
- (A) REF: ATA 70 POWER PLANT B737 Training book Page 6

ATA 70

4. The CFM56-7B N1 low pressure turbine consists of

- a) 3 stages
- b) 4 stages
- c) 9 stages
- (A) REF: ATA 70 POWER PLANT B737 Training book Page 6

5. The CFM56-7B N2 rotor section consists of

a) A nine stage axial flow compressor connected by a through shaft to a single stage high pressure

b) A nine stage axial flow compressor connected by a through shaft to a four stage high pressure

c) A four stage axial flow compressor connected by a through shaft to a single stage high pressure

(A) REF: ATA 70 POWER PLANT - B737 Training book - Page 6

6. The CFM56-7B N1 high pressure turbine consists of

- a) 3 stages
- b) 1 stages
- c) 9 stages
- (A) REF: ATA 70 POWER PLANT B737 Training book Page 6

ATA 73

7. With the Fuel Flow switch selected to the USED position, the digital display on both fuel flow indicators

a) Shows the total fuel consumed per engine per hour

b) Shows the total fuel consumed per engine since engine start

c) Shows the total fuel consumed per engine since last reset

(A) REF: ATA 73 ENGINE FUEL AND CONTROL - B737 Training book - Page 199

ATA 79

8. The minimum engine oil pressure is

- a) 25psi
- b) 13psi
- c) 20psi
- (A) REF: ATA 74 ENGINE OIL B737 Training book Page 270

ATA 76

9. The Engine Start Lever selected to IDLE during an engine start

a) Energizes the ignition system, mechanically opens the engine fuel shutoff valve in the wing leading edge, and electrically opens the MEC shutoff valve

b) Energizes the ignition system, electrically opens the engine fuel and MEC shutoff valves in the wing leading edge

c) Energizes the ignition system, electrically opens the engine fuel shutoff valve in the wing leading edge, and mechanically opens the MEC shutoff valve

(A) REF: ATA 76 ENGINE CONTROL - B737 Training book - Page 104

ATA 71

10. Prior to opening fan/reverser cowls, what safety precaution must you take

- a) Deactivate L/E devices
- b) Deactivate T/E devices
- c) Electrical power OFF
- (A) AMM TASK 71-11-02 PAGE 201

11. Where is the IDG service access door

- a) Lower right hand side fan cowl
- b) Lower left hand side fan cowl
- c) Lower Thrust Reverser Cowl
- (A) AMM TASK 71-11-04 PAGE 401

12. Where is Vortex Control Device

- a) on the inboard fan cow
- b) Lower Thrust Reverser Cowl
- c) on Accessory Gear box
- (A) AMM 71-11-00 PAGE 2

ATA71

13. Where is Oil Tank Access Doo door

- a) on the right fan cowl panel
- b) Lower left hand side fan cowl
- c) Lower Thrust Reverser Cowl
- (A) AMM TASK 71-11-05 PAGE 201

ATA 71

14. how many engine mounts does The CFM56-7B engine have

- a) 2
- b) 4

c) 3

(A) AMM 71-00-00 PAGE 8

15. The CFM56-7B engine's bypass ratio is

- a) 8.4:1
- b) 5,6:1
- c) 7.5:1
- (A) AMM 71-00-00 PAGE 5

16. Where is The T12 access/pressure relief door

- a) on the right side of the inlet cowl
- b) on the right fan cowl panel
- c) Lower Thrust Reverser Cowl
- (A) AMM TASK 71-11-06 PAGE 201

ATA 72

17. Where is the N2 hand cranking pad

- a) A.G.B. top 9 o'clock position fwd face
- b) Accessory Gear box, bottom fwd face
- c) HP compressor casing, 9 o'clock position
- (A) AMM 72-00-00 PAGE 15

18. Where is Oil Tank Access Doo door

a) on the right fan cowl

- b) Lower left hand side fan cowl
- c)
- on the fan inlet case
 - (A) AMM 72-00-00 PAGE 14

19. The CFM56-7B engine's 24 wide-chord fan blades are made of

- a) Titanium
- b) Carbon fiber and resin with titanium leading and trailing edges
- c) Steel
- (A) AMM 72-00-00 PAGE 16

ATA72

20. The CFM56-7B engine has these gearboxes

- a) Inlet, transfer, accessory
- b) Internal, angle, main
- c) Inlet, angle, main

(A) AMM 72-00-00 PAGE 6

ATA 72

21. The CFM56-7B engine's Fan inlet cone has

- a) Three pieces
- b) Two pieces
- c) One piece
- (A) AMM 72-00-00 PAGE 17

22. How many main engine bearings are installed on engine

- a) 4
- b) 5

c) 7

(A) AMM 72-00-00 PAGE 8

23. What is the location of the engine fuel pump

- a) Accessory gear box approximately 8 o'clock aft face
- b) Transfer gear box at 12 o'clock
- c) Accessory gear box 12 o'clock FWD
- (A) AMM 72-00-00 PAGE 15

ATA 73

24. How many fuel nozzles in the combustion case assembly

- a) 10
- b) 20
- c) 15
- (A) AMM 73-11-00 PAGE 10

25. Where would you find the T12 sensor

a) at the 2:30 position in the engine inlet cowl

- b) Engine inlet cowl 9.00 O'clock.
- c) LP compressor exhaust, 1 O'clock
- (A) AMM 73-21-00 PAGE 20

26. Where is The turbine clearance control (TCC) sensor

- a) at Accessory gear box
- b) on the HPT case
- c) at transfer gear box
- (A) AMM 73-21-00 PAGE 26

27. Where does the EEC attach?

- a) on the right fan cowl panel
- b) Lower left hand side fan cowl
- c) the engine fan case at the 2:00 position
- (A) AMM 73-21-00 PAGE 29

ATA 74

28. How many spark igniters are installed on engine

- a) Three
- b) One
- c) Two
- (A) AMM 74-00-00 PAGE 14

29. Where is The ignition exciters located

- a) on the right fan cowl panel
- b) on the right side of the fan case
- c) Lower left hand side fan cowl
- (A) AMM 74-00-00 PAGE 6

30. Where are the spark igniters located

- a) Combustor can 12 o'clock
- b) Between the combustion section and HP turbine.
- c) just forward of the fuel manifold
- (A) AMM 74-00-00 PAGE 6

31. Before working on the engine ignition system what precautions would you take

- a) Pull the C/B's
- b) Make sure the electrical power is ON
- c) Ground all the ignition leads
- (A) AMM TASK 74-11-01 PAGE 401

ATA 76

32. How many switches does Each engine start lever operate?

- a) five switches
- b) six switches
- c) four switches
- (A) AMM 76-00-00 PAGE 20

33. Where are located The thrust levers and the start levers

- a) in the flight compartment
- b) In the E&E compartment
- c) In the Aft Accessory compartment
- (A) AMM 76-00-00 PAGE 8

34. How many thrust lever resolver assemblies

- a) 2
- b) 3
- c) 1
- (A) AMM 76-00-00 PAGE 5

ATA 77

35. How many vibration sensors (accelerometers) does AVM system have?

- a) 3
- b) 2
- c) 4

(A) AMM 77-31-00 PAGE 6

36. Where are The thermocouples located

- a) inside the second stage nozzles of the low pressure turbine(LPT)
- b) In the engine fan cowl
- c) In the engine reverser cowl
- (A) AMM 77-21-00 PAGE 4

37. Where is the AVM signal conditioner box

- a) In the E&E compartment
- b) In the cockpit
- c) In the Aft Accessory compartment
- (A) AMM 77-31-00 PAGE 7

38. Where is the N1 speed sensor

- a) Top of the HP compressor casing
- b) on the right side of the engine, just aft of the oil tank
- c) On the accessory gear box
- (A) AMM 77-11-00 PAGE 6

39. Where is the N2 speed sensor

- a) on the forward face of the engine accessory gearbox(AGB)
- b) Top of the HP compressor casing
- c) on the right fan cowl panel
- (A) AMM 77-11-00 PAGE 8

ATA 78

40. Where is the engine accessory unit

- a) In the engine fan cowl
- b) In the E&E compartment
- c) In the engine reverser cowl
- (A) AMM 78-34-00 PAGE 20

41. Where are The blocker doors
a) part of the translating sleeve

- b) In the engine fan cowl
- c) In the engine reverser cowl
- (A) AMM 78-31-00 PAGE 22

42. How many tension latches for each T/R

- a) 5
- b) <mark>6</mark>
- c) 7
- (A) AMM 78-31-00 PAGE 30

43. Where does A sync lock attach

- a) head end of the lower hydraulic actuator on each T/R half
- b) In the engine fan cowl
- c) n the engine reverser cowl
- (A) AMM 78-34-00 PAGE 18

44. Where are The T/R control valve modules

- a) in the main gear wheel on the keel beam
- b) In the E&E compartment
- c) In the cockpit
- (A) AMM 78-34-00 PAGE 22

ATA 79

45. Precautions when inspection MCD's on a recently shut down engine

- a) Oil high pressure
- b) Oil leaks
- c) The oil will be hot
- (A) AMM TASK 79-21-05 PAGE 401

46. Where is located chip detector

- a) lubrication unit housing
- b) On oil pump
- c) On gearbox
- (A) AMM 79-20-00 PAGE 18

47. Where is located DMS detectors

- a) On oil pump
- b) On gearbox
- c) lubrication unit housing
- (A) AMM 79-20-00 PAGE 20

48. Where does The main oil/fuel heat exchanger attach

- a) fuel pump assembly
- b) On oil pump

c) On gearbox

(A) AMM 79-20-00 PAGE 22

49. Where is located The anti-leakage valve

- a) on the fan frame at the 6:00 position
- b) fuel pump assembly
- c) On gearbox
- (A) AMM 79-20-00 PAGE 28

50. How many the main oil/fuel heat exchanger is installed on engine

- a) 1
- b) 2

c) 3

(A) AMM 79-20-00 PAGE 22

ATA 80

51. Where is located The start valve

- a) above the starter on the fan case
- b) fuel pump assembly
- c) On oil pump
- (A) AMM 80-00-00 PAGE 8

52. Where is located The starter

- a) on the forward face of the engine accessory gearbox (AGB)
- b) On oil pump
- c) fuel pump assembly
- (A) AMM 80-00-00 PAGE 8

53. Where is located The display electronics units (DEU)s

- a) In the E&E compartment
- b) In the cockpit
- c) In the engine fan cowl
- (A) AMM 80-00-00 PAGE 10

54. Where does Pneumatic power sources come?

- a) APU & Opposite engine
- b) Pneumatic ground equipment
- c) APU, Opposite engine and Pneumatic ground equipment
- (A) AMM 80-00-00 PAGE 2

E.QUESTION BANK FOR CFM56 (B737NG) CAT B1 (ENGINE)

ATA 71:

1. The CFM International CFM56-7B-27 is

a) A high bypass ratio turbo fan engine rated at 27,300 pounds of take-off thrust.

- b) A low bypass ratio turbo fan engine rated at 26,400 pounds of take-off thrust.
- c) A high bypass ratio turbo fan engine rated at 24,200 pounds of take-off thrust.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 6-7

2. If you wanted to do leak check with the engine at idle, how would you approach.

- a) Not allowed
- b) Via the approved entry corridor.
- c) There is no restriction

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 8

3. If you had fuel leaking from the overboard drains where would you look for the allowable limits.

- a) Chapter 5
- b) Chapter 73
- c) Chapter 71.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 14

ATA 72:

4. The CFM56-7B N1 low pressure turbine consists of

- a) 3 stages.
- b) 4 stages.
- c) 9 stages.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 23

5. The CFM56-7B N1 rotor section consists of

- a) A single stage fan and a two stage booster section.
- b) A single stage fan and a three stage booster section.
- c) A single stage fan and a nine stage booster section.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 23

6. How many fan blades are there on CFM56-7B engine

- a) 24 fan blades
- b) 22 fan blades
- c) 26 fan blades
- (B1) ATA70-80 CFM56 part 2 B737 Training book Page 32

7. The N2 shaft turns the AGB through these shafts and gearboxes

- a) IGB
- b) IGB and TGB
- c) TGB
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 24

8. About the Main Engine Bearing

a) The number 1, 2, and 4 bearings are in the forward sump. The number 3 and 5 bearings are in the

b) The number 1, 2, and 3 bearings are in the forward sump. The number 4 and 5 bearings are in the

c) The number 1, 2, and 5 bearings are in the forward sump. The number 3 and 4 bearings are in the *(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 26*

9. The CFM56-7B N2 rotor section consists of

a) A nine stage axial flow compressor connected by a through shaft to a single stage high pressure

b) A nine stage axial flow compressor connected by a through shaft to a four stage high pressure

c) A four stage axial flow compressor connected by a through shaft to a single stage high pressure

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 23

ATA 73:

10. The engine fuel system (not including fuel tank pumps) has

a) Two electrical fuel pumps.

b) One fuel heater only.

c) One engine driven fuel pump with two stages.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 122

11. How many fuel nozzles on CFM56-7B

d) Fourteen (14) fuel nozzles

e) Twelve (12) fuel nozzles

f) Sixteen (16) fuel nozzles

(B1) ATA70-80 CFM56 part 2 - B737 Training book - Page 120

12. The ENGINE CONTROL light comes on when

a) Aircraft is in flight

b) EEC is not energized

c) A no dispatch engine fault occurs

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 178

13. SHORT TIME faults

- a) Occur when the EEC finds a fault that must be corrected in a short time, can not be deffered
- b) Occur when the EEC finds a fault that must be corrected in a short time, can be deffered
- c) Occur when the EEC finds a fault that should be corrected at operator convenience, can be deffered
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 181,182

14. The engine fuel system contains

- a) One fuel/oil heat exchanger only.
- b) One fuel heater only.
- c) One fuel heater and one fuel/oil heat exchanger.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 118,119

15. T12 sensor is at

a) 2:30 position in the engine inlet cowl

- b) 2:30 position in the T/R cowl
- c) 09:00 position in the engine inlet cowl

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 142

16. The Fuel Flow Transmitter is located

a) Between the First and Second Stage of the engine driven fuel pump.

b) On the fan case at the 10:00 position

c) On the right fan cowl

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 202

17. With the Fuel Flow switch selected to the USED position, the digital display on both fuel flow

a) Shows the total fuel consumed per engine per hour.

b) Shows the total fuel consumed per engine since engine start.

c) Shows the total fuel consumed per engine since last reset.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 199

18. Where would you find the T12 sensor

a) Engine inlet cowl 2:30 O'Clock.

b) Engine inlet cowl 9.00 O'clock.

c) LP compressor exhaust, 1 O'clock.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 142

19. The EEC alternator supplies electrical power

a) To channel A and channel B of the EEC

- b) Only chanel A of EEC
- c) Only chanel B of EEC

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 154

20. What is the location of the engine fuel pump.

a) Accessory gear box approximately 8 o'clock aft face.

b) Transfer gear box at 12 o'clock.

c) Accessory gear box 12 o'clock FWD.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 120,121

ATA 74:

21. The engine Ignition System contains

a) Two high energy DC systems.

b) One DC and one AC high energy system.

c) Two high energy AC systems.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 278

22. Placing the Engine Start Switch to the CONT position

a) Provides high energy ignition to the selected igniter(s) when the Engine Start Lever is in the IDLE or CUTOFF positions.

b) Provides high energy ignition to the Left igniter when the Engine Start Lever is in the IDLE

c) Provides high energy ignition to the selected igniter(s) when the Engine Start Lever is in the IDLE

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 290

23. With the Ignition Select switch in the IGN R position

a) Both igniters are selected for use on the right engine.

b) The right igniter is selected for use on the right engine.

c) The right igniter is selected for use on both engines

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 278

24. These are the components of each ignition system

a) Ignition excite, Ignition lead, Air manifold, Spark igniter

- b) Ignition excite, Ignition lead, Spark igniter
- c) Ignition excite, Ignition lead, Air manifold, Spark igniter, EEC
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 280

25. The air goes into the air manifold to cool ignition lead

- a) From Low pressure compressor discharge air
- b) From High pressure compressor
- c) From Low turbine
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 284

26. Which C/B's should be tripped prior to a test on the ignition system.

- a) Flight idle C/B's
- b) Fuel spar valve C/B's
- c) Ignition C/B's.
- (B1) Reference: AMM TASK 74-00-00-750-801-F00

27. Can you dispatch an aircraft with an inoperative ignition system.

- a) No, both systems must be operative
- b) Yes, but the left ignition must be operative.
- c) Yes, but the right ignition must be operative.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 282

28. Before working on the engine ignition system what precautions would you take.

a) Pull the C/B's.

- b) Make sure the electrical power is ON
- c) Ground all the ignition leads
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 282

29. Where is the ignition box located.

- a) 2 o'clock under fan cowl.
- b) 6 o'clock under fan cowl.
- c) 2 o'clock under combustion section
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 285

30. Where are the igniters located.

- a) Combustor can 12 o'clock
- b) Between the combustion section and HP turbine.
- c) Combustor can LH and RH side.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 280-281

31. Placing the Engine Start switch to the FLT position

a) Opens the starter valve and provides high energy ignition to both igniters when the Engine Start Lever is positioned to IDLE.

b) Provides high energy ignition to the selected igniter(s) when the Engine Start Lever is positioned to

c) Provides high energy ignition to both igniters when the Engine Start Lever is positioned to IDLE.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 290

32. With the engine start switch in FLT position, how many igniters will fire (all other parameters

a) Only the Right system will fire

b) Both L & R igniters fire if the igniter switch is in neutral position.

c) Both L & R igniters fire irrespective of igniter switch selection

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 291

33. MEL for Ignition System

- a) B system must be powered by the Standby Bus
- b) A system must be powered by the Battery Bus
- c) A System must be powered by the Standby Bus
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 282

ATA 75:

34. Where is the turbine clearance control valve.

- a) Left side of the engine
- b) Right side of the engine.
- c) Bottom of the exhaust section
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 216

35. Where are the VSV actuators located.

- a) 3 and 9 o'clock.
- b) 4 and 10 o'clock.
- c) On the LP compressor section
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 226

36. The VSVs valve

a) controls the amount of fan discharge air that goes to the LPT case

b) control the amount of LPC discharge air that goes into the fan discharge airflow

c) controls the amount of HPC 9th stage and 4th stage air that goes to the HPT shroud support

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 212

37. The turbine clearance control system has these subsystems

- a) High pressure turbine active clearance control (HPTACC)
- b) HPTACC and LPTACC
- c) Low pressure turbine active clearance control

(LPTACC)

(B1) Reference:: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 214

38. The electronic engine controller (EEC) uses this data to schedule the VSVs position:

- a) Both N1 and N2 speed
- b) N1 speed
- c) N2 speed
- (B1) Reference:: ATA 70-80 CFM56 PART 2 B737 Training book Page 228

39. With the engine not running, what position will the VSV/VBV's be in.

- a) VSV's closed, VBV's open.
- b) VSV's open, VBV's closed.
- c) VSV's at the last position selected, VBV's open.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 228, 234

40. You can operate the VSV's with a pump - is there any other way of doing this.

- a) Yes running the engine at idle
- b) No a pump is needed.
- c) Yes motoring the engine
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 228

41. What precautions should you take when using the VSV/VBV actuation pump.

- a) Max press in the system 300 p.s.i.
- b) Max press in the system 3000 p.s.i.
- c) The flow must be limited.
- (B1) Reference: AMM TASK TASK 75-31-00-790-801-F00-G (CAUTION)

ATA 76:

42. The lock pawl

a) Prevents the operation of both thrust lever at the same time

b) Allows the operation of both thrust lever at the same time

c) Prevents the operation of the forward thrust lever and the reverse thrust lever at the same time

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 92

43. Each start lever operates

a) 4 switches: Two of the switches send signals to the EEC. Two of the switches interface with the engine ignition system

b) 6 switches: Two of the switches send signals to the EEC. Two of the switches interface with the engine ignition system. The other two switches send signals to valves in the engine fuel feed system.

c) 4 switches:Two of the switches interface with the engine ignition system. The other two switches send signals to valves in the engine fuel feed system.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 102

44. The Engine Start Lever selected to IDLE during an engine start

a) Energizes the ignition system, mechanically opens the engine fuel shutoff valve in the wing leading edge, and electrically opens the MEC shutoff valve.

b) Energizes the ignition system, electrically opens the engine fuel and MEC shutoff valves in the wing

c) Energizes the ignition system, electrically opens the engine fuel shutoff valve in the wing leading edge, and mechanically opens the MEC shutoff valve.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 104

ATA 77:

45. The N1 Manual Set knob

a) When pulled out disables the FMC input signal to the N1 indicator.

b) When pushed in allows manual setting of the N1 indicator cursor.

c) When pulled out enables the FMC input signal to the N1 indicator

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 43

46. The N1 RPM indicator indicates

a) The engine compressor speed in percent of RPM and is used as the primary thrust setting reference.

b) The engine turbine speed in percent of RPM and is used as the primary thrust setting reference.

- c) The fan speed in percent of RPM and is used as the primary thrust setting reference.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 42

47. Electrical connectors of N1 speed sensor

a) One connector is for the DEUs and AVM, one is for EEC channel A, and one is for EEC channel B.

b) One is for EEC channel A, and one is for EEC channel B.

c) is for the DEUs and AVM

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 38

48. Rotating the N1 Manual Set knob (when pulled) will

a) Set the desired N1 RPM in the N1 Manual Set Indicator (EIS).

b) Set the desired N1 in the upper digital display of the N1 RPM indicator (EIS).

c) Set the desired N1 in the upper digital display of the N1 RPM indicator (EIS) with the N1 Manual Set Indicator blank.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 43

49. Illuminating of the Red warning light above an EGT gauge indicates

a) The EGT for either engine has been reached or exceeded.

b) The EGT for the associated engine displayed has been reached or exceeded.

c) A warning that an abnormal engine start is occurring.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 51-52

50. If there has been an EGT start redline exceedance (>725C)

a) The highlight box around the digital readout will be red when the airplane is on the ground

b) EECs de-energized

c) The highlight box around the digital readout will be red when the airplane is on the ground and both EECs de-energized

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 51-52

51. The N2 RPM indicator displays

- a) High pressure compressor speed in actual RPM
- b) Low pressure compressor speed in percent of RPM

c) High pressure compressor speed in percent of RPM

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 42

52. What indication would you have on your gauges if you had an EGT over limits. (Other than during engine start).

a) Red light on EGT indicator illuminated

- b) Red needle latched at red mark in the indicator
- c) Red light flashed in the cockpit.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 52

53. The engine indicating system shows exceedance data for these engine parameters:

a) N1, N2

b) EGT RED LIMIT, EGT HOT START

c) N1, N2, EGT RED LIMIT, EGT HOT START

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 54

54. Where is the AVM signal conditioner box.

- a) In the E&E bay.
- b) In the cockpit.
- c) In the Aft Accessory compartment
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 64-65

55. The AVM signal conditioner receives analog input from these engine sensors

a) N1 speed sensor

b) N1, N2, Number 1 bearing vibration sensor

- c) N2 speed sensor
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 36

56. The engine vibration indicators

a) Show the engine vibration level in the turbine section of the engine.

b) Show the engine vibration level in the fan section of the engine.

c) Show the engine vibration level throughout all sections of the engine.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 62

57. The AEVM signal conditioner holds engine vibration data information for

a) the last 16 flights (cycles) of each engine

b) the last 64 flights (cycles) of each engine

c) the last 32 flights (cycles) of each engine

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 67

58. Where is the N1 speed sensor.

- a) Top of the HP compressor casing
- b) Under fan cowl 4 o'clock
- c) On the accessory gear box

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 38

ATA 78:

59. Prior to opening fan/reverser cowls, what safety precaution must you take.

- a) Deactivate L/E devices.
- b) Deactivate T/E devices
- c) Electrical power OFF
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 335

60. For CFM56-7B, the thrust reverser cowl is equipped with

- g) Four (4) latches
- h) Five (5) latches
- i) Six (6) latches
- (B1) ATA70-80 CFM56 part 2 B737 Training book Page 322

61. Where is the Thrust Reverser Control Valve Module.

- a) Main gear wheel
- b) LH Thrust Reverser cowl
- c) In the pylon
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 356-357

62. How many thrust reverser feedback cables are there on an engine.

- a) 2 one for each reverser half.
- b) 4 Two for each reverser half.
- c) 1 one for each engine.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 329

63. If you need to open the thrust reverser cowl, what should you do prior to this.

- a) Deactivate the leading edge devices.
- b) Deactivate the Reverser system

c) Remove hydraulic and electrical power.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 335

64. If you had to change a cascade vane, how would you safety the thrust reverser.

- a) Bypass pin in thrust reverser control valve.
- b) Remove the thrust reverser cowl.
- c) Install a safety locking device on the reverser actuators.

(B1) Reference: AMM TASK 78-31-05-000-801-F00, TASK 78-31-00-040-802-F00

65. When opening the thrust reverser cowl, how do you safety it open.

- a) With a safety bar
- b) With 2 locking pins
- c) With the cowl actuator lock.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 335

66. Where are the thrust reverser control valves.

- a) Fwd end of respective airconditioning bay.
- b) B . Aft end of respective airconditioning bay
- c) Fwd end of landing gear wheel well.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 356

ATA 78,:

67. Where would you find the thrust reverser manual unlock handles.

- a) On the upper actuator on each thrust reverser half
- b) On the lower actuator on each thrust reverser half
- c) In the pylon
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 329

ATA 78:

68. What is the normal hydraulic supply for #2 thrust reverser.

- a) System "A"
- b) System "B"
- c) Systems A and B
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 367

69. What is the alternate hydraulic supply for #1 thrust reverser.

- a) Standby hydraulic system
- b) System B

c) System A

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 367

70. If you operate a thrust reverser twice within 10 sec, it can lock out. What causes this.

- a) Hydraulic overpressure
- b) Hydraulic fuses set.
- c) Actuator Jammed

(B1) Reference: AMM TASK 78-31-00-980-805-F00: Thrust Reverser Operation - Extend (Power Procedure)

71. While testing the thrust reverser system, you find the hydraulic fuses have set, how can you reset them.

a) Remove hydraulic pressure from that system.

b) Set the hydraulic On and select the system operation in the opposite direction.

c) Wait until the temperature drops below the limit.

(B1) Reference: AMM TASK 78-31-00-980-805-F00-G: Reset The Hydraulic Fuse

72. How can you measure the thrust reverser proximity sensor/target gaps.

- a) Micro-meter.
- b) Gap gauge
- c) Deep-gauge.
- (B1) Reference: AMM TASK 78-34-03-800-801-F00,

73. What powers the T/R Sync Locks

a) A 115VAC Normal bus

- b) B 28VDC Standby bus
- c) C 28VDC Battery Bus
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 359

74. Purpose of sync lock

a) Locks the sync shafts to prevent operation of the hydraulic actuators when there is no T/R deploy signal and a manual drive for manually operating the hydraulic actuators

b) Locks the sync shafts

c) A manual drive for manually operating the hydraulic actuators

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 354

75. Type of T/R hydraulic actuators

- a) Locking actuator
- b) Non-locking actuator
- c) Locking actuator and Non-locking actuator
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 329

76. Deactivate the T/R for airplane dispatch

a) 2 pins for each T/R translating sleeve

- b) 1 pin for each T/R translating sleeve
- c) Open the C/B and no need pin
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 342

77. If the T/R DEPLOY FAULTS light comes on

a) You must extend the T/R before you can clear the fault light

b) You must stow the T/R before you can clear the fault light

c) Use the FAULT RESET buttons (switches) to erase the EAU fault memory.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 371

78. Where is the engine accessory unit.

- a) In the engine fan cowl
- b) In the E&E compartment.
- c) In the engine reverser cowl.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 370

ATA 79:

79. The yellow band on the oil pressure indicator is only valid when

- a) After engine start, by the time the engine is stabilized at idle.
- b) On the ground with Takeoff thrust set.
- c) At all engine operating conditions.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 270

80. The oil quantity indicating system sends this data to the DEU

- a) Oil pressure, Oil temperature, Oil quantity, Low oil pressure indication, Scavenge oil filter bypass
- b) Oil pressure, Oil temperature, Oil quantity
- c) Oil pressure, Oil temperature, Oil quantity, Low oil pressure indication
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 242

81. Illumination of the OIL FILTER BYPASS light

- a) Indicates an impending bypass of the oil Scavenge Filter.
- b) Indicates the Oil Filter is being bypassed.
- c) Illuminates the Master Caution ENG annunciator light.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 274

82. The engine oil pressure is

- a) Unregulated and is primarily a function of engine N1 speed.
- b) Regulated and is primarily a function of engine N2 speed.
- c) Unregulated and is primarily a function of engine N2 speed.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 270

83. The minimum engine oil pressure is

- a) 25psi
- b) 13psi
- c) 20psi
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 270

84. Precautions when inspection MCD's on a recently shut down engine.

- a) Oil high pressure.
- b) Oil leaks.
- c) The oil will be hot.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 248

85. When servicing the oil quantity, how do you know when the tank is full.

- a) Quantity indicator in the cockpit
- b) Quantity gauge

c) Overflow.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 246

86. What precautions are involved with the seals on the engine MCD'S.

a) Change "O"-ring - Don't change "D"-ring unless required.

b) Change "D"-ring - Don't change "O"-ring unless required.

c) C . Change both "O" and "D" -rings.

(B1) Reference: AMM TASK 79-21-05-000-806-F00, TASK 79-21-05-400-804-F00

87. Where would you find the bypass indicators for the oil pressure filter.

a) Between the pump outlet and the filter.

b) Between the MCD and the filter.

c) On the filter housing

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 252-253

88. Where is the breather outlet for the engine oil system.

a) Through the tailpipe.

b) Through the oil tank.

c) Through the engine drain system

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 248

89. How would you remove the screen from the MCD./

a) Push the pin in.

b) B . Remove safety wire.

c) Remove safety cap.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 254-255

90. How many chip detectors in scavenge circuits?

a) 1

b) 2

c) 3

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 254

ATA 80:

91. The usual duty cycle limits are as follows

a) No limit to the number of engine starts

b) No limit to the number of engine starts, maximum operating time is 2 minutes, wait 10 seconds between each start.

c) Maximum operating time is 2 minutes

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 306

92. The engine start switches and the ignition selector switch are on

- a) P2 main panel center
- b) P5 forward overhead panel.

c) Control stand

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 298

93. Starter extended duty cycle.

a) 5 minutes ON / 5 minutes OFF.

- b) 15 minutes ON / 5 minutes OFF.
- c) 15 minutes ON / 15 minutes OFF.

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 306

94. Start valve will closes and remove bleed air from the starter when?

a) At approximately 55 percent N2

- b) Engine start lever in Idle
- c) At approximately 50 percent N2

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 302

95. The START VALVE OPEN light (amber) indicates

a) The engine starter valve is open and air is being supplied to the air driven starter.

- b) The Engine Start switch is in GRD.
- c) The engine starter valve is open irrespective of air being supplied to the air driven starter.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 294, 305

96. Placing the Engine Start Switch in the GRD position

a) Opens the starter valve, closes the engine bleed air valve and the Right (Standby AC Bus) igniter is energised immediately when the Engine Start Lever is placed to IDLE.

b) Opens the starter valve, closes the engine bleed air valve and the selected igniter(s) are energised when the Engine Start Lever is placed to IDLE.

c) Opens the starter valve, closes the engine bleed air valve and the selected igniter(s) are energised (*B1*) *Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 287, 290, 305*

97. Start switch is in the OFF position

a) The start valve solenoid is de-energized

- b) The start valve solenoid is de-energized, and the internal vent valve moves to the closed position
- c) The internal vent valve moves to the closed position

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 305

98. Where is the starter oil magnetic plug located.

- a) Within the drain plug.
- b) Bottom of the starter
- c) Oil scavenge circuit.
- (B1) Reference: ATA 70-80 CFM56 PART 2 B737 Training book Page 303

99. The extended duty cycle is observed during maintenance motoring

a) 2 extended starter operations maximum time for each is less than 15 minutes, wait 2 minutes between each operation

b) 2 extended starter operations maximum time for each is less than 15 minutes

c) Wait 2 minutes between each operation

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 306

100. About Starter Duty Cycles

- a) Has two duty cycles
- b) The usual starter duty cycle is observed during engine starts
- c) The extended duty cycle is observed during maintenance motoring

(B1) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 306

F.QUESTION BANK FOR CFM56 (B737NG) CAT B2 (ENGINE)

ATA 71:

1. The CFM56-7B engine is

a) A high bypass, dual rotor, axial flow turbofan engine. Takeoff thrust: 19,500 to 27,300 lb

b) A low bypass, dual rotor, axial flow turbofan engine. Takeoff thrust: 19,500 to 27,300 lb

c) A high bypass, dual rotor, axial flow turbofan engine. Takeoff thrust: 19,500 to 22,300 lb (*B2*) *ATA70-80 CFM56 part 2 - B737 Training book - Page 2&7*

2. How many fan cowls are there each engine

a) one (1) b) two (2) c) three (3) (B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 18

3. Each fan cowl hafl shall be hold open by

- a) 2 rods
- b) 1 rod
- c) 3 rods
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 18

4. The engine is attached to the pylon by

a) FWD and AFT mounts

b) FWD, middle and AFT mounts

c) Three mounts

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 10

5. For CFM56-7B, the fan cowl is equipped with

a) Three (3) latches
b) Four (4) latches
c) Five (5) latches
(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 18

ATA 72:

6. The CFM56-7B N1 rotor section consists of

- a) A single stage fan and a two stage booster section
- b) A single stage fan and a three stage booster section
- c) A single stage fan and a nine stage booster section
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 23

7. The CFM56-7B N1 low pressure turbine consists of

a) 9 stages
b) 4 stages
c) 3 stages
(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 23

8. The CFM56-7B N2 rotor section consists of

a) A four stage axial flow compressor connected by a through shaft to a single stage high pressure turbine

b) A nine stage axial flow compressor connected by a through shaft to a single stage high pressure turbine

c) A nine stage axial flow compressor connected by a through shaft to a four stage high pressure turbine

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 23

9. How many fan blades are there on CFM56-7B engine

- a) 24 fan blades
- b) 22 fan blades
- c) 26 fan blades
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 32

ATA 73:

10. These are the engine fuel distribution system components

a) Fuel nozzle filter, Fuel pump assembly, IDG oil cooler, Servo fuel heater, Fuel manifolds, Fuel nozzles

b) Fuel nozzle filter, Fuel pump assembly, IDG oil cooler, Servo fuel heater, Fuel manifolds

c) Fuel nozzle filter, Fuel pump assembly, IDG oil cooler, Servo fuel heater

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 120

11. How many fuel nozzles on CFM56-7B

- a) Fourteen (14) fuel nozzles
- b) Twelve (12) fuel nozzles
- c) Sixteen (16) fuel nozzles

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 120

12. How is the thrust rating changed on the CFM56-7B

- a) By change the EEC
- b) By a setting up in CDU
- c) By an engine identification (ID) plug

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 152

13. SHORT TIME faults

a) Occur when the EEC finds a fault that must be corrected in a short time, can not be deffered

b) Occur when the EEC finds a fault that must be corrected in a short time, can be deffered

c) Occur when the EEC finds a fault that should be corrected at operator convenience, can be deffered

(B2) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 181,182

14. With the Fuel Flow switch selected to the USED position, the digital display on both fuel flow

d) Shows the total fuel consumed per engine per hour.

e) Shows the total fuel consumed per engine since engine start.

f) Shows the total fuel consumed per engine since last reset.

(B2) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 199

ATA 74:

15. Which components belong to engine ignition system

a) Ignition exciter, Ignition lead, Air manifold, Spark igniter

b) Ignition exciter, Ignition lead, Air manifold, Spark igniter, EEC

c) Ignition lead, Air manifold, Spark igniter, EEC

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 280

16. Each engine equipped with

a) One ignition system with two igniters

b) Two ignition systems, each has two igniters

c) Two ignition systems with two igniters

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 279-280

17. Where are spark igniters install on CFM56-7B engine

a) Installs into an adapter at the 4:00 and 8:00 positions on the engine

b) Installs into an adapter at the 4:00 and 7:00 positions on the engine

c) Installs into an adapter at the 5:00 and 8:00 positions on the engine

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 284

ATA 75:

18. What precautions should you take when using the VSV/VBV actuation pump.

g) Max press in the system 300 p.s.i.

h) Max press in the system 3000 p.s.i.

i) The flow must be limited.

(B2) Reference: AMM TASK TASK 75-31-00-790-801-F00-G (CAUTION)

19. Where are the VSV actuators located.

- a) 3 and 9 o'clock.
- b) 4 and 10 o'clock.

c) On the LP compressor section

(B2) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 226

ATA 76:

20. The thrust setting parameter is

a) N1

b) N2

c) EGT

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 149

21. The lock pawl

d) Prevents the operation of both thrust lever at the same time

e) Allows the operation of both thrust lever at the same time

f) Prevents the operation of the forward thrust lever and the reverse thrust lever at the same time *(B2) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 92*

ATA 77:

22. The engine indicating system shows these parameters for each engine

a) Low pressure rotor speed (N1), High pressure rotor speed (N2), Exhaust gas temperature (EGT), Engine vibration.

b) Low pressure rotor speed (N1), High pressure rotor speed (N2), Exhaust gas temperature (EGT)

c) Low pressure rotor speed (N1), High pressure rotor speed (N2)

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 36

23. When opening the thrust reverser cowl, how do you safety it open.

- j) With a safety bar
- k) With 2 locking pins
- 1) With the cowl actuator lock.

(B2) Reference: ATA 70-80 CFM56 PART 2 - B737 Training book - Page 335

ATA 78:

24. For CFM56-7B, the thrust reverser cowl is equipped with

- a) Four (4) latches
- b) Five (5) latches
- c) Six (6) latches
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 322

25. Each thrust reverser "C" duct is opened by

- a) One electric actuator
- b) One pneumatic actuator
- c) One hydraulic actuator
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 335

26. When is it possible to operate the thrust reverser system

- a) On ground only
- b) On ground or in flight
- c) In flight only
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 310

27. WHAT DOES THE THRUST REVERSER CONTROL SYSTEM CONTROL FOR STOW AND DEPLOY OPERATOINS

a) THE T/R CONTROL SYSTEM CONTROLS HYDRAULIC AND ELECTRICAL POWER TO THE T/R FOR STOW AND DEPLOY OPERATIONS

b) THE T/R CONTROL SYSTEM CONTROLS ELECTRICAL POWER TO THE T/R FOR STOW AND DEPLOY OPERATIONS

c) THE T/R CONTROL SYSTEM CONTROLS HYDRAULIC POWER TO THE T/R FOR STOW AND DEPLOY OPERATIONS

(B2) PAGE 320 ATA 78 B737-600/700/800/900 Training book

28. WHICH COMPONENT HELPS YOU TO DO TROUBLESHOOTING OF T/R CONTROL SYSTEM?

- a) EEC
- b) EAU
- c) DEUs

(B2) PAGE 370-371 ATA 78 B737-600/700/800/900 Training book

29. WHERE ARE REVERSER LIGHTS

a) ON THE EEC
b) ON THE P5 AFT OVERHEAD PANEL
c) ON THE CDU
(B2) PAGE 373 ATA 78 B737-600/700/800/900 Training book

ATA 79:

30. THE OIL QUANTITY INDICATING SYS SENDS THIS DATA TO THE DEUS

a) SCAVENGE OIL FLTER BYPASS INDICATION; LOW OIL PRESSURE INDICATION; OIL PRESSURE; OIL TEMP; OIL QUANTITY

b) LOW OIL PRESSURE INDICATION; OIL PRESSURE; OIL TEMP; OIL QUANTITY

c) SCAVENGE OIL FLTER BYPASS INDICATION; LOW OIL PRESSURE INDICATION; OIL PRESSURE; OIL QUANTITY

(B2) PAGE 242 ATA 79 B737-600/700/800/900 Training book

31. WHERE IS OIL QUANTITY TRANSMITTER?

a) ON THE OIL TANK (12:00 POSITION), ON THE RH OF THE FAN CASE
b) ON THE OIL TANK (2:00 POSITION), ON THE RH OF THE FAN CASE
c) ON THE OIL TANK (2:00 POSITION), ON THE LH OF THE FAN CASE
(B2) PAGE 266 ATA 79 B737-600/700/800/900 Training book

32. THE OIL QUANTITY TRANSMITTER IS

a) A MECHANICAL RESISTANCE SENSOR

b) A FLUID RESISTANCE SENSOR

c) AN ELECTRICAL RESISTANCE SENSOR

(B2) PAGE 268 ATA 79 B737-600/700/800/900 Training book

33. THE OIL QUANTITY TRANSMITTER HAS

a) TWO CONNECTORS TO TRANSMIT DATA TO THE DEUs

b) ONE CONNECTOR TO TRANSMIT DATA TO THE DEUS

c) THREE CONNECTORS TO TRANSMIT DATA TO THE DEUS

(B2) PAGE 268 ATA 79 B737-600/700/800/900 Training book

34. THE OIL PRESSURE TRANSMITTER SENDS THE OIL PRESSURE DATA TO

a) DIRECTLY TO THE DEUs

b) THE DEUs THROUGH THE EEC

c) OIL PRESSURE DATA IS NOT SHOWN

(B2) PAGE 270 ATA 79 B737-600/700/800/900 Training book

35. THE AMBER "LOW OIL PRESSURE" MSG SHOWS ON

a) THE PRIMARY FLIGHT DISPLAY

b) THE SECONDARY ENGINE DISPLAY

c) THE PRIMARY ENGINE DISPLAY

(B2) PAGE 270 ATA 79 B737-600/700/800/900 Training book

36. THE OIL TEMP SENSOR HAS

a) ONE SNESE ELEMENT

b) TWO SENSE ELEMENTS

c) THREE SENSE ELEMENTS

(B2) PAGE 272 ATA 79 B737-600/700/800/900 Training book

37. THE OIL TEMP SENSOR SENDS THE OIL TEMP DATA TO

- a) THE DEUs THROUGH THE EEC
- b) OIL TEMP DATA IS NOT SHOWN
- c) DIRECTLY TO THE DEUs
- (B2) PAGE 272 ATA 79 B737-600/700/800/900 Training book

38. THE "OIL FILTER BYP" MSG SHOWS ON

a) UPPER CENTER DISPLAY UNIT (PRIMARY ENG DISPLAY)

b) LOWER CENTER DISPLAY UNIT

c) NOT SHOWS

(B2) PAGE 274 ATA 79 B737-600/700/800/900 Training book

ATA 80:

39. How does the starter operate

- a) Hydraulically
- b) Electrically
- c) Pneumatically
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 294

40. Which statement is correct

- a) The starter accelerates N1 spool through the gearbox
- b) The starter accelerates N2 spool through the gearbox
- c) The starter accelerates N1 and N2 spool through the gearbox
- (B2) ATA70-80 CFM56 part 2 B737 Training book Page 302

41. If the starter air valve solenoid is INOP

- a) You cannot start the engine
- b) You can still start the engine using manual start sequence
- c) You can only start engine by operating the SAV manually using its handle

(B2) ATA70-80 CFM56 part 2 - B737 Training book - Page 300

42. WHERE IS THE EEC?

a) EEC IS ON THE RH SIDE OF ENG FAN CASE AT THE 2:00 POSITION, AFT LOOKING FWD.

b) EEC IS ON THE RH SIDE OF ENG FAN CASE AT THE 2:00 POSITION, FWD LOOKING AFT. c) EEC IS ON THE RH SIDE OF ENG FAN CASE AT THE 12:00 POSITION, AFT LOOKING FWD. *(B2) PAGE 296-297 ATA 80 B737-600/700/800/900 Training book*

43. HOW TO GET ACCESS TO THE EEC?

- a) NO NEED OPEN THE FAN COWLS
- b) OPEN THE LH FAN COWL
- c) OPEN THE RH FAN COWL

(B2) PAGE 296-297 ATA 80 B737-600/700/800/900 Training book

44. WHERE IS THE ENG STARTTING SYSTEM?

a) ON THE BOTH SIDES OF THE ENG

- b) ON THE LH SIDE OF THE ENG
- c) ON THE RH SIDE OF THE ENG

(B2) PAGE 296 ATA 80 B737-600/700/800/900 Training book

45. WHERE ARE THE ENG START LEVERS

a) ARE ON THE CONTROL STAND, AFT OF THE THRUST LEVER

- b) ARE ON THE CONTROL STAND, FWD OF THE THRUST LEVER
- c) ON THE P5 FWD OVERHEAD PANEL

(B2) PAGE 298 ATA 80 B737-600/700/800/900 Training book

46. WHERE ARE THE ENG START SWITCHES?

a) ARE ON THE CONTROL STAND, AFT OF THE THRUST LEVER
b) ARE ON THE CONTROL STAND, FWD OF THE THRUST LEVER
c) ON THE P5 FWD OVERHEAD PANEL
(B2) PAGE 298 ATA 80 B737-600/700/800/900 Training book

47. THE "START VALVE OPEN" MSG IS STEADY WHEN?

a) THE START VALVE IS OPEN AND THE START SWITCH IS IN THE GRD POSITION

b) THE START VALVE IS OPEN AND THE START SWITCH IS NOT IN THE GRD POSITION

c) THE START VALVE IS NOT OPEN AND THE START SWITCH IS IN THE GRD POSITION (B2) PAGE 305 ATA 80 B737-600/700/800/900 Training book

48. NORMALLY, HOW MANY IGNITER SYSTEMS ARE NECESSARY FOR STARTING a) ONLY ONE IGNITERS SYS IS NECESSARY

b) TWO IGNITERS SYS ARE NECESSARY

b) I WO IONITERS STS ARE NECESSART

c) THREE IGNITERS SYS ARE NECESSARY

(B2) PAGE 287 ATA 74 B737-600/700/800/900 Training book

49. MAKE SURE ENG START SWITCH GOES BACK TO THE OFF OR AUTO POSITION AT

.....?

- a) AT 55 % N2
- b) AT 45 % N2
- c) AT 35% N2

(B2) PAGE 302 ATA 80 B737-600/700/800/900 Training book

50. WHEN ENG DOES NOT START HOW TO TAKE THE MSG FOR TROUBLE SHOOTING

- a) USE THE DEUs
- b) USE THE EECs
- c) USE THE CDUs

(B2) PAGE 294 - 295 ATA 80 B737-600/700/800/900 Training book

G. QUESTION BANK FOR B737MAX CAT A (AIRFRAME)

ATA 6:

1. The body station line (STA) is a

a) Lateral dimension

b) Horizontal dimension.

c) Height dimension.

(A) AMM TASK 06-21-00-800-801

2. The body buttock line (BL) is a

a) Lateral dimension

b) Height dimension

c) Horizontal dimension

(A) AMM TASK 06-21-00-800-801

3. The water line (WL) is a

a) Lateral dimension

b) Horizontal dimension.

c) Height dimension.

(A) AMM TASK 06-21-00-800-801

4. The airplane has

a) Eight major zones
b) Six major zones
c) Seven
(A) AMM TASK 06-30-00-800-801

5. The general left wing section base number is

a) 500

b) 600

c) 700

(A) AMM TASK 06-30-00-800-801

6. Location zone for Lower Half of Fuselage is

a) 100 b) 200 c) 300 (A) AMM TASK 06-30-00-800-801

7. Location zone for Landing Gear and Landing Gear Doors is

a) 600

b) 700

c) 800

(A) AMM TASK 06-30-00-800-801

8. Fuselage station diagram gives reference to find out components, features and major fuselage structural openings in relation to

a) Datum plane which is perpendicular to fuselage centerline and located 130.0 Inch forward of airplane nose

b) Nose of airplane
c) Floor of airplane passenger cabin
(A) AMM TASK 06-21-00-800-801

9. Major zone 200 is

a) Lower half of fuselage
b) Upper half of fuselage
c) L/H and R/H wing
(A) AMM TASK 06-30-00-800-801

ATA 7:

10. The airplane has

- a) Three main jack points and four auxiliary jack points
- b) Four main jack points and three auxiliary jack points.
- c) Three main jack points and three auxiliary jack points

(A) AMM TASK 07-11-01-580-815

12. Can the aircraft be jacked at axle jack points

- a) Yes, at Max Zero Fuel Weight
- b) Yes, At Max Taxi Weight
- c) Not permitted
- (A) AMM TASK 07-11-01-580-815

ATA 8:

13. The location of the inclinometers are in

- a) main wheel gear well
- b) the nose wheel well
- c) The E & E compartment
- (A) AMM TASK 08-21-04-000-801

ATA 9:

14. The design of the airplane will permit you to tow the airplane from

- a) The nose landing gear
- b) The main landing gear
- c) The nose landing gear or main landing gear
- (A) AMM TASK 09-11-00-580-801

15. The maximum normal towing turning limits are indicated by the painted stripes on

- a) The lower fuselage below left pax door
- b) The nose gear doors.
- c) The lower fuselage below right pax door
- (A) AMM TASK 09-11-00-580-801

16. When tow the aircraft, maximum normal turning angle is

- a) 68 degrees
- b) 78 degrees
- c) 88 degrees

(A) AMM TASK 09-11-00 PAGE 206

17. What is the correct sequence

- a) Install the tow bar on the tow fitting then install the tow lever safety pin
- b) Install the tow lever safety pin then install the tow bar on the tow fitting
- c) There is no specific sequence.
- (A) AMM TASK 09-11-00 PAGE 204 & 205

ATA 10:

18. Prolonged Parking means

- a) When an airplane is not operated for 7 days or more
- b) When an airplane is not operated for 14 days or more
- c) When an airplane is not operated for 30 days or more
- (A) AMM TASK 10-12-02-550-802

19. When aircraft stop overnight

- a) Pitot probe and static port are covered.
- b) Static port are covered
- c) Pitot port are covered
- (A) AMM TASK 10-11-01-580-801

ATA 12:

20. When you do the Aircraft Grounding for the Refuel/Defuel Operations

- a) Connect the ground cable to parking ground point before you connect it to the aircraft
- b) Attach the cable to aircraft first then connect to parking ground point
- c) Grounding is not necessary
- (A) AMM TASK 20-40-11-760-801

23. When doing the Hydraulic Fluid Reservoir Filling

- a) The reservoirs air pressurize system must be depressurized
- b) Do not depressurize the system reservoirs
- c) The hydraulic system operating normally
- (A) AMM TASK 12-12-00-610-801

ATA 20:

24. Which statement is NOT correct for Lockwire Procedure

a) Do not use lockwire more than twice

b) Install lockwire so it is in tension when the parts become loose

c) Make three to six twists at the end of the wire. Bend the twists back or under to give the

ends protection so they will not catch something

(A) AMM 20-10-44

25. How to find out broken wire of control cable

a) rub along cable by hand to find out broken wire
b) rub along cable by a cloth, the cloth will catch any broken cable
c) remove cable
(A) AMM 20-20-31

26. What type of locking wire is to be used on emergency equipment

a) stainless steel wire
b) plastic tie
c) copper wire
(A) AMM 20-10-44

ATA 21:

27. How many IASCs are there ?

a. 2 b. 1 c. 4 (A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 8

28. Where are the IASCs located ?

a. E&E compartment, E3-3 rack
b. E&E compartment, E4-1 rack
c. In the AFT END of FWD cargo compartment
(A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 14

29. What component controls the airflow through the heat exchangers to keep the compressor discharge temperature at 230F?

a. FCSOV

- b. SRADAs
- c. IASC
- (A) Ref. ATA 21 B737-MAX-DIFF Training book page 28

30. One of the Overheat conditions for the Packs operation is

- a. Turbine inlet > 210F
- b. Compressor discharge > 410F
- c. Pack discharge > 310F
- (A) Ref. ATA 21 B737-MAX-DIFF Training book page 29

31. Where is the Pack Flow Sensor ?

a. Downstream of the FCSOV
b. Uptream of the FCSOV
c. Inside the FCSOV
(A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 35

32. How does the FCSOV operate?

a. Electrically-controlled and Pnematically-actuated

b. Electrically-controlled and actuated

c. Pnematically-controlled and actuated (A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 39

33. How does the recirculation fans operate?

a. 3-phase, 115VAC
b. 1-phase, 115VAC
c. 28VDC
(A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 70

34. How many operation modes does the OEV have ?

a. three modes: Normal mode, High-flow mode, Smoke Clearance mode

b. two modes: Ground mode, Flight mode

c. two modes: Normal mode and Smoke Clearance Mode

(A) Ref. ATA 21 - B737-MAX-DIFF Training book - page 117

35. What is the secondary heat exchanger used for ?

a) The secondary heat exchanger removes heat from bleed air going to the compressor section of the air cycle machine.

b) The secondary heat exchanger removes heat from bleed air that comes from the compressor section of the air cycle machine.

c) The secondary heat exchanger removes heat from bleed air that comes from pneumatic system.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 80

36. How many water extractors are installed on B737-800/900?

a) There are four water extractors, two in each air conditioning pack

b) There are two water extractors, one in each air conditioning pack

c) This aircraft type does not use water extractor

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 88

37. What are the indications when a pack trip occurs on B737 800/900:

a) MASTER CAUTION and AIR COND annunciator lights.

b) PACK amber light, MASTER CAUTION and AIR COND annunciator lights.

c) PACK amber light and MASTER CAUTION lights.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 114

38. The flight compartment gets conditioned air from

a) the right pack and the mix manifold.

b) the mix manifold.

c) the left pack and the mix manifold.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 118

39. Where are the main air distribution components ?

a) in the distribution compartment aft of the forward cargo compartment.

b) in the distribution compartment in aft cargo compartment.

c) in the distribution compartment in avionic compartment.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 122

40. On the temperature controls panel, which component controls the trim air pressure regulating and shutoff valve ?

a) The three temperature selectors

b) The trim air switch

c) The air temperature source selector

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 196

41. On B737 800/900, primary flight compartment zone temperature control channel is a) a channel of ACAU.

b) a channel of LEFT pack/zone temperature controller.

c) a channel of RIGHT pack/zone temperature controller.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 203

42. Which components are the interface between the normal temperature control system and the airplane safety logic ?

a) Two ACAUs.

- b) Two pack/zone temperature controller.
- c) Related ducting and wires.

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 221

43. What system removes heat from electronic components in the flight compartment and the E/E compartment ?

a) The ram air system

b) The equipment cooling system

c) The ventilation system

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 242

44. On the ground, to give a warning when there is not sufficient cooling air flow, the equipment cooling system has

- a) indicator lights
- b) the crew call horn
- c) indicator lights and the crew call horn

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 248

45. The supply and exhaust fans move air around electrical equipment to remove heat. There are

a) two sets of fans (normal and alternate) for the supply and the exhaust systems

b) two fans for the supply and the exhaust systems

c) two fans (normal and alternate) for both supply and exhaust systems

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 252

46. These are the parts of the heating system:

a) Flight compartment heating, Supplemental heating and Aft cargo compartment heating

b) Forward cargo compartment heating, Supplemental heating and Aft cargo compartment heating

c) Flight compartment heating, Passenger compartment heating and Cargo compartment heating

(A) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 274

47. The cabin pressure control system controls

a) the rate that the air flows into the cabin.

b) the rate that the air flows into and out of the cabin.

c) the rate that the air flows out of the cabin.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 2

48. The CPCs show FAULT on the front panel display only when

a) there is an existing fault on cabin pressure control system.

- b) there is a history fault on cabin pressure control system.
- c) there is a fault on CPCs.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 18

49. How many motors does the outflow valve have ?

a) three automatic mode motors

b) two automatic mode motors and one manual mode motor

c) one automatic mode motors and one manual mode motor

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 38

50. The amber AUTO FAIL light gives the flight crew an indication that

a) one auto channels are inoperative.

b) all auto channels are inoperative

c) one or both auto channels are inoperative.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 45

51. The off schedule descent (OFF SCHED DESCENT) indication tells the crew that

a) the cabin pressure control system will control cabin pressure for a return to the take-off field.

b) the cabin pressure control system will turn off cabin pressure control in descent mode.

c) the cabin pressure control system turned off the schedule descent mode.

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 50

52. Which componets prevent damage to the airplane structure during sudden decompression in the cargo compartment.

a) The pressure equalization valves

b) The cargo compartment blowout panels

c) The negative pressure relief valve

(A) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 60

53. The E & E compartment is cooled by?

a) The equipment cooling system

b) The ram air system

c) The AUTO or STANDBY pressurisation systems

(A) AMM 21-27-00 PAGE 2

54. The Re-circulating Fan air shroud is located

a) Forward of the E & E compartment.

b) Above the forward cargo compartment

c) Above the aft cargo compartment

(A) AMM 21-25-00

55. The Re-circulating Fan system provides?

a) A filtered air supply into the mix manifold

b) An unfiltered air supply into the mix manifold

c) An air supply directly from the mix manifold into the passenger cabin only

(A) AMM 21-25-00

56. The aft cargo compartment is heated by

a) The exhaust air from the control cabin

b) The exhaust air from the passenger cabin

c) The exhaust air from the E & E compartment

(A) AMM 21-40-00

ATA 22:

57. These are part of the stall management function of the SMYD:

a) Stall warning, EFS, Autoslat, Performance data.

b) Stall warning, Yaw damping, Autoslat, Performance data.

c) Stall warning, Turn coordination, Autoslat, Performance data.

(A) ATA 22 Autoflight system - B737 Training book - Page 13

58. You engage the yaw damper system with a switch on the flight control panel. These conditions are necessary for primary yaw damping:

a) The system A hydraulic pressure is available and the FLT CTRL A switch must be ON.

b) The system B hydraulic pressure is available and the FLT CTRL B switch must be ON.

c) The system A & B hydraulic pressure is available.

(A) ATA 22 Autoflight system - B737 Training book - Page 46

59. The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight control manual reversion

a) When on standby hydraulics.

b) When put the FLT CONT A or B switches to ON position.

c) When put the yaw damper switch to OFF.

(A) ATA 22 Autoflight system - B737 Training book - Page 58

60. The digital flight control system (DFCS) does these functions:

a) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim, Autothrottle.

b) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim.

c) Autopilot, Altitude alert, Speed trim, Mach trim, Autothrottle.

(A) ATA 22 Autoflight system - B737 Training book - Page 93

61. When does the receivers use the VOR/LOC antenna in the vertical stabilizer ?

a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the navigation control panel.

b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the navigation control panel.

c) Always use when the FCC is in the approach or localizer mode.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

62. When does the receivers use the localizer antenna in the nose radome ?

a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the navigation control panel.

b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the navigation control panel.

c) Always use when the FCC is in the approach or localizer mode.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

63. The red A/T warning lights on the ASAs come on

a) Only when the A/T disconnects.

b) Only when the A/T is in BITE.

c) When the A/T disconnects or when the A/T is in BITE.

(A) ATA 22 Autoflight system - B737 Training book - Page 348

64. This is the takeoff sequence:

a) Preflight, Takeoff start, Takeoff roll, Climb out.

b) Preflight, Takeoff roll, Takeoff start, Climb out.

c) Preflight, Takeoff roll, Climb out, Takeoff start.

(A) ATA 22 Autoflight system - B737 Training book - Page 364

65. The localizer antenna switches

a) Turn ON/OFF the localizer antenna.

b) Determine if the dual VOR/LOC antenna or the localizer antenna is supplying the RF signals to the receivers.

c) Receive the localizer signal and send it directly to the localizer antenna.

(A) ATA 22 Autoflight system - B737 Training book - Page 186

66. When the crew push a TO/GA switch one time during a fully automatic approach

a) The autothrottle decreased thrust go-around mode operate.

b) The autothrottle maximum thrust go-around mode operate.

c) The autothrottle disengage.

(A) ATA 22 Autoflight system - B737 Training book - Page 381

ATA 23:

67. Where is the pilots audio selector panel located.

a) In Cockpit P8 panel

b) In Cockpit P8 and P6 panels

c) In cockpit Captain side only

(A) ATA 23 Communication System - B737 Training book - Page 36

68. The Cockpit Voice Recorder in AUTO:

a) Always powers the CVR when DC bus 1 is powered.

b) Always powers the CVR when DC bus 2 is powered.

c) Always powers the CVR from first engine start until 5 minutes after last engine shutdown.

(A) ATA 23 Communication System - B737 Training book - Page 387

69. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

b) On the P5 aft overhead panel or the P11 fwd electronics panel

c) On the P8 aft electronics panel and P11 fwd electronics panel

(A) ATA 23 Communication System - B737 Training book - Page 36

70. The CVR (orange box) is located:

a) In the forward Electronic & Equipment bay (E&E).

b) In the aft right side of the aft cargo compartment.

c) In the flight deck (under the captain's seat).

(A) ATA 23 Communication System - B737 Training book - Page 368

71. Where are The REU and the audio switching relays?

a) Above overhead panel in the cabin compartment

b) on the E4-1 rack in Electronic Equipment Compartment

c) In the flight compartment

(A) ATA 23 Communication System - B737 Training book - Page 37

72. Where is the external flight interphone jack?

a) On the P19 external power panel

b) In the electronic equipment compartment

c) In the main wheel well

(A) ATA 23 Communication System - B737 Training book - Page 40

73. The Service Interphone switch on the Aft overhead panel when selected ON

a) Deactivates external jacks sockets from the Service Interphone system.

b) Allows communications between the flight deck and the flight attendants when using the Flight Interphone system.

c) Adds external jack sockets to the Service Interphone system.

(A) ATA 23 Communication System - B737 Training book - Page 83

74. The Cockpit CALL (blue) light will illuminate along with an associated chime whenever the cockpit is being called

a) By the flight attendants or the ground crew

b) By the ground crew only.

c) By the flight attendants only.

(A) ATA 23 Communication System - B737 Training book - Page 59, 91

75. To test the Cockpit Voice Recorder

a) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the red band.

b) Plug a headset into the jack socket in the CVR panel and press the Erase switch.

c) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the green band.

(A) ATA 23 Communication System - B737 Training book - Page 385

76. Where are the HF antenna couplers?

a) On the top of the vertical stabilizer

b) Inside the vertical stabilizer

c) On the E6 rack at the aft cargo compartment

(A) ATA 23 Communication System - B737 Training book - Page 184

77. Each radio communication panel can

a) Tune only one transceiver at a time

b) Tune all transceivers at a time

c) Tune only one transceiver

(A) ATA 23 Communication System - B737 Training book - Page 152

78. The ATTEND (attendants call) is pressed and released in the cockpit and

a) A HIGHT chime sound will be heard in the passenger cabin.

b) A LOW tone chime sound will be heard in the passenger cabin.

c) A HIGHT/LOW chime sound will be heard in the passenger cabin.

(A) ATA 23 Communication System - B737 Training book - Page 59

79. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

b) On the P5 aft overhead panel or the P11 fwd electronics panel

c) On the P8 aft electronics panel and P11 fwd electronics panel

(A) ATA 23 Communication System - B737 Training book - Page 36

80. Communications between the cockpit and the ground crew is possible by using the

a) Flight interphone system or the Service Interphone system provided the Service Interphone switch is ON.

b) Flight interphone system only.

c) The Service interphone system irrespective of the position of the Service Interphone switch.

(A) ATA 23 Communication System - B737 Training book - Page 29,71

81. The VHF-1 transmitter selector switch on an audio selector panel is illuminated a) Reception on VHF-1 is automatically provided

b) The ALT/NORM switch must be in NORM to obtain reception at a comfortable volume level.

c) Reception is achieved by pulling and rotating VHF-1 receiver switch.

(A) ATA 23 Communication System - B737 Training book - Page 162

82. Where are the service interphone jacks located.

a) External power only

b) At all flight attendance stations

c) C.APU, R&L W W, refuel station, external power, aft cabin rear ceiling, E&E, lower fuselage section 48.

(A) ATA 23 Communication System - B737 Training book - Page 82

83. The Cockpit Voice Recorder in ON:

a) Power the CVR and will go back to the AUTO position only when you put the switch to AUTO position

b) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay energizes.

c) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay de-energizes.

(A) ATA 23 Communication System - B737 Training book - Page 387

84. The selcal system monitors selected frequencies in use on the

a) HF communications radios.

b) HF and VHF communications radios.

c) VHF communications radios.

(A) ATA 23 Communication System - B737 Training book - Page 213

85. The cockpit voice recorder keeps

a) Last 25 hour of communication data in memory.

b) Last 60 minutes of communication data in memory

c) Last 120 minutes of communication data in memory.

(A) ATA 23 Communication System - B737 Training book - Page 358

ATA 24:

86. How is IDG oil cooled ?

a. By 2 Air/Oil coolers

b. By 1 Air/Oil cooler and Fuel/Oil Heat exchanger

- c. By an Air/Oil cooler
- (A) Ref. ATA 24 B737-MAX-DIFF Training book page 7

87. Each IDG supplies ?

a. 115/200 VAC, 3-phase, 400Hz, 90KVA
b. 115/200 VAC, 3-phase, 400Hz, 100KVA
c. 115/200 VAC, 3-phase, 400Hz, 190KVA
(A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 7

88. How many places does the GCU monitor IDG output power quality ?

- a. 3
- b. 2

c. 1

(A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 7

89. When will the amber DRIVE come on ?

a. The IDG oil pressure is less than the minimum operating limit.

b. There is an underfrequency with the engine running.

c. The IDG oil pressure is less than the minimum operation limit or if there is an underfrequency with the engine running.

(A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 8

90. Where is the IDG Air/Oil coolers location ?

a. In the AFT lower inside section of the engine fan case, 5:00 and 7:00 postions b. In the AFT upper inside section of the engine fan case, 5:00 and 7:00 postions c. In the FWD lower inside section of the engine fan case, 5:00 and 7:00 postions (A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 12

91. When a thermal automatic disconnect occurs,

a. the IDG must removed and disassembled to reset a thermal disconnect.

b. the IDG can be manually reset on GND

c. the IDG can be reset by engine run-up at IDLE

(A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 14

92. In the IDG Oil System, if the charge filter is clogged, how is the oil regulated ?

a. Oil will be bypassed via charge filter bypass valve.

b. Oil is not regulated and the IDG is unserviceable.

c. The condition of charge filter will restore and the oil will be regulated normally after reconnecting the IDG.

(A) Ref. ATA 24 - B737-MAX-DIFF Training book - page 15

94. The 115V AC Standby Bus is powered by:

a) The 115V Transfer Bus No.1 under normal conditions.

b) The Battery Bus through the Static Inverter under normal conditions.

c) The Battery through the Static Inverter with a failure of both engine driven generators.

(A) ATA 24 Electrical Power System - B737 Training book - Page 172

95. Illumination of the GND POWER AVAILABLE light indicates:

a) The Ground Service Bus is powered by a ground power supply.

b) Ground power is connected however no airplane power quality is measured.

c) Ground power is connected and meets airplane power quality standards.

(A) ATA 24 Electrical Power System - B737 Training book - Page 33

96. The switched hot battery bus is powered whenever:

a) Transfer bus 1 is powered.
b) AC ground service bus is powered.

c) The battery switch is ON.

(A) ATA 24 Electrical Power System - B737 Training book - Page 25

97. After an overload situation has been resolved, how do you recover the galley buses?

a) It happens automatically.

b) Move the CAB/UTIL switch to OFF then ON.

c) A ground engineer should reselect the appropriate switch in the E/E

(A) ATA 24 Electrical Power System - B737 Training book - Page 190

98. To connect the External Ground power to the aircraft's Generator busses

a) The Battery switch must be OFF

b) The Battery switch must be ON.

c) The Bus Transfer switch must be in the AUTO position

(A) ATA 24 Electrical Power System - B737 Training book - Page 59

99. The APU generator has

a) A Generator drive unit which will disconnect when the APU Generator drive disconnect switch is activated from the flight deck.

b) A Generator drive unit which will automatically disconnect when its oil temperature is high.

c) No Generator drive unit since the APU itself is governed and will maintain a constant generator speed.

(A) ATA 24 Electrical Power System - B737 Training book - Page 118

100. To have all three Generators (APU and engines) on-line simultaneously

a) Is possible in flight only.

b) Is not possible.

c) Is possible on the ground only.

(A) ATA 24 Electrical Power System - B737 Training book - Page 91

101. Under normal conditions the Standby AC bus is energised from the

a) 115-volt Transfer bus No. 1

b) 115-volt Transfer bus No. 2

c) The Static Invertor.

(A) ATA 24 Electrical Power System - B737 Training book - Page 21

102. If ground power is available and the Ground Service switch on the forward attendant's panel is switched on, then power is supplied to

a) All the aircraft electrical busses.

b) The Ground Service bus for utility outlets, cabin lighting and battery charger.

c) The Ground Service bus for utility outlets and cabin lighting only

(A) ATA 24 Electrical Power System - B737 Training book - Page 22

103. The TR UNIT will illuminate in flight if:

a) Any TR unit fails.

b) TR1 fails or TR2 and TR3 fail.

c) TR2 fails.

(A) ATA 24 Electrical Power System - B737 Training book - Page 25

104. The ELEC light will illuminate in flight if:

a) A fault exists in the AC or Standby power system.

- b) A fault exists in the AC, DC or the Standby system.
- c) The ELEC light only operates on the ground.
- (A) ATA 24 Electrical Power System B737 Training book Page 25

105. What is the purpose of the GROUND SERVICE switch?

a) Provide automatic control of ground handling bus.

- b) Provide manual control of ground service bus.
- c) Provide automatic control of ground service bus.
- (A) ATA 24 Electrical Power System B737 Training book Page 22

106. Illumination of the STANDBY POWER OFF light indicates:

- a) DC bus 1 unpowered
- b) DC bus 2 unpowered
- c) AC standby bus unpowered
- (A) ATA 24 Electrical Power System B737 Training book Page 29

107. The purpose of the DC BUS tie relay is to:

- a) Isolate DC bus 1 and DC bus 2
- b) Connect DC bus 1 and DC bus 2
- c) Disconnect TR1 and TR3
- (A) ATA 24 Electrical Power System B737 Training book Page 147

108. With the STANDBY switch in the AUTO position, battery switch ON, the loss of all engine or APU electrical power results in the automatic switching from the normal power source to the alternate source for standby power:

- a) On the ground only.
- b) Either inflight or on the ground.
- c) Will not occur.
- (A) ATA 24 Electrical Power System B737 Training book Page 177

109. The constant speed drive (CSD):

- a) Are not use in this A/C
- b) Turn the generator at variable speed
- c) Turn the generator at constant speed
- (A) ATA 24 Electrical Power System B737 Training book Page 81

110. DC Standby Bus power is normally supplied from

- a) The Battery Bus
- b) The Hot Battery Bus
- c) DC Bus No. 1

(A) ATA 24 Electrical Power System - B737 Training book - Page 13

ATA 25:

111. The captain and first officer seats are

- a) Difference
- b) Oppsite assemblies
- c) Identical
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 6

112. The fight compartment seats are

- a) Manually control
- b) Electrically control
- c) Manually and electrically control
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 6-7

113. How many observer seat can be installed?

- a) One observer seat
- b) Two observer seats
- c) Three observer seats
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 9

114. The first and second observer seats are

- a) Adjustable seats
- b) Non-adjustable seats
- c) Identical

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 9

115. In passenger cabin the service outlets provide

a) 115 Volt ac
b) 28 Volt dc power
c) 115 Volt ac and 28 Volt dc power
(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 11

116. Where are the escape slides installed?

- a) On the lower inboard face of each entry and service door
- b) On the lower inboard face of each entry and emergency exit door
- c) On the lower inboard face of each entry, service and emergency exit door
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 42

117. Put the slide warning pennant across the door window when

- a) The slide is armed
- b) The slide is dis-armed
- c) The slide is Unserviceable
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 43

118. To ARM the escape slide

a) Move the ARM-DISARM handle to ARM position

b) Remove the girt bar from the stowage hooks on the door and install it in the floor brackets

c) Remove the girt bar from the floor brackets and install it in the stowage hooks

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

119. The lowered ceiling panels are installed in

- a) Entry areas and lavatories
- b) Entry areas and galleys
- c) Entry areas, galleys and lavatories

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

120. Fiberglass insulation blankets are

- a) Thermally insulates the passenger compartment
- b) Acoustically insulates the passenger compartment
- c) Thermally and acoustically insulates the passenger compartment
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 14-15

121. Emergency equipment typically includes

a) Overwing escape strap, Escape lanyards, Overwater survival equipment, Escape slides

b) Overwing escape strap, Escape lanyards, Detachable emergency equipment, Escape slides

c) Overwing escape strap, Escape lanyards, Overwater survival equipment, Detachable emergency equipment, Escape slides

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 35

122. Where are the overwing escape straps?

- a) In stowage tubes above each emergency exit door
- b) In stowage tubes above each entry door
- c) In stowage tube above the flight compartment door

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 37

123. The escape lanyard kevlar cord rated at

- a) 1000 pounds
- b) 1500 pounds
- c) 2000 pounds

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

124. Where are the escape lanyard located?

a) In the stowage bag behind doors in the flight compartment lining above the number 2 windows

b) In the stowage bag above the flight compartment door

c) In the stowage bag below the second observer seat

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

125. Where are the escape slides installed?

a) On the lower inboard face of each entry and service door

b) On the lower inboard face of each entry and emergency exit door

c) On the lower inboard face of each entry, service and emergency exit door

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 42

126. Put the slide warning pennant across the door window when

- a) The slide is armed
- b) The slide is dis-armed
- c) The slide is Unserviceable
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 43

127. If the escape slide does not inflate automatically

- a) Pull the inflation handle sharply to inflate the escape slide manually
- b) Push the inflation handle to inflate the escape slide manually
- c) Push and pull the inflation handle to inflate the escape slide manually
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 45

128. The escape slide will fully inflate in

- a) Approximately 03 seconds
- b) Approximately 06 seconds
- c) Approximately 10 seconds
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 45

129. The inflation cylinder pressure relief valve opens at

- a) 3500 PSIG
- b) 4000 PSIG

c) 4500 PSIG

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

130. How do you check an escape slide cylinder pressure?

- a) The pressure indicator
- b) The pop out indicator on ACP
- c) The bottle must be removed and weighted
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

131. How to deflate the slide after inflation test?

- a) Open the pressure relief valve
- b) Open the deflation valve
- c) Hold the aspirator flapper valve open
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

132. The escape slide light system power by

- a) The 28 Volts dc BAT BUS
- b) The 28 Volts dc HOT BAT BUS
- c) Its own battery
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 51

133. Which equipment protects the escape slide inflation cylinder from hight temperature?

- a) The fusible plug
- b) The pressure relief valve
- c) The frangible disk
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

134. What precaution should be taken when removing a door escape slide?

- a) Install the safety pin
- b) Remove the safety pin
- c) Remove the airplane power
- (A) ATA 25 Equipments and Furnishings system B737 Training book Page 49

135. The air return grilles

a) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation

b) Let air move from the upper lobe to the lower lobe for air circulation during rapid decompression

c) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation or air circulation during rapid decompression

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 19

136. The passenger service units provide

a) Emergency oxygen and advisory information

b) Emergency oxygen and call switches

c) Emergency oxygen, advisory information and call switches

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

137. How to open the passenger service units?

a) Insert a small allen wrench or other applicable tool into the latch release hole, then lower the service unit

- b) Push the passenger service units up to release the latch, then lower the service unit
- c) Remove the lanyard then lower the service unit

(A) ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

ATA 26:

138. Each engine fire and overheat detection system has ?

- a. 2 loops A&B and 14 detectors, monitor temperature at 7 locations
- b. 2 loops A&B and 3 detectors, monitor temperature at 3 locations
- c. 1 loop and 12 detectors, monitor temperature at 3 locations
- (A) Ref. ATA 26 B737-MAX-DIFF Training book page 15

139. How are overheat and fire indications supplied to the flight compartment?

- a. Via FDCU
- b. Via DPC
- c. Detectors send signal directly to engine and apu fire control panel
- (A) Ref. ATA 26 B737-MAX-DIFF Training book page 15

140. When will the Cargo fire extinguisher bottle DISCH light come on ?

a. The bottle pressure is less than 250 psi

b. The bottle pressure is less than 150 psi

c. The bottle pressure is less than 200 psi

(A) Ref. ATA 26 - B737-MAX-DIFF Training book - page 34

141. How does the sensing element (in the main wheel well) respond to a change in temperature ?

a. As temperature increases resistance decreases

b. As temperature increases resistance increases

c. As temperature increases capacitance decreases

(A) Ref. ATA 26 - B737-MAX-DIFF Training book - page 40

142. The CODM function is ?

a. Monitors sensing elements for overheat conditions in the wheel weel and the wing body and body areas.

b. Monitors sensing elements for overheat conditions in the wheel weel only

c. Monitors sensing elements for overheat conditions in the wheel weel and the wing body (A) Ref. ATA 26 - B737-MAX-DIFF Training book - page 42

143. How many fire extinguisher bottles supply the halon to engine ?

a) Two fire extinguisher bottles supply the halon to each engine (04 bottles for 02 engines).

b) One fire extinguisher bottles supply the halon to one engine (02 bottles for 02 engines).

c) Two fire extinguisher bottles supply the halon to either engine (02 bottles for 02 engines).

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 24

144. How many APU fire detectors ?

a) Two detectors.

b) Three detectors.

c) Four detectors.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 46

145. The APU fire extinguishing bottle is in

a) The horizontal stabilizer accessory compartment

b) The APU compartment foward bulkhead

c) Right hand side of aft cargo compartment

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 50, 54

146. When you pull the APU fire control handle on APU ground control panel (P28)

a) The APU system stops and APU fire extinguisher bottle discharges

b) The APU continute operates but isolates from other systems

c) The APU system stops and arm the fire extinguisher toggle switch

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 58

147. If the detector senses smoke or heat, a signal goes to

a) the cargo smoke detection module.

- b) the cargo electronic unit.
- c) the cargo smoke detection unit.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 64

148. When smoke is detected in a lavatory,

a) the smoke detection system gives aural alarm.

b) the smoke detection system gives aural and visual alarm indications.

c) the smoke detection system gives visual alarm indications.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 98

149. The lavatory fire extinguishing systems are

a) in the ceiling of each lavatory.

b) in the side wall panel of each lavatory.

c) in the lavatories below the wash basin.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 106

150. The wheel well fire detection system uses

a) overheat sensing elements in the main wheel well.

- b) fire detector in the main wheel well.
- c) smoke detector in the main wheel well.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 108

151. Which component monitors sensing elements for overheat and fire conditions in the wheel well and the wing and body areas ?

a) The wheel well and wing detection module.

b) The compartment overheat detection unit.

c) The compartment overheat detection controller.

(A) Reference: ATA 26 Fire protection system - B737 Training book - Page 114

ATA 27:

152. How to get realtime data of the positions of the aileron ?

a. MAINT DATA PGS - FLIGHT CONTROL PAGE b. MAINT CTRL PGS - FLIGHT CONTROL PAGE c. STATUS PAGE

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 43

153. Which component controls the spoilers and speedbrakes ?

a. SCE

b. SECs

c. Spoiler Control Quadrant

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 56

154. Where is the SCE ?

a. in the E&E compartment

b. in the FWD electronic compartment

c. on the FWD bulkhead of the MLG wheel well (A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

155. Where are the spoiler shutoff valves ?

a. on the FWD bulkhead of the MLG wheel well

b. on the AFT bulkhead of the MLG wheel well

c. on the FWD spar of each wing

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

156. What happens if the SCE has a failure ?

a. The EHSV cause the spoilers actuator to retract

b. The spoilers are in damping mode

c. A/C can be dispatched under MEL intem

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 79

157. How many channels does the SCE have ?

a. 4

b. 3

c. 2

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 85

158. The rudder is powered from ?

a. 2 PCUs

- b. 3 PCUs
- c. 1 PCU

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 206

159. In normal operation, TE FLAPs get power from

a. Hydraulic system B
b. Hydraulic system A
c. System A and system B
(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 208

160. What does the LOAD RELIEF light mean ?

a. Mean the flap load relief system operates

b. Mean the flap load relief system does not operate

c. Mean the flap load relief system has failure

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 211

161. During alternate operation of the LE Flaps and slats

a. LE standby shutoff valve operates and LE flaps and slats cannot retract

b. LE standby shutoff valve operates and LE flaps and slats can retract

c. LE control valve operates and LE flaps and slats cannot retract

(A) Ref. ATA 27 - B737-MAX-DIFF Training book - page 231

162. Which module controls the automatic operation of the speedbrakes ?

a) Flight control computer

b) The auto speedbrake module

c) Antiskid/autobrake control unit

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 115

163. The SPEED BRAKE ARMED light shows when

a) the automatic operation of the speedbrake system arms correctly.

b) the speedbrake lever in ARMED position.

c) the SPEED BRAKE ARM function inoperatived.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 116

164. The Ground Spoiler actuators are powered by

a) Hydraulic systems A and B.

b) Hydraulic system A.

c) Hydraulic system A or B.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 118

165. Which component lets the ground spoilers operate only when the airplane is on the ground ?

a) PSEU

b) The auto speedbrake module

c) The ground spoiler interlock valve

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 143

166. During stabilizer electric trim operation, if the pilot moves the control column in the opposite direction,

a) the column cutout switches stop the stabilizer electric trim.

b) the stabilizer electric trim will change to the opposite direction.

c) the stabilizer electric trim keeps priority and continues to operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 165

167. These are the elevator controls and indications in the flight compartment:

a) Elevator control wheel, FLIGHT CONTROL switches and Elevator FEEL DIFF PRESS light.

b) Elevator control columns, FLIGHT CONTROL switches and Elevator FEEL DIFF PRESS light.

c) Elevator control columns, Elevator trim switches and Elevator FEEL DIFF PRESS light. *(A) Reference: ATA 27 Flight controls - B737 Training book - Page 168*

168. Where is the elevator feel computer ?

a) The elevator feel computer is in forward equipment compartment.

b) The elevator feel computer is in aft cargo compartment.

c) The elevator feel computer is on the aft right wall of the stabilizer compartment.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 186

169. The elevator feel computer receives hydraulic pressure, mechanical inputs and

a) pitot pressure.

b) data from ADIRU.

c) data form FCC.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 193

170. These are the stabilizer controls in the flight compartment:

a) Stabilizer trim wheels, Stabilizer trim cutout switches and Stabilizer trim override switch.

b) Stabilizer trim switches, Stabilizer trim wheels, Stabilizer trim cutout switches and Stabilizer trim override switch.

c) Stabilizer trim switches, Stabilizer trim wheels and Stabilizer trim override switch. *(A) Reference: ATA 27 Flight controls - B737 Training book - Page 216*

171. How to control the rudder in manual operation?

a) The pilot uses the rudder pedals to control the rudder.

b) The pilot uses the rudder pedals or control column to control the rudder.

c) The pilot uses the rudder pedals or the rudder trim control to control the rudder.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 241

172. Which components make the command to move the TE flaps ?

a) The flap lever for normal operation and the ALTERNATE FLAPS switches for alternate operation.

b) The FSEU for normal operation and the flap lever for alternate operation.

c) The FSEU for normal operation and the ALTERNATE fLAPS switches for alternate operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 283

173. Flap position indication is a function of

a) Flap Control Unit

b) FSEU

c) PSEU

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 296

174. During the normal operation, if two or more LE devices move away from their commanded position,

a) LE devices automatically switch to alternate operation.

b) the LE cruise depressurization function prevents extension of the LE flaps and slats.

c) the LE UCM detection function stops the LE normal operation.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

175. During the normal operation, if the airplane comes near a stall condition,

a) the autoslat function causes the LE slats to move from the extend position to the full extend position.

b) the LE UCM detection function stops the LE normal operation.

c) the LE cruise depressurization function prevents extension of the LE flaps and slats.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

176. During the alternate operation, what functions are not available.

a) the LE flaps extension function, LE UCM detection function and autoslat function

b) the LE cruise depressurization function, LE UCM detection function and autoslat function

c) the LE cruise depressurization function and autoslat function

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

177. How many positions can the LE flaps and slats move to ?

a) two positions.

b) The LE flaps move to two positions, and the LE slats move to three positions.

c) three positions.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 429

178. During normal operation, the LE flap and slat actuators use power from

a) hydraulic system A.

b) hydraulic system A or B.

c) hydraulic system B.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 433

179. Why does the LE devices annunciator panel have only the transit and extend lights for the LE flaps but has all three types of lights for the LE slats ?

a) Because the LE

flaps have only two positions.

b) Because the LE

flaps only need to indicate the transit and extend positions.

c) Because the LE devices annunciator panel doesn't have enough place to indicate more.

(A) Reference: ATA 27 Flight controls - B737 Training book - Page 438

180. Which computers calculate the autoslat commands ?

a) FSEU

- b) SMYD.
- c) FCC
- (A) Reference: ATA 27 Flight controls B737 Training book Page 458

181. The takeoff warning function is in

- a) PSEU
- b) FCC
- c) SMYD
- (A) Reference: ATA 27 Flight controls B737 Training book Page 470

ATA 28:

182. Where is the Emergency Fuel Shutoff battery

- a. P6 panel
- b. P5 panel
- c. P7 panel

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 8

183. What does the ENG FUEL FLOW alert message show?

a. It shows that the FMC predicted fuel flow is different than the indicated fuel flow at power settings

b. It shows that the fuel level is low in all tanks

c. It shows that the fuel pressure is low

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

184. When does the FUEL DISAGREE message show?

a. It shows when the FMC and the FQPU do not agree

b. It shows when the FMC and the initial flight plan do not agree

c. It shows when the FQPU and the initial flight plan do not agree

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

185. When does the USING RSV FUEL message show ?

a. It shows when predicted fuel at the destination is less than the FMC calculates for reserve fuel

b. It shows that the fuel feed is from the reserve tanks

c. It shows that the total fuel is too low

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

186. When does the INSUFFICIENT FUEL message show?

a. It show when predicted fuel shows less than 2000 lbs at the destination

- b. It show when predicted fuel shows less than 1000 lbs at the destination
- c. It show when predicted fuel shows less than 3000 lbs at the destination

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

187. Where is the CONFIG message shown?

a. On the engine indication display of the MAX display system

b. On Refuel panel.

c. On P7 Glareshield PNL

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

188. When does the IMBAL message show?

a. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is in the air

b. When there is a difference of 500 lbs between main tank 1 and main tank 2 and the A/C is in the air

c. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is on ground

(A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

189. Where is the FQPU located ?

a. Above the ceiling, forward of the FWD cargo compartment door

b. Above the ceiling, aft of the FWD cargo compartment door

c. In the E&E Bay (A) Ref. ATA 28 - B737-MAX-DIFF Training book - page 20

190. THE CROSSFEED VALVE WHEN OPEN

a) CLOSES THE BYPASS VALVE IN EACH WING TANK.
b) ALLOWS TRANSFER OF FUEL BETWEEN WING TANKS ONLY.
c) ALLOWS FUEL TRANSFER FROM ANY TANK TO EITHER ENGINE OR APU.
(A) SDS-AMM 28-22-00 PAGE 26

191. THE CROSSFEED SELECTOR IN THE OPEN POSITION

a) EXTINGUISHES THE BLUE VALVE OPEN LIGHT

b) CONNECTS THE ENGINE NO 1 AND NO. 2 FUEL FEED LINES BY OPENING THE FUEL CROSSFEED AND FUEL SHUT-OFF VALVES.

c) CONNECTS THE ENGINE NO 1 AND NO. 2 FUEL FEED LINES BY OPENING THE FUEL CROSSFEED VALVE.

(A) SDS-AMM 28-22-00 PAGE 26&28

192. THE CENTRE TANK FUELLING VALVE POSITION LIGHT ON THE EXTERNAL FUELLING PANEL IS

a) BLUE AND IS ILLUMINATED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

b) BLUE AND IS EXTINGUISHED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

c) RED AND IS EXTINGUISHED WHEN THE CENTRE TANK FUELLING VALVE IS CLOSED.

(A) SDS-AMM 28-21-00 PAGE12&22

193. THE EXTERNAL FUELLING PANEL IS LOCATED

a) ON THE OPPOSITE WING TO THE DE-FUELLING PANEL.

b) AT THE LEFT WING LEADING EDGE

c) AT THE RIGHT WING LEADING EDGE.

(A) SDS-AMM 28-00-00 PAGE4

194. EACH FUEL TANK CONTAINS

a) 1 AC POWERED FUEL PUMPS WHICH IS FUEL COOLED AND LUBRICATED, AND 1 DC FUEL PUMP.

b) 2 DC POWERED FUEL PUMPS.

c) 2 AC POWERED FUEL PUMPS WHICH ARE FUEL COOLED AND LUBRICATED. (*A*) SDS-AMM 28-22-00 PAGE 14;20 & 22

195. WHICH VALVE CONNECTS THE FUEL (ENGINE 2) MANIFOLD TO THE FUELLING MANIFOLD

a) THE CROSSFEED VALVE
b) THE FUELLING VALVE
c) THE MANUAL DEFUELLING VALVE.
(A) SDS-AMM 28-26-00 PAGE 8

196. THE ENGINE FUEL SHUT OFF VALVES

a) ARE CABLE OPERATED TO CLOSE OR OPEN.

b) ARE HOT BATTERY BUS POWERED AND MAY BE CLOSED BY THE ENGINE START LEVER OR THE RESPECTIVE ENGINE FIRE SWITCH.

c) ARE AC OPERATED TO OPEN, AND MECHANICALLY CLOSED BY THE ENGINE START LEVER OR FIRE SWITCH.

(A) SDS-AMM 28-22-00 PAGE 32 & 33

ATA 29:

197. IF AN ELECTRIC HYDRAULIC PUMP OVERHEAT LIGHT COMES ON

a) THE PUMP WILL BE AUTOMATICALLY SWITCHED OFF AND THE OVERHEAT LIGHT EXTINGUISHED

b) TURN THE ASSOCIATED SYSTEM ELECTRIC AND ENGINE HYDRAULIC PUMPS OFF.

c) TURN THE ASSOCIATED SYSTEM ELECTRIC HYDRAULIC PUMP OFF. (A) SDS-AMM 29-10-00 PAGE 6

198. THE STANDBY SYSTEM LOW PRESSURE LIGHT IS ARMED

a) ONLY WHEN THE STANDBY PUMP OPERATION HAS BEEN SELECTED OR AUTOMATIC STANDBY FUNCTION IS ACTIVATED.

b) AT ALL TIMES.

c) ONLY WHEN THE STANDBY PUMP OPERATION HAS BEEN SELECTED OR EITHER SPOILER SWITCH HAS BEEN SELECTED TO OFF.

(A) SDS-AMM 29-30-00 PAGE 28

199. THE STANDBY HYDRAULIC PUMP ONLY SUPPLIES PRESSURE TO THE

a) STANDBY RUDDER AND LEADING EDGE SLATS.

b) STANDBY RUDDER ACTUATOR, LEADING EDGE DEVICES AND THRUST REVERSERS.

c) STANDBY RUDDER, LEADING EDGE DEVICES AND BRAKES. *(A) SDS-AMM 29-22-00 PAGE 4*

200. IF EITHER FLIGHT CONTROL SWITCH IS MOVED TO THE STBY RUD POSITION

a) THE STANDBY PUMP WILL BE ACTIVATED AND THE STANDBY HYDRAULIC LOW QUANTITY LIGHT WILL BE ARMED

b) THE STANDBY PUMP WILL BE DE-ACTIVATED ALLOWING SYSTEM A PRESSURE TO POWER THE RUDDER AND THE STANDBY HYDRAULIC LOW PRESSURE LIGHT WILL BE ARMED.

c) THE STANDBY PUMP WILL BE ACTIVATED AND THE STANDBY HYDRAULIC LOW PRESSURE LIGHT WILL BE ARMED.

(A) SDS-AMM 29-22-00 PAGE 21

201. LOW FLUID QUANTITY IN THE RESERVOIR OF SYSTEM A OR B CAN BE INDICATED BY ONE OF THE FOLLOWING

a) MECHANICAL INDICATION ON THE RESERVOIR

b) LOW QUANTITY LIGHT ON THE CENTRE INSTRUMENT PANELc) LOW QUANTITY LIGHT ON THE CENTRE INSTRUMENT PANEL ALONG WITH

A MASTER CAUTION ENG ANNUNCIATOR LIGHT.

(A) SDS-AMM 29-10-00 PAGE 8

202. THE A AND B HYDRAULIC RESERVOIRS ARE PRESSURISED BY

a) AIR FROM THE 14TH STAGE ONLY.

b) AIR FROM THE PNEUMATIC MANIFOLD.

c) HYDRAULIC FLUID FROM THE STANDBY RESERVOIR.

(A) SDS-AMM 29-09-00 PAGE 2

203. SELECTING AN ENGINE DRIVEN HYDRAULIC PUMP SWITCH TO OFFWILL

a) ELECTRICALLY CLOSE THE FLUID SUPPLY VALVE AT THE RESERVOIR.b) DE-ACTIVATE THE SOLENOID-HELD BLOCKING VALVE AND ISOLATE FLUID FROM THE USING UNIT.

c) ACTIVATE THE SOLENOID-HELD BLOCKING VALVE AND ISOLATE FLUID FROM THE USING UNIT.

(A) SDS-AMM 29-10-00 PAGE 6

204. THE NORMAL AND MAXIMUM READINGS ON THE HYDRAULIC SYSTEM PRESSURE INDICATOR ARE

a) 3000 : 3500PSI b) 2500 : 3200PSI c) 3000 : 3750PSI

(A) SDS-AMM 29-10-00 PAGE 1 & 21

205. THE STANDBY HYDRAULIC RESERVOIR IS KEPT TOPPED UP FROM

a) OIL CONTAINERS USED BY ENGINEERS BEFORE EACH FLIGHT.

b) THE SYSTEM A RESERVOIR

c) THE SYSTEM B RESERVOIR.

(A) SDS-AMM 29-22-00 PAGE 8

206. HYDRAULIC SYSTEM A POWER SOURCES ARE

a) ONE ENGINE DRIVEN PUMP (ENG 1) AND ONE ELECTRICAL MOTOR PUMP (ELECT 1).

b) ONE ENGINE DRIVEN PUMP (ENG 1) AND ONE ELECTRICAL MOTOR PUMP (ELECT 2).

c) ONE ENGINE DRIVEN PUMP (ENG 1), ONE ELECTRICAL MOTOR PUMP (ELECT 1) AND ONE STANDBY ELECTRIC PUMP.

(A) SDS-AMM 29-10-00 PAGE 6

207. ILLUMINATION OF A HYDRAULIC ELECTRIC PUMP OVERHEAT LIGHT INDICATES

a) AN OVERHEAT CONDITION IN THE HYDRAULIC RESERVOIR.

b) AN OVERHEAT CONDITION OF THE PUMP HYDRAULIC SUPPLY LINE. c) AN OVERHEAT CONDITION IN THE CASE DRAIN LINE OR THE PUMP HOUSING.

(A) SDS-AMM 29-30-00 PAGE 30

208. THE MAXIMUM HYDRAULIC SYSTEM A OR B PRESSURE IS

- a) 3000PSI
- b) 3250PSI
- c) 3500PSI

(A) SDS-AMM 29-10-00 PAGE 21

209. THE STANDBY HYDRAULIC FLUID

a) IS COOLED BY A HEAT EXCHANGER LOCATED IN NO. 2 TANK.

b) IS COOLED BY A HEAT EXCHANGER LOCATED IN NO. 1 TANK.

c) IS NOT COOLED

(A) SDS-AMM 29-22-00 PAGE 10

210. THE ENGINE DRIVEN HYDRAULIC PUMP SWITCH

a) IN THE OFF POSITION WILL DE-ACTIVATE THE HYDRAULIC LOW PRESS LIGHT.

b) IS LEFT IN THE ON POSITION ON SHUTDOWN TO PROLONG THE LIFE OF THE BLOCKING VALVE SOLENOID.

c) SHOULD BE SWITCHED OFF IN THE EVENT OF THE ELECTRIC HYDRAULIC PUMP OVERHEAT LIGHT ILLUMINATING

(A) SDS-AMM 29-10-00 PAGE 6

ATA 30:

211. Can the Wing anti-ice operate in-flight or on ground ?

a. The WAI system can operate in flight or on the ground.

b. The WAI system can operate in flight only.

c. The WAI system can operate on ground only.

(A) Ref. ATA 30 - B737-MAX-DIFF Training book - page 12

212. Where is the engine anti-ice valve located ?

a. 12 o'clock position of the engine fancase

b. 2 o'clock position of the engine fancase

c. 5 o'clock position of the engine fancase

(A) Ref. ATA 30 - B737-MAX-DIFF Training book - page 36

213. Each DWHCU controls electric heat to two windows, these are

a. Left windshield 1 + right side window 2 and Right windshield 1+ left side window 2

b. Left windshield 1 + right side window 1 and Right windshield 2 + left side window 2

c. Left windshield 1 + right winshield 1 and Left side window 2 + right side window 2

(A) Ref. ATA 30 - B737-MAX-DIFF Training book - page 44

214. How to reset the window heat system after an OVHT TEST ?

a. Momentarily put the switches to the OFF position, then put the switches to ON position

b. Put the switches to RST position

c. The system will reset automatically

(A) Ref. ATA 30 - B737-MAX-DIFF Training book - page 48

215. How does DWHCU control the heating temperature of the windows ?

a. Via 2 sensors: 1 primary and 1 spare. In case the primary sensor is lost, DWHCU automaically selects the spare.

b. Via 3 sensors: 2 primary and 1 spare. In case the primary sensors are lost, DWHCU automaically selects the spare.

c. Via 1 sensor, in case the sensor is lost, A/C is dispatched without window heating per MEL.

(A) Ref. ATA 30 - B737-MAX-DIFF Training book - page 50

216. WHICH PROBES ARE CONTROLED BY THE PROBE HEAT B SWITCH?

a) FIRST OFFICER PITOT, RIGHT ELEVATOR PITOT, RIGHT ALPHA VANE, AUXILARY PITOT

b) COWL THERMAL ANTI-ICE, AIR DATA PROBE, TOTAL AIR TEMPERATURE (TAT) PROBE

c) CAPTAIN PITOT, LEFT ELEVATOR PITOT, LEFT ALPHA VANE, TOTAL AIR TEMPERATURE (TAT) PROBE

(A) STORMAVIATION-30-30 PAGE 40

217. WITH THE THRUST RESOLVER ANGLE GREATER THAN 60 DEGREES, WHAT IS THE EFFECT ON THE ANTI-ICE SYSTEM?

a) WING ANTI-ICE SOLENOID VALVE IS USED TO GIVE MAXIMUM COOLING

b) WING ANTI-ICE SHUTOFF VALVES ARE SIGNALLED FULLY CLOSED

c) ANTI-ICE BLEED AIR FLOW RATE IS REDUCED

(A) STORMAVIATION-30-11 PAGE 24

218. WHICH WINDOW(S) ARE HEATED WITH THE LEFT FWD WINDOW HEAT SWITCH ON?

a) L1, L2, L3 b) L2, L4, L5 c) L1 ONLY (*A*) STORMAVIATION-30-41 PAGE 58

219. THE WINDOW HEAT ON LIGHT (GREEN) ILLUMINATES TO INDICATE

a) THE ASSOCIATED WINDOW HEAT SWITCH HAS BEEN SELECTED TO OVHT TEST.

b) THE WINDOW HEAT CONTROLLER IS APPLYING HEAT TO THE ASSOCIATED WINDOW

c) THE ASSOCIATED WINDOW HEAT SWITCH IS POSITIONED TO ON. *(A) STORMAVIATION-30-41 PAGE 58*

220. THE COWL ANTI-ICE LIGHT IS

a) AMBER IN COLOUR, INDICATING OVER-TEMPERATURE ONLY.

b) AMBER IN COLOUR, INDICATING OVER-PRESSURE ONLY.

c) AMBER IN COLOUR, INDICATING OVER-TEMPERATURE OR OVER-PRESSURE.

(A) STORMAVIATION-30-20 PAGE 28

ATA 31:

221. How many display (total) are on P1 and P3 instrument panels?

a. 5

b. 2

c. 4

(A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 19

222. How much time is necessary for the DPC to complete the power-up BIT ?

- a. 90 Seconds
- b. 120 Seconds
- c. 60 Seconds

(A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 26

223. How is the brightness of the DUs controlled ?

- a. Automatically only
- b. Manually only
- c. Automatically and manually
- (A) Ref. ATA 31 B737-MAX-DIFF Training book Page 30

224. How you can show VSD data on the ND?

- a. Use the WPT push button on the EFIS control panel
- b. Use the DATA push button on the EFIS control panel

c. Use the VSD button on the EFIS control panel

(A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 49

225. Which ND mode can show the VSD format?

- a. MAP
- b. PLN
- c. VOR
- (A) Ref. ATA 31 B737-MAX-DIFF Training book Page 49

226. What is another function of a DPC?

- a. To send and receive data for other system
- b. To make OMF report
- c. To calculate flight legs
- (A) Ref. ATA 31 B737-MAX-DIFF Training book Page 59

227. When does the amber DSPLY SOURCE 1 message shows ?

a. when the DISPLAYS - SOURCE switch is in the ALL ON 1 position.

b. when display processor computer 1 does not supply display data to the display units.

c. when there is a DPC 2 failure (A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 85

228. How is fiber-optic cross-talk condition shown?

a. OFF (Cyan lines, boxes and text) ACTIVE(green lines, boxes and text) FAILED (red lines, boxes and text)

b. ACTIVE (green lines, boxes and text) FAILED (amber lines, boxes and text) INACTIVE (dim white lines boxes and text)

c. NORM (dim green lines,boxes and text) FAILED (amber lines,boxes and text) inactive (dim white lines boxes and

text)

(A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 119

229. When does the amber MAINT light comes on the ground ?

a. when the MAINT CTRL PGS menu is selected

b. when a system fault occurs and turns on a Scheduled Maintenance Task Messages.

c. when a system fault occurs and turns on a status message.

(A) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 170

230. FLIGHT DATA RECORDER (FDR) SYSTEM IS NORMAL NOT POWER ON THE GROUND. HOW IS IT POSSIBLE TO POWER IT ON GROUND FOR MAINTENANCE PURPOSES?

a) PLACING THE "TEST/NORMAL" SWITCH, ON THE FLIGHT RECORDER/MACH AIRSPEED WARNING TEST MODULE, TO THE "TEST" POSITION

b) PLACING THE "TEST/NORMAL" SWITCH, ON THE FLIGHT RECORDER/MACH AIRSPEED WARNING TEST MODULE, TO THE "NORMAL" POSITION, WHITE THE "AIR/GROUND WARN" CIRCUIT BREAKER ON THE P6 PANEL IS PULLED OUT

c) PLACING THE "TEST" SWITCH ON THE FDR'S FRONT FACE TO THE "ON" POSITION

(A) STORMAVIATION 31-62 PAGE 160

ATA 32:

231. How many positions does the landing gear control lever have with the detent ?

a. two positions with detents: UP and DN.

b. three positions with detents: UP, OFF and DN.

c. two positions with detents: UP and OFF.

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

232. If the lever lock solenoid fails in the locked position, how do you move the control lever to the UP position ?

a. Use the LOCK OVRD button on the control lever module

b. Apply greater force to break the locking mechanism

c. Manually deactivate the lock solenoid with a circuit breaker at P6 CB panel.

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

233. What does the landing gear transfer valve control ?

a. It controls hydraulic pressure for the landing gear.

b. It controls the switching of hydraulic pressure from system A to system B for alternate landing gear retraction and alternate nose wheel steering operation.

c. It controls extension and retraction of the landing gear

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 45

234. Which function isolates the gear circuits from supply pressure during cruise ?

a. auto-off function

b. continuous monitoring function

c. air control function

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 53

235. What prevents a steering command if there is a loss of cable tension in the nose wheel steering system ?

a. The rotary actuator

b. The left steering wheel

c. The broken cable compensator

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 72

236. Which menu will let you see status of the PSEU and its associated sensors ?

a. MAINT CTRL PGS b. ONBD MAINT c. MAINT DATA PGS (A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 119

237. How many types of ground tests are there for the PSEU?

a. Operational test only

b. three types: Operational test, LRU Replacement Test and Self Test

c. two types: Operational test and LRU Replacement Test

(A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 130

238. How to extend and retract the two-position tail skid for test, repair, or inspection purposes ?

a. Using the tail skid extend special function in OMS.

b. Access the tail skid actuator through the section 48 access and blowout door, and then operate it manually.

c. Using Air/Gnd Override function in PSEU. (A) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 175

239. WHEN USING THE PSEU (PROXIMITY SENSING ELECTRONICS UNIT) BITE MENU, WHERE IS THE SENSOR RIGGING INFORMATION FOUND?

a) OTHER FUNCTIONS

b) INPUT/OUTPUT MONITORS c) GROUND TEST (A) SDS-AMM 32-09-00 PAGE 66

240. HOW MANY SENSORS ARE USED FOR THE AIR-GROUND SYSTEM?

- a) 6
- b) 3
- c) 4

(A) SDS-AMM 32-09-00 PAGE 8

241. HOW IS THE PARKING BRAKE SHUTOFF VALVE POWERED?

a) HOT BATTERY BUS b) DC BUS 1

c) 28V AC TRANSFER BUS

(A) SDS-AMM 32-44-00 PAGE 14

242. THE FUNCTION OF THE COMPENSATOR IN THE NOSE WHEEL STEERING SYSTEM IS TO:

a) ENSURE THE ACTUATORS STAY IN THEIR CURRENT POSITIONS WHEN THERE IS NO INPUT

b) ENHANCE SHIMMY DAMPING

c) PREVENT VIOLENT TURNING OF THE NOSE GEAR (A) SDS-AMM 32-51-00 PAGE 14

243. IN THE GEAR AUDIO WARNING SYSTEM, RADIO ALTIMETER DATA IS SUPPLIED BY THE:

a) DISPLAY ELECTRONIC UNITS
b) FLIGHT CONTROL COMPUTERS
c) RADIO ALTIMETER RECEIVER
(A) SDS-AMM 32-61-00 PAGE 23

244. WHEN THE LANDING GEAR LEVER IS OPERATED, WHICH OF THE FOLLOWING CORRECTLY DESCRIBES THE SYSTEM OPERATION?

a) AN ELECTRICAL SIGNAL IS SEND TO THE PSEU WHICH ELECTRICALLY RELEASES THE UPLOCKS IN THE PREDETERMINED SEQUENCE

b) A PUSH-PULL CABLE OPERATES THE LANDING GEAR SELECTOR AND THEN THE TRANSFER VALVES

c) A RELEASE CABLE OPERATES THE UPLOCKS AND THE TRANSFER VALVE (A) SDS-AMM 32-31-00 PAGE 6

245. IN AN UPLOCK SENSOR FAILED, WHICH POSITION WOULD IT FAIL IN?

a) NEAR OR FAR DEPENDING ON WHEN IT FAILED

b) ALWAYS FAIL FAR ELECTRICALLY

c) OPERATIONAL

(A) SDS-AMM 32-09-00 PAGE 10

246. THE LANDING WARNING HORN SOUND IF THE GEAR IS NOT DOWN AND LOCKED CAN BE CANCELLED PROVIDED THAT

a) FLAP POSITION IS FROM 0 TO 10 UNITS, RADIO ALT IS MORE THAN 200 FEET BUT LESS THAN 800 FEET

b) THRUST LEVERS ARE SET FOR LANDING, FLAP POSITION IS 15 UNITS c) FLAP POSITION IS 30 UNITS (A) SDS-AMM 32-61-00 PAGE 20

247. HOW IS NOSE LANDING GEAR DOORS MOVEMENT CONTROLLED DURING LG EXTENSION OR RETRACTION?

a) BY HYDRAULICALLY OPERATED ACTUATOR
b) BY ELECTRICALLY OPERATED ACTUATOR
c) MECHANICALLY BY RODS

(A) SDS-AMM 32-20-00 PAGE 8

248. COMPLETE THE SENTENCE. LANDING GEAR CONTROL LEVER POSITION IS CONTROLLED BY:

a) 2 CONTROL LEVER UP POSITION SWITCHES AND 2 CONTROL LEVER DOWN POSITION SWITCHES

b) 2 CONTROL LEVER UP POSITION SWITCHES ONLY

c) 2 LVDT (LINEAR VARIABLE DISPLACEMENT TRANSDUCER

(A) SDS-AMM 32-31-00 PAGE 4

249. IN WHICH OF THE FOLLOWING CONDITIONS WILL LANDING GEAR CONTROL LEVER LOCK SOLENOID BE ENERGIZED?

a) GROUND SPOILER INTERLOCK VALVE CLOSED, AIR/GROUND SYSTEM 1 IN AIR MODE

b) GROUND SPOILER INTERLOCK VALVE CLOSED, AIR/GROUND SYSTEM 1 IN GROUND MODE

c) GROUND SPOILER INTERLOCK VALVE OPEN, AIR/GROUND SYSTEM 1 OVERRIDDEN TO AIR MODE

(A) SDS-AMM 32-31-00 PAGE 13

250. A TIME DELAY, REQUIRED FOR THE MAIN LANDING GEAR DOWNLOCK OR UPLOCK ACTUATORS TO UNLOCK BEFORE THE MAIN GEAR ACTUATOR RECEIVES PRESSURE, DURING EXTENSION/RETRACTION OF MAIN LANDING GEAR (MLG) IS INITIATED BY:

a) TIMED OUT RELAY IN THE SELECTOR VALVE

b) TRANSFER CYLINDER LOCATED ON EACH REAR SPAR

c) RESTRICTOR/CHECK VALVE, LOCATED IN MAIN GEAR ACTUATOR

(A) SDS-AMM 32-32-00 PAGE 14

251. THE PSEU (PROXIMITY SENSING ELECTRONICS UNIT) SENDS A SIGNAL TO ENERGIZE THE LEVER LOCK SOLENOID WHEN

a) SYSTEM A AND B ARE PRESSURIZED

b) GROUND SPOILER INTERLOCK VALVE IS CLOSED

c) LEADING EDGE DEVICES CONTROL VALVE IS CLOSED

(A) SDS-AMM 32-31-00 PAGE 13

252. WHEN DOES THE TRANSFER CYLINDER GIVE A TIMER DELAY?

a) AIRCRAFT TOUCH DOWN
b) LG LOCKING
c) EXTENSION AND RETRACTION CYCLES
(A) SDS-AMM 32-32-00 PAGE 14

253. WHAT IS THE PURPOSE OF THE FRANGIBLE FITTING, INSTALLED ON THE INBOARD AND OUTBOARD SIDES OF BOTH WHEEL WELL RING IN THE MAIN LANDING GEAR WHEEL WELL

a) REMOVES UP PRESSURE FROM THE MAIN LANDING GEAR ACTUATOR WHEN A DAMAGED TIRE MOVE INTO THE MAIN LANDING GEAR WHEEL WELL

b) PREVENTS HYDRAULIC SYSTEM FLUID LOSS WHEN THE HYDRAULIC TUBE SYSTEM A IS BROKEN

c) INCREASES PRESSURE IN THE MAIN LANDING GEAR ACTUATOR WHEN THE MAIN LANDING GEAR DOES NOT EXTEND

(A) SDS-AMM 32-32-00 PAGE 16

254. WHAT IS THE MAXIMUM TURN ANGLE OF THE NOSE WHEEL THAT CAN BE COMMANDED BY THE RUDDER PEDALS?

a) 17 DEGREES

b) 7 DEGREES

c) 78 DEGREES

(A) SDS-AMM 32-51-00 PAGE 1

255. HYDRAULIC POWER FOR THE NORMAL BRAKES IS SUPPLIED BY

a) SYSTEM A TO OUTBOARD AND SYSTEM B TO THE INBOARD BRAKES

b) SYSTEM B

c) SYSTEM A

(A) SDS-AMM 32-41-00 PAGE 2

256. AFTER MANUAL EXTENSION OF THE LANDING GEAR, THE INDICATION ON THE FLIGHT DECK THAT THE CORRECT PROCEDURE HAS BEEN CARRIED OUT IS

a) 3 GREEN LIGHTS AND 3 RED LIGHTS

b) 3 GREEN LIGHTS

c) 3 RED LIGHTS

(A) SDS-AMM 32-61-00 PAGE 4

257. THE ALTERNATE BRAKE SYSTEM IS POWERED BY

a) SYSTEM B HYDRAULIC
b) ACCUMMULATOR PRESSURE
c) SYSTEM A HYDRAULIC
(A) SDS-AMM 32-41-00 PAGE 2

258. SELECTING THE NOSE WHEEL STEERING SWITCH ON THE CAPTAINS INSTRUMENT PANEL TO ALT PROVIDES THE

a) STANDBY HYDRAULIC SYSTEM PRESSURE FOR STEERING

b) B HYDRAULIC SYSTEM PRESSURE FOR STEERING

c) A HYDRAULIC SYSTEM PRESSURE FOR STEERING (A) SDS-AMM 32-51-00 PAGE 1

259. THE NORMAL PRESSURE FOR THE HYDRAULIC BRAKE PRESSURE INDICATOR IS

a) 3000PSI

- b) 1000PSI
- c) 2800PSI

(A) SDS-AMM 32-41-00 PAGE 2

260. THE PRECHARGE PRESSURE IN THE BRAKE ACCUMULATOR IS

- a) 3000PSI
- b) 1500PSI
- c) 1000PSI

(A) SDS-AMM 32-41-00 PAGE 16

261. THE 737 BRAKE SYSTEM HAS

a) TWO HYDRAULIC BRAKE ACCUMULATORS
b) ONE HYDRAULIC BRAKE ACCUMULATOR
c) NO HYDRAULIC BRAKE ACCUMULATORS
(A) SDS-AMM 32-41-00 PAGE 2

262. THE NOSE WHEEL STEERING LOCKOUT PIN WHEN INSTALLED

a) LIMITS THE NOSE WHEEL STEERING TO +/- 7 DEGREES

b) ALLOWS PUSHBACK WITH HYDRAULIC SYSTEM A PRESSURISED

- c) LOCKS THE NOSEWHEEL IN THE CENTRAL POSITION.
- (A) SDS-AMM 32-51-00 PAGE 23

263. IF THE NOSE GEAR LOCKOUT PIN IS NOT INSTALLED

a) PUSHBACK MUST BE WITH BOTH SYSTEM A HYDRAULIC PUMPS OFF

b) PUSHBACK MUST BE WITH SYSTEM A ELEC. PUMP OFF

c) PUSHBACK MUST BE WITH BOTH SYSTEM A HYDRAULIC PUMPS ON (A) SDS-AMM 32-51-00 PAGE 23

264. RUDDER PEDAL STEERING

a) CAN BE OVERRIDDEN BY THE NOSE WHEEL STEERING WHEEL

b) IS AVAILABLE UP TO +/- 7 DEGREES ON THE CAPTAIN'S RUDDER PEDALS ONLY.

c) IS ACTIVATED ANYTIME THE NOSE GEAR STRUT IS EXTENDED. *(A) SDS-AMM 32-51-00 PAGE 12*

ATA 33:

265. How many types of LED light assemblies in passenger compartment?

a. Two types: RGBW and WWA.

b. Three types: RGBW, WWA and Incandescent

c. Three types: RGB, White and Amber.

(A) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 10

266. Where is the switch that controls electric power to the passenger compartment lights ?

a. That is the CAB/UTIL switch, on the P5-13 overhead panel.

b. That is the CAB/UTIL switch, on the FWD ACP panel.

c. That is the CAB/UTIL switch, on P18-1 panel.

(A) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 13

267. What type of window lights?

a. fluorescent

b. WWA

c. RGBW

(A) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 48

268. The emergency lights operate when:

a. emergency light system is on.

b. There is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position.

c. Emergency light system is on or there is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position.

(A) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 102

269. THE EMERGENCY EXIT LIGHTS AND SIGNS ARE POWERED

a) FROM SEPARATE EMERGENCY POWER SUPPLIES INSTALLED IN THE PASSENGER CABIN

b) FROM THE HOT BATTERY BUS c) A. FROM THE BATTERY BUS (A) SDS-AMM 33-51-00 PAGE 14

270. MOST OF THE FLIGHT COMPARTMENT LIGHTS USE

a) 28 VAC b) 115 VAC c) 28 VDC (A) SDS-AMM 33-11-00 PAGE 2

271. WHEN ARMED, THE EMERGENCY EXIT LIGHTS WILL AUTOMATICALLY COME ON

a) WHEN THE AIRCRAFT REACHES A PRESET G-LOAD LIMIT
b) IF ELECTRICAL POWER TO DC BUS 1 FAILS OR AC POWER IS TURNED OFF
c) UPON CONTACT WITH WATER
(A) SDS-AMM 33-51-00 PAGE 16

272. THE NO SMOKING SIGNS WHEN SELECTED TO AUTO

a) A. ILLUMINATE WHEN THE LANDING GEAR IS EXTENDED.

b) ILLUMINATE WHEN THE FLAPS ARE EXTENDED AND THE LANDING GEAR IS RETRACTED

c) ILLUMINATE WHEN THE LANDING GEAR IS EXTENDED AND THE FLAPS ARE GREATER THAN 10 DEGREES

(A) SDS-AMM 33-25-00 PAGE 9

273. THE FASTEN BELTS SIGNS WHEN SELECTED TO AUTO WILL

a) EXTINGUISH WHEN THE FLAPS ARE EXTENDED AND THE LANDING GEAR IS UP

b) ILLUMINATE WHEN THE AUTO-PILOT IS NOT ENGAGED.

c) ILLUMINATE WHEN LANDING GEAR OR FLAPS ARE EXTENDED

(A) SDS-AMM 33-25-00 PAGE 9

274. IF THERE IS A COMPLETE ELECTRICAL POWER FAILURE

a) THE LEFT DOME LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING
b) THE RIGHT DOME LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING
c) THE MAP LIGHT SUPPLIES EMERGENCY GENERAL LIGHTING
(A) SDS-AMM 33-14-00 PAGE 8

275. IN EACH WHEEL WELL HAVE

a) A DOME LIGHT AND A FLOODLIGHT

- b) A DOME LIGHT
- c) A FLOODLIGHT

(A) SDS-AMM 33-32-00 PAGE 2

276. WITH THE NO SMOKING & FASTEN BELTS SWITCHES IN THE AUTO POSITION

a) THE NO SMOKING SIGNS WILL ILLUMINATE ANY TIME THE FLAPS ARE EXTENDED

b) THE NO SMOKING SIGNS WILL ILLUMINATE ANY TIME THE GEAR IS EXTENDED.

c) THE NO SMOKING SIGNS WILL ILLUMINATE ONLY WHEN GEAR AND FLAPS ARE EXTENDED

(A) SDS-AMM 33-25-00 PAGE 9

277. PLACING THE LIGHTS TEST SWITCH TO THE TEST POSITION

a) INHIBITS THE MASTER CAUTION RECALL SYSTEM

b) ILLUMINATES ALL AMBER CAUTION LIGHTS ONLY

c) ILLUMINATES ALL COCKPIT LIGHTING AND WARNING LIGHTS

(A) SDS-AMM 33-18-00 PAGE 2

278. THE P5 SWITCH IS IN THE ARM POSITION. WHEN DO THE EMERGENCY LIGHTS COME ON?

a) WHEN THE MAIN LIGHTING SYTEM HAS FAILED

b) WHEN THE 28VDC BUS 2 VOLTAGE DECREASES BELOW 12 VOLTS

c) WHEN THE 28VDC BUS 1 VOLTAGE DECREASES BELOW 12 VOLTS

(A) SDS-AMM 33-51-00 PAGE 16

279. WITH THE TAXI LIGHT SWITCH SET TO AUTO POSITION, WHEN THE TAXI LIGHT OFF?

a) AFTER THE FIRST ENGINE STOP

b) WHEN THE NOSE LANDING GEAR IS NOT IN THE DOWN AND LOCKED POSITION

c) WHEN THE MAIN LANDING GEAR IS NOT IN THE DOWN AND LOCKED POSION

(A) SDS-AMM 33-45-00 PAGE 6

ATA 34:

280. Where is the WXR radar processor ?

a. The forward equipment compartment

b. The Electronic Equipment Compartment.

- c. The forward bulkhead behind the nose radome.
- (A) Ref. ATA 34 B737-MAX-DIFF Training book Page 14

281. Where is the WXR receiver- transmitter ?

a. in the forward equipment compartment

b. in a cavity on the left side of the WXR antenna drive

c. in the Electronic Equipment Compartment.

(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 14

282. What voltage does WXR Radar Processor send to the power supply in the WXR receiver- transmitter ?

a. 115V AC

b. 28V DC

c. 200V DC

(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 40

283. Between what range are the PWS alerts (caution and warning) fully activated ?

- a. from 50 feet to 400 feet RA.
- b. from 1200 feet to 1800 feet RA.
- c. from 400 feet to 1200 feet RA.

(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 59

284. What are the function of the IMMR?

a. ILS,GPS,GNSS,VOR/MB
b. ILS,EGPWS,GPS,VOR/MB
c. GPS,GNSS,VOR/ADF,ILS
(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

285. How many type of multi-mode receivers (MMRs) available on the 737 MAX ?

a. two types: the Collins manufactured MMR or the Honeywell manufactured 3G IMMR

b. Three types: the Collins manufactured MMR, the Collins manufactured IMMR or the Honeywell manufactured 3G IMMR

c. Just one types: the Honeywell manufactured 3G IMMR

(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

286. Where is the integrated multi-mode receivers ?

a. in the forward equipment compartment

b. in the EE compartment

c. in the vertical stabilizer

(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 81

287. On which IMMRs is the marker beacon function available ?

a. only IMMR 1.
b. both IMMR.
c. on IMMR 2.
(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 100

288. Where is the head-up display computer ?

a. over the pilot's head
b. on the E4-1 electronic equipment shelf
c. inside electronic panel
(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 116

289. What is the power source for HUD to operate?

a. 115v AC from XFR BUS 1 and XFR BUS 2
b. +/-15v DC from the overhead unit.
c. 28v DC from bus 1 and bus 2.
(A) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 120

290. COMPLETE THE SENTENCE. THE WHITE "ALIGN" ANNUCIATOR ON THE AIR DATA AND INERTIAL REFERENCE UNITS (ADIRU) MODE SELECT UNIT (MSU) WILL

a) FLASHING DURING THE ADIRU ALIGNMENT AND WILL COME ON STEADY, WHEN THE ADIRU NEEDS INFORMATION

b) COME ON STEADY DURING ADIRU ALIGNMENT AND WILL FLASH, WHEN THE ADIRU NEEDS INFORMATION

c) COME ON STEADY DURING ADIRU ALIGNMENT AND WILL FLASH, WHEN AN ADIRU FAULT IS DETECTED

(A) SDS-AMM 34-21-00 PAGE 64

291. WHICH OF THE FOLLOWING OCCURS WHEN "B/CRS" (BACK COURSE) IS SELECTED ON THE STANDBY ATTITUDE INDICATOR?

a) THE LOCALIZER AND GLIDESLOPE DEVIATION BAR GO OUT OF VIEW b) THE LOCALIZER DEVIATION BAR GOES OUT OF VIEW AND THE GLIDESLOPE DEVIATION BAR REVERSES POLARITY

c) THE LOCALIZER DEVIATION BAR RESERVES POLARITY AND THE GLIDESLOPE DEVIATION BAR GOES OUT OF VIEW (A) SDS-AMM 34-24-00 PAGE 12

292. WHAT IS THE PURPOSE OF THE ELEVATION AND SCAN DISABLE SWITCHES LOCATED ON THE ANTENNA PEDESTAL?

a) TO STOP THE RF TRANSMISSIONS FROM THE WXR R/T, DURING MAINTENCEb) TO REMOVE POWER TO THE SCAN AND ELEVATION MOTORS IN ORDER TOPREVENT MOVEMENT OF THE ANTENNA DURING MAINTENCE

c) TO SET THE ANTENNA TO THE NEUTRAL POSITION, BEFORE REMOVAL (A) SDS-AMM 34-43-00 PAGE 53

293. WHICH OF THE FOLLOWING STATEMENTS, IS THE CORRECT ONE ABOUT INSTRUMENT LANDING SYSTEM (ILS) No1 BITE?

a) IN ORDER TO BE PERFORMED, A TEST SET IS REQUIRED

b) IT MAY BE PERFORMED FROM THE CONTROL DISPLAY UNITS (CDS) IN THE FLIGHT DECK

c) IT IS PERFORMED FROM THE FRONT PANEL OF THE MULTI MODE RECEIVER (MMR) No1

(A) SDS-AMM 34-31-00 PAGE 27

294. WHICH IS THE PURPOSE, OF THE "TONE" SELECTOR ON THE AUTOMATIC DIRECTION FINDER (ADF) CONTROL PANEL?

a) TO TURN ON THE ANTENNA/TONE MODULATORS CIRCUIT IN THE ADF RECEIVER

b) TO TURN ON THE BEAT FREQUENCY OSCILLATOR (BFO) IN THE ADF RECEIVER

c) TO ADJUST THE TONE OF THE OUTPUT SIGNALS (STATION AUDIO TONE) (*A*) SDS-AMM 34-57-00 PAGE 28

ATA 35:

295. THE PASSENGER OXYGEN SYSTEM IS ACTIVATED WHEN THE CABIN REACHES AN ALTITUDE OF

a) 14,000 FEET

- b) 10,000 FEET
- c) 9,500 FEET

(A) SDS-AMM 35-20-00 PAGE 26

296. THE OXYGEN SYSTEM ON BOARD THE AIRCRAFT HAS

a) TWO SEPARATE SYSTEMS, ONE FOR THE FLIGHT DECK AND ONE FOR THE CABIN

b) A. ONE SINGLE SYSTEM FOR ALL OXYGEN REQUIREMENTS

c) THREE SEPARATE SYSTEMS, ONE FOR THE FLIGHT DECK, ONE FOR THE

CABIN AND ONE FOR THE AFT GALLEY CABIN ATTENDANTS

(A) SDS-AMM 35-00-00 PAGE 02

297. DURING A DECOMPRESSION, THE PASSENGER OXYGEN WILL AUTOMATICALLY DROP FROM ITS STOWAGE COMPARTMENT. OXYGEN WILL FLOW TO ALL MASKS

a) IMMEDIATELY

b) ONLY WHEN ANY ONE OF THE MASKS OF AN OXYGEN GENERATOR UNIT IS PULLED DOWN

c) WHEN THE PASSENGER BREATHES, - THE SYSTEM IS ON DEMAND (A) SDS-AMM 35-20-00 PAGE 24

298. IN EACH LAVATORY THERE IS

a) A TWO MASK PASSENGER OXYGEN UNIT

b) A ONE MASK PASSENGER OXYGEN UNIT

c) NO PASSENGER OXYGEN UNIT

(A) SDS-AMM 35-20-00 PAGE 21

299. TO USE THE PASSENGER PORTABLE OXYGEN

a) TURN THE YELLOW KNOB IN AN ANTICLOCKWISE DIRECTION AND PLUG THE BOTTLE INTO THE OVERHEAD CONNECTION

b) TURN THE YELLOW KNOB IN A COUNTERCLOCKWISE DIRECTION AND PLUG THE MASK INTO THE DESIRED BOTTLE OUTLET

c) PLUG THE MASK INTO THE DESIRED OUTLET ONLY

(A) SDS-AMM 35-30-00 PAGE 4

300. EACH PASSENGER OXYGEN UNIT IN THE CABIN

a) A. CAN BE SHUT OFF ONCE THE FLOW OF OXYGEN HAS STARTED - BY CABIN STAFF ACTION ONLY.

b) CANNOT BE SHUT OFF ONCE THE FLOW OF OXYGEN HAS STARTED c) CAN BE SHUT OFF BY PULLING ANY MASK DOWN A SECOND TIME (A) SDS-AMM 35-20-00 PAGE 15

301. THE PASSENGER OXYGEN SYSTEM

a) IS SUPPLIED FROM THE PASSENGER OXYGEN BOTTLE LOCATED IN THE FORWARD CARGO COMPARTMENT

b) IS SUPPLIED BY INDIVIDUAL CHEMICAL OXYGEN GENERATORS, ONE FOR EACH PASSENGER

c) IS SUPPLIED BY INDIVIDUAL CHEMICAL OXYGEN GENERATORS LOCATED AT EACH PASSENGER SERVICE UNIT

(A) SDS-AMM 35-20-00 PAGE 2

302. PASSENGER OXYGEN FLOWING TO A MASK IS VISUALLY CONFIRMED BY

a) AN AMBER IN-LINE FLOW INDICATOR
b) A GREEN IN-LINE FLOW INDICATOR
c) A. A WHITE IN-LINE FLOW INDICATOR
(A) SDS-AMM 35-20-00 PAGE 24

303. NORMAL PRESSURE OF THE FLIGHT CREW OXYGEN SYSTEM IS

- a) 1850 P.S.I
- b) 2000 P.S.I.
- c) A. 1500 P.S.I.

(A) SDS-AMM 35-10-00 PAGE 12

304. CREW OXYGEN SYSTEM PRESSURE IS CORRECTLY INDICATED WHEN

a) THE BATTERY SWITCH IS ON

b) DOES NOT REQUIRE ELECTRICAL POWER

c) A. THE BATTERY SWITCH IS OFF (HOT BATTERY BUS).

(A) SDS-AMM 35-10-00 PAGE 12

305. EACH PASSENGER OXYGEN GENERATOR WHEN ACTIVATED

a) WILL PRODUCE OXYGEN FOR APPROXIMATELY 12 MINUTES

b) WILL PRODUCE OXYGEN FOR APPROXIMATELY 7 MINUTES

c) WILL ONLY PRODUCE OXYGEN ON DEMAND FOR APPROXIMATELY 20 MINUTES

(A) SDS-AMM 35-20-00 PAGE 15

306. THE PASSENGER OXYGEN MASK STOWAGE UNITS ARE ACTIVATED

a) A. AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 14,000 FEET OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO NORMAL

b) AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 10,000 FEET OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO ON

c) AUTOMATICALLY BY A BAROMETRIC PRESSURE SWITCH WHEN THE CABIN ALTITUDE IS 14,000 FEET, OR WHEN THE PASS OXYGEN SWITCH ON THE OVERHEAD PANEL IS POSITIONED TO ON

(A) SDS-AMM 35-20-00 PAGE 2

ATA 36:

307. The ASCs use these sensor inputs for bleed air management:

- a. PI, P1, P2, WAI b. PI, P1, P2, TM
- c. RVDT, P1, P2, TM
- (A) Ref. ATA 36 B737-MAX-DIFF Training book Page 14

308. Which internal components are contained in one IASC?

a. Air supply controller and Pack flow and temperature controller

b. Primary circuit card assembly (CCA) and a backup CCA.

c. Power supply CCA and Pack zone CCA

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 16

309. Which stage of the engine high stage compressors does bleed air come from ?

a. the 9th and 6th stages

b. the 10th and 4th stages

c. the 9th and 5th stages

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

310. Where is the HPSOV ?

a. part of the interstage duct on the right side of the engine high pressure compressor case.b. on the engine fan case at the 7:00 position

c. on the engine core area at the 4:00 position.

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

311. If the PRSOV fails in the open position, what will the IASC do ?

a. The IASC will close the HPSOV and command the BLEED light to come on.

b. The IASC will close the IP check valve, modulate system pressure by HPSOV and command the BLEED light to come on.

c. command the BLEED light to come on only.

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 32

312. Which component provides input to the IASC to adjust the FAMV to control precooler outlet temperature ?

a. The manifold temperature sensor

b. The precooler control valve sensor

c. The 450F (232C) thermostat

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 45

313. When there is a DUAL BLEED condition,

a. the PRSOV disable relay energizes and closes the PRSOV.

b. the PRSOV disable relay energizes and opens the PRSOV to full position.

c. the APU disable relay energizes and closes the APU Bleed valve.

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 57

314. What categories of pneumatic system faults ?

a. two categories: Hard faults and Schedule Maintenance Faults.

b. three categories: No dispatch, Category 1 and Category 2.

c. two categories: Hard faults and Status level faults.

(A) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 71

315. THE PRE-COOLER CONTROL VAVLE IS

a) DC CONTROLLED AND PNEUMATICALLY OPERATED

b) PNEUMATICALLY CONTROLLED AND OPERATED

c) AC CONTROLLED AND PNEUMATICALLY OPERATED

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 42

316. THE ISOLATION VAVLE IS

a) AC OPERATED

b) AC CONTROLLED AND PNEUMATICALLY OPERATED

c) DC OPERATED

(A) DOCUMENT STORM AVIATION ATA 36 PAGE 54

ATA 38:

317. HOW MANY SUBSYSTEMS OF WATER AND WASTE SYSTEM

a) 1

b) 2

c) 3

(A) AMM PART 1/ 38-00-00 PAGE 2

318. HOW MANY SUBSYSTEMS OF POTABLE WATER SYSTEM

a) 1

b) 2

c) 3

(A) AMM PART 1/38-10-00 PAGE 2

319. WHEN YOU DRAIN THE POTABLE WATER SYSTEM, YOU MUST DRAIN WATER FROM:

a) WATER SERVICE PANEL b) FORWARD LAVATORY

c) WATER SERVICE PANEL and FORWARD LAVATORY

(A) AMM PART 1/ 38-11-00 PAGE 2

320. THE WATER SERVICE PANEL IS LOCATED:

a) THE AFT SECTION OF THE FUSELAGE, BOTTOM RIGHT SIDE

b) THE AFT SECTION OF THE FUSELAGE, BOTTOM LEFT SIDE

c) THE CENTER SECTION OF THE FUSELAGE

(A) AMM PART 1/ 38-11-00 PAGE 2

323. THE PRESSURE RELIEF VALVE PRESENTS AN OVER-PRESSURE CONDITION IN THE WATER TANK PRESSURE LINES, THE VALVE RESETS AT:

a) 50PSIG

b) 55PSIG

c) 60PSIG

(A) AMM PART 1/ 38-42-00 PAGE 7

324. THE AIR COMPRESSOR OF WATER SYSTEM IS ON

a) THE LEFT SIDE OF THE AFT CARGO COMPARTMENT
b) THE RIGHT SIDE OF AFT THE CARGO COMPARTMENT
c) THE LEFT SIDE OF THE FWD CARGO COMPARTMENT
(A) AMM PART 1/ 38-42-00 PAGE 10

325. WHAT TIME IS DUTY CIRCLE INHIBIT OF FLUSH CONTROL UNIT

a) 10 SECONDS

b) 15 SECONDS

c) 20 SECONDS

(A) AMM PART 1/38-32-00 PAGE 17

326. THE VACUUM BLOWER BAROMETRIC SWITCH OPENS WHEN THE ALTITUDE IS ABOVE

a) 15,000FT
b) 16,000FT
c) 17,000FT
(A) AMM PART 1/ 38-32-00 PAGE 36

327. WHAT TYPE OF THE VACUUM CHECK VALVE

a) FLAPPER TYPE VALVE
b) BYPASS TYPE VALVE
c) BALL TYPE VALVE
(A) AMM PART 1/ 38-32-00 PAGE 40

328. THE LOGIC CONTROL MODULE LCM OF WATER TANK SYSTEM IS LOCATED?

a) ON THE RIGHT SIDE OF THE CARGO COMPARTMENT b) ON THE LEFT SIDE OF THE CARGO COMPARTMENT c) ON THE AFT SIDE OF THE CARGO COMPARTMENT (A) AMM PART 1/ 38-33-00 PAGE 14

330. THE VACUUM BLOWER OF WASTE TANK SYSTEM IS

a) THREE-PHASE, LOW-SPEED, MOTOR-OPERATED FAN

b) THREE-PHASE, HIGH-SPEED, MOTOR-OPERATED FAN

c) ONE-PHASE, LOW-SPEED, MOTOR-OPERATED FAN

(A) AMM PART 1/ 38-32-00 PAGE 31

ATA 47:

331. CHOOSE THE CORRECT STATEMENT REGARDING THE NGS SHUTOFF VALVE

a) AN ELECTRICALLY COMMANDED PNEUMATICALLY ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED CLOSED)

b) A PNEUMATICALLY COMMANDED AND ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED CLOSED)

c) AN ELECTRICALLY COMMANDED PNEUMATICALLY ACTUATED PRESSURE REGULATING AND SHUTOFF VALVE (SPRING LOADED OPENED)

(A) SDS- AMM 47-10-00 PAGE 6

332. WHICH OF THE FOLLOWING CORRECTLY DESCRIBES THE RAM AIR VALVE (RAV)

a) FULLY PNEUMATICALLY COMMANDED ACTUATED, SPRING LOADED OPENED

b) TORQUE MOTOR COMMANDED, PNEUMATICALLY ACTUATED, SPRING LOADED CLOSED

c) TORQUE MOTOR COMMANDED, PNEUMATICALLY ACTUATED, SPRING LOADED OPENED

(A) SDS-AMM 47-10-00 PAGE 16

333. WHAT IS REQUIRED TO DISPATCH THE AIRCRAFT IF THE AMBER INOPERATIVE LIGHT LOCATED ON OPERABILITY INDICATOR ILLUMINATES?

a) ITS REQUIRED TO MANUALLY OPEN AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

b) ITS REQUIRED TO MANUALLY CLOSE AND LOCK THE NITROGEN GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

c) NO MAINTENANCE IS NECCESSARY (A) SDS=AMM 47-40-00 PAGE 2

334. WHAT IS REQUIRED TO DISPATCH THE AIRCRAFT IF THE BLUE DEGRADED LIGHT LOCATED ON OPERABILITY INDICATOR ILLUMINATES?

a) ITS REQUIRED TO MANUALLY OPEN AND LOCK THE NITROGENGENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHTb) ITS REQUIRED TO MANUALLY CLOSE AND LOCK THE NITROGEN

GENERATION SYSTEM SHUTOFF VALVE BEFORE FLIGHT

c) NO MAINTENANCE IS NECCESSARY

(A) SDS=AMM 47-40-00 PAGE 2

335. THE OVERTEMPERATURE SHUTOFF VALVE IS

a) ELECTRICALLY CONTROLLED AND PNEUMATICALLY OPERATED, SPRING LOADED CLOSED

b) PNEUMATICALLY CONTROLLED AND OPERATED, SPRING LOADED CLOSED c) ELECTRICALLY CONTROLLED AND PNEUMATICALLY OPERATED, SPRING LOADED OPENED

(A) SDS-AMM 47-10-00 PAGE 26

ATA 49:

336. How many positions does the retractable air inlet door have ?

a. 03 position: fully open, partially open, and fully close.

b. 02 position: open and close.

c. 04 position: fully open (90°), open 60°, open 30° and close.

(A) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 16

337. When you select the APU MAINT POWER to the TEST position on the maintenance control page,

a. the APU ECU only energizes when you select the APU switch to START or ON.

b. the APU ECU starts a self-test.

c. the APU ECU energizes for maintenance.

(A) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 22
338. Where do you see the maintenance data page for the APU (for example EGT, APU HOURS...)?

a. from the MAINT CTRL PGS selection of the MAX display system.

b. from the MAINT DATA PGS selection of the MAX display system.

c. from the ONBD MAINT selection of the MAX display system.

(A) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 24

339. These lights on the AC systems, generator, and APU module (P5) show fault conditions

a. FAULT, OVERSPEED, LOW OIL PRESSURE, DOOR.

b. FAULT, OVERSPEED, LOW OIL PRESSURE, MAINT.

c. FAULT, OVERSPEED, HI OIL TEMP, MAINT.

(A) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 26

340. What function do you reset the electronic control unit (ECU) logic after one of these protective shutdowns occurs ?

a. The APU ice break logic

b. The APU limited restart function

c. ECU self-test after resetting the circuit breaker.

(A) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 31

341. WHICH POWER SOURCE SUPPLY APU INDICATION LIGHT OPERATIVE?

a) 115V AC b) 12V DC c) 220 V AC (A) AMM PART 1/49-00-00 PAGE 20

342. THE APU FIRE WARNING SYSTEM GIVES AURAL AND VISUAL WARNINGS a) IN THE FLIGHT DECK AND MAIN WHEEL WELL

b) ONLY IN THE FLIGHT DECK
c) IN THE FLIGHT DECK AND THE APU COMPARTMENT
(A) AMM PART 1/49-60-00 PAGE 3

343. DURING A NORMAL APU START

a) THE AMBER LOW OIL PRESSURE LIGHT IS LLUMINATED UNTIL THE APU OIL PRESSURE IS NORMAL (APPROX. 30% RPM)

b) THE STARTER MOTOR IS ENGAGED AS SOON AS THE MASTER SWITCH IS RELEASED FROM START TO ON

c) THE BLUE APU GEN OFF BUS BUS LIGHT GOES OUT AT 95% RPM (A) AMM PART 1/49-00-00 PAGE 14

344. WHEN DOES INLET DOOR CLOSE DURING SHITDOWN APU?

a) AT 25% SPEED
b) AT 30% SPEED
c) AT 35% SPEED
(A) AMM PART 1/49-00-00 PAGE 16

345. IF AN APU FIRE WARNING IS SENSED

a) THE APU WILL SHUT-DOWN AND THE EXTINGUISHER IS DISCHARGED AUTOMATICALLY

b) THE APU WILL SHUT-DOWN AUTOMATICALLY

c) THE APU MUST BE SHUT-DOWN BY PULLING UP THE FIRE SWITCH (A) AMM PART 1/49-00-00 PAGE 18

346. THE ALLIED SIGNAL 131-9(B) APU GENERATOR IS RATED AT

a) 45 KVA IN-FLIGHT AND 55KVA ON THE GROUND
b) THE SAME RATING AS AN ENGINE DRIVEN GENERATOR
c) 90 KVA UP TO 32,000FT AND 66 KVA UP TO 41,000FT
(A) AMM PART 1/49-00-00 PAGE 4

347. HOW IS THE APU IS SWITCHED ONTO THE AC ELECTRICAL SYSTEM?

a) AUTOMATICALLY WHEN THE PREVIOUS POWER SOURCE IS DISCONNECTED
b) AUTOMATICALLY IF THE APU GENERATOR IS RUNNING
c) BY TWO APU SWITCHES INDIVIDUALLY OPERATED
(A) AMM PART 1/49-60-00 PAGE 3

348. WHAT TYPE OF BLEED AIR VALVE

a) BUTTERFLY TYPE VALVE
b) BALL TYPE VALVE
c) BYPASS TYPE VALVE
(A) AMM PART 1/49-50-00 PAGE 6

349. THE 737NG APU START CYCLE

a) MAY TAKE AS LONG AS 120 SECONDS
b) MAY TAKE AS LONG AS 180 SECONDS
c) MAY TAKE AS LONG AS 60 SECONDS
(A) AMM PART 1/49-00-00 PAGE 15

350. THE MAXIMUM AIRCRAFT ALTITUDE FOR BOTH APU BLEED AND ELECTRICAL LOAD IS

a) 17,000FT b) 35,000FT c) 15,000FT (*A*) *AMM PART 1/ 49-00-00 PAGE 2*

351. WHEN DOES THE APU FUEL SOLENOID VALVE OPEN?

a) WHEN OIL TEMPERATURE HAS REACHED A MINIMUM VALUE
b) WHEN OIL PRESSURE HAS REACHED 13PSI
c) WHEN START APU AT 7% SPEED
(A) AMM PART 1/49-00-00 PAGE 14

353. ILLUMINATION OF THE APU DET INOP LIGHT

a) DOES NOT ACTIVATE THE MASTER CAUTION SYSTEM
b) ACTIVATES MASTER CAUTION "OVHT/DET"
c) ACTIVATES MASTER CAUTION "APU"
(A) AMM PART 1/49-00-00 PAGE 13

ATA 52:

354. WHAT IS THE FUNCTION OF THE COUNTERBALANCE ASSEMBLY ON THE CARGO DOOR?

a) TO HOLD THE CARGO DOOR IN THE FULLY CLOSE POSITION

b) TO REDUCE THE FORCE REQUIRED TO LIFT THE CARGO DOOR

c) TO LIMIT THE SPEED OF DOOR MOTION DURING OPENING OR CLOSING (A) AMM PART 1/52-30-00 PAGE 9

355. ON THE PASSENGER ENTRY DOOR, WHERE IS THE PROXIMITY SWITCH FOR THE DOOR WARNING SYSTEM?

a) ON THE INTERIOR CONTRONL HANDLE
b) ADJACENT TO THE LOWER HINGE
c) ADJACENT TO THE UPPER LATCH
(A) AMM PART 1/ 52-10-00 PAGE 2

356. WHEN ARE THE EMERGENCY EXIT DOOR LOCKED (FLIGHT LOCK MECHANISM)?

a) DURING THE TAKE OFF ROLL
b) TWO OR MORE ENTRY/SERVICE DOORS CLOSED
c) ONE ENGINE IS MORE THAN 50% N2
(A) AMM PART 1/ 52-22-00 PAGE 14

357. WHAT IS THE FUNCTION OF THE FLIGHT LOCK MECHANISM ON THE EMERGENCY DOOR?

a) TO PREVENT OPERATION OF THE EMERGENCY DOOR ON GROUND b) TO TURN THE EMERGENCY DOOR OUT OF THE FUSELAGE CUT-OUT c) TO PREVENT OPERATION OF THE EMERGENCY IN FLIGHT (A) AMM PART 1/ 52-22-00 PAGE 12

358. HOW IS THE CARGO DOOR HELD IN THE OPEN POSITION?

a) DOOR OPEN LOCK SOLENOID
b) HYDRAULIC ACTUATOR
c) COUNTERBALANCE ASSEMBLY
(A) AMM PART 1/ 52-30-00 PAGE 9

359. WHAT INDICATIONS WILL BE TRIGGERED IF AN OVERWING DOOR IS UNLOCKED WHEN IT SHOULD BE LOCKED?

a) THE PROXIMITY SWITCHING ELECTRONIC UNIT (PSEU) LIGHT ON THE P5AFT OVERHEAD PANEL WILL COME ON (NOT RESETTABLE)

b) THE RELATED OVERWING LIGHT ON THE P5-20 DOOR WARNING ANNUNCIATOR MODULE WILL COME ON

c) THE OVERWING DOOR LOCK MESSAGE WILL BE DISPLAYED ON FMS CDU (A) AMM PART 1/52-71-00 PAGE 9

360. WHAT ARE THE DOOR SEALS CONSTRUCTED FROM?

a) SILICON RBBER
b) SILICON FABRIC
c) CARBON FIBRE
(A) AMM PART 1/ 52-09-00 PAGE 2

361. WHAT IS THE MAXIMUM SPEED THAT THE MAINTENANCE ENGINEER CAN OPEN AND CLOSE ENTRY, GALLEY SERVICE AND CARGO DOORS?

a) 40 KNOTS b) 15 KNOTS c) 65 KNOTS (*A*) AMM PART 1/ 52-00-00 PAGE 2

362. THE EMERGENCY EXIT DOOR OPEN

a) FROM INSIDE OR OUTSIDE THE AIRPLANE
b) FROM OUTSIDE THE AIRPLANE
c) FROM INSIDE THE AIRPLANE
(A) AMM PART 1/ 52-22-00 PAGE 2

363. HOW MANY TYPE OF DOORS ON THE AIRPLANE

a) 3

b) 4

c) 5

(A) AMM PART 1/ 52-00-00 PAGE 2

364. YOU CAN OPEN AND CLOSE FORWARD ENTRY, FORWARD GALLEY SERVICE AND CARGO DOORS IN WINDS UP TO

a) 35 KNOTS

b) 40 KNOTS

c) 45 KNOTS

(A) AMM PART 1/ 52-10-00 PAGE 28

365. HOW MANY TYPES OF DOOR SEAL SHAPES

a) 3

b) 4

c) 5

(A) AMM PART 1/ 52-09-00 PAGE 2

369. WHEN YOU OPEN CARGO DOOR, THE DOOR MOVES

a) UPWARD AND INWARD

b) DOWNWARD AND INWARD

c) UPWARD AND INWARD

(A) AMM PART 1/ 52-30-00 PAGE 10

370. HOW MANY LATCH OF APU ACCESS DOOR

a) 3 b) 4 c) 5

(A) AMM PART 1/ 52-40-00 PAGE 17

371. HOW MANY PUSH-BUTTON LATCHES OF REFUELING STATION ACCESS DOOR

a) 3

b) 4

c) 5

(A) AMM PART 1/ 52-40-00 PAGE 19

373. THE DOOR WARNING AMBER LIGHTS ARE ON

a) THE P3 FORWARD OVERHEAD PANEL
b) THE P4 FORWARD OVERHEAD PANEL
c) THE P5 FORWARD OVERHEAD PANEL
(A) AMM PART 1/ 52-71-00 PAGE 2

ATA 51-57:

377. THE VERTICAL STABILIZER IS MADE FROM

a) ALUMINIUM

b) GRAPHITE COMPOSITE
c) TITANIUM
(A) STORMAVIATION DOC ATA 51-57 PAGE 282

378. WHICH WINDOWS CAN NOT BE OPENED?

- a) 1 AND 2
- b) 1 AND 3
- c) 2 AND 3
- (A) STORMAVIATION DOC ATA 51-57 PAGE 288

379. WHICH PANE OF THE CABIN WINDOW DOESN'T STRUCTURE?

a) OUTER PANE
b) INNER PANE
c) MIDDLE PANE
(A) STORMAVIATION DOC ATA 51-57 PAGE 6

380. WHAT IS THE MAIN MATERIAL IN THE WING?

a) ALUMINIUM

b) GRAPHITE COMPOSITE
c) TITANIUM
(A) STORMAVIATION DOC ATA 51-57 PAGE 282

382. HOW MANY LIGHTNING DIVERTER STRIPS ON RANDOME

- a) 5
- b) 6
- c) 7

(A) AMM PART 1/ 53-00-00 PAGE 5

383. WHAT IS THE METERIAL OF RUDDER?

a) ALUMINIUM

b) GRAPHITE COMPOSITE

- c) TITANIUM
- (A) STORMAVIATION DOC ATA 51-57 PAGE 282

384. HOW IS OPEN THE FIRST OFFICERS SLIDING WINDOW?

a) OPENED FROM THE INSIDE ONLY

b) OPENED FROM THE OUTSIDE ONLY

c) OPENED FROM THE INSIDE AND OUTSIDE

(A) STORMAVIATION DOC ATA 51-57 PAGE 294

385. The length of the B737-7 airplane:

- a. 35.6 M
- b. 31.2 M
- c. 39.5 M

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 10

386. Use these dimensions to find components on the fuselage:

a. Body station line, Body buttock line, Water line

b. Body station line, Water line

c. Body station line, Water line

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

387. Measure the vertical stabilizer waterline

- a. Perpendicular to the vertical stabilizer rear spar
- b. perpendicular to the rudder hinge centerline
- c. parallel to the body waterline

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

388. What is not primary structure:

- a. Doors
- b. Radome
- c. Landing Gear

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 22

389. Most of the material in the radome is

a. steel **b. fiberglass** c. Aluminium (4) Pafe Pafergnase: ATA 51 STRUCTURES (Pools 1) P727 Training b

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

390. The lightning diverter strips

a. increase lightning energy and transmit it to the airframe

b. decrease lightning energy and transmit it to the wing

c. decrease lightning energy and transmit it to the airframe

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

391. Most of material in the horizontal stabilizer is

- a. aluminum
- b. graphite
- c. fiberglass

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 50

392. Extra Critical aerodynamic surfaces are

a. those near static discharge, pitot probes and angle of attack sensors

b. those surfaces that must have a high level of aerodynamic smoothness

c. those near static pressure ports, pitot probes and angle of attack sensors

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 58

393. General types of repairs that can be used to restore the load-carrying capability on the fuselage

a. External rough repair, external clean repair, internal flush repair

b. External rough repair, internal flush repair

c. External clean repair, internal flush repair

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

394. External rough repair

a. affect the aerodynamic smoothness of the surface, it will increase the drag and the fuel burn

b. has no aerodynamic penalty

c. Aerodynamic sealer

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

395. Internal flush repair

a. affect the aerodynamic smoothness of the surfaceb. Is sealed by the cabin differential pressurec. no fuel burn penalty

(A) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

396. Flight compartment windows can be opened?

a. windows 1 and 3
b. windows 2
c. windows 2 and 3
(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

397. Which windows get heat from the window anti-ice system?

a. Flight compartment windows 1, 2 and 3

- b. Flight compartment windows 1 and 3
- c. Flight compartment windows 1 and 2
- (A) Ref: Reference: ATA 56 WINDOWS (Book 1) B737 Training book Page 5

398. Which windows have a small hole in the upper forward corner of the inner pane?

a. Flight compartment window 3

b. Flight compartment window 1

c. Flight compartment window 2 (A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 9

399. The passenger compartment windows have these components:

a. Outer pane, inner pane

b. Outer pane, Middle pane

c. Outer pane, middle pane, inner pane

(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

400. The prismatic viewer is held to the door structure by

a. by the mounting rings and 3 attachment points

b. by the mounting rings and 2 attachment points

c. by the mounting rings and 4 attachment points

(A) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 19

H. QUESTION BANK FOR B737MAX CAT B1 (AIRFRAME)

ATA 0:

1. How to ground the airplane?

a. There is no spectial sequence.

b. Always attach the grouding cable to the airplane first

c. Always attach the grouding cable to the ground connection first

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 169

2. When are the pitot probe covers and static port covers recommended to install?

a. When the airplane is parked for more than a standard turnaround or conditions such as insect activity, dust stoms or volcanic ash

b. When conditions such as insect activity, dust stoms or volcanic ash

c. When the airplane is parked for more than a standard turnaround

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 167

3. Where can you find the turning limits when airplane is towed or pushed for dispatch?

a. The painted stripes are on the lower fuselage below left pax door

b. The painted stripes are on the nose gear doors

c. The painted stripes are on the lower fuselage below right pax door

(B1) Ref: Reference: ATA 00 Introduction - B737 Training book - Page 185, 191

ATA 5:

4. In which chapter would you find the Fuselage Bird Strike Inspection

a. Chapter 5
b. Chapter 3
c. MEL Maintenance procedures
(B1) Ref: Reference: AMM Part PP Task 05-51-18-210-801

5. Overweight Landing Inspection

a. ATA 32
b. ATA 5
c. Flight Operating Manual
(B1) Ref: Reference: AMM Part PP Task 05-51-35

6. In what chapter is the pressure leak rate chart for fuselage leakage rates.

a. ATA 21
b. MEL, limitations
c. Chapter 5
(B1) Ref: Reference: AMM Part PP Task 05-51-91

7. During a pressurisation test what is max. pressure during a normal test.

a. 6.0 p.s.i. b. 32 p.s.i. c. 4.0 p.s.i. (B1) Ref: Reference: AMM Part PP Task 05-51-91-790-801

ATA 6:

8. The body station line (STA) is a:

a. Lateral dimension.

b. Horizontal dimension.

c. Height dimension. (B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

9. The body buttock line (BL) is a

a. Lateral dimension.
b. Height dimension.
c. Horizontal dimension.
(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

10. The water line (WL) is a

a. Lateral dimension.

b. Horizontal dimension.

c. Height dimension.

(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

11. The airplane has

a. Eight major zones
b. Six major zones
c. Seven major zones
(B1) Ref: Reference: AMM Part PP Task 06-30-00-800-801

12. The general left wing section base number is:

a. 500 b. 600 c. 700 (B1) Ref: Reference: AMM Part PP Task 06-24-00-800-801

13. The airplane is divided into

a. Stations, waterlines, and buttock lines.b. Stations, waterlines lines.

c. Waterlines, and buttock lines.

(B1) Ref: Reference: AMM Part PP Task 06-10-00-800-801

ATA 7:

15. The airplane has

a. Three main jack points and four auxiliary jack points.

b. Four main jack points and three auxiliary jack points.

c. Three main jack points and three auxiliary jack points.

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

16. On each wing has:

a. 02 jack points

b. 03 jack points

c. 01 jack point

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

17. In which document you will find the detail instruction for shoring the aircraft?

a. Airplane Recovery Document.

b. Structure Repair Manual.

c. Aircraft Maintenance Manual. (B1) Ref: Reference: AMM Part PP Task 07-20-00-580-801

18. When Lifting the aircraft

a. No requirement.

b. All the doors must be closed

c. The passenger/crew doors, the emergency exits and the cargo doors are closed and locked or fully open and locked.

(B1) Ref: Reference: AMM Part PP Task 07-11-01-580-815

ATA 8:

19. The main purpose of weighing aircraft is:

- a. Calculate of aircraft weight
- b. Know the aircraft weight for passenger loading
- c. Calculate the position of the center of gravit.
- (B1) Ref: Reference: Weight and Balance Manual

ATA 9:

20. The design of the airplane will permit you to tow the airplane from

a. The nose landing gear

b. The main landing gear

c. The nose landing gear or main landing gear

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

21. The maximum normal towing turning limits are indicated by the painted stripes on

a. The lower fuselage below left pax door

- b. The nose gear doors.
- c. The lower fuselage below right pax door

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

22. What is the correct sequence?

a. Install the tow bar on the tow fitting then install the tow lever safety pin
b. Install the tow lever safety pin then install the tow bar on the tow fitting.
c. There is no specific sequence.
(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

23. When tow the aircraft, maximum normal turning angle is:

- a. 68 degrees
- b. 78 degrees
- c. 88 degrees

(B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

ATA 10:

24. When aircraft stop overnight:

- a. Pitot probe and static port are covered.
- b. Static port are covered.
- c. Pitot port are covered.

(B1) Ref: Reference: AMM Part PP Task 10-11-01-580-801

25. The aircraft is usually parked for a small quantity of time as follows:

a. Chocks in front of and behind a minimum of one of the main gear wheels

b. Chocks in front of and behind a minimum of one of the main gear wheelsc. No need chocks(B1) Ref: Reference: AMM Part PP Task 10-11-01-580-801

ATA 11:

26. Letters of marking or placard EXIT and EMERGENCY EXIT are in

a. red color
b. orange color
c. blue color
(B1) Ref: Reference: AMM Part PP Task 11-32-01

28. Red strip markings on nose gear doors are

a. used during airplane towing

b. used for airplane nose jacking

c. used to indicated hazard area during nose landing gear retraction and extension (B1) Ref: Reference: AMM Part PP Task 09-11-00-580-801

29. Marking SMOKE DETECTOR - DO NOT BLOCK is used for

a. lavatory smoke detector
b. engine fire detection system
c. cargo fire detection system
(B1) Ref: Reference: AMM Part PP Task 11-37-01-2-2

ATA 12:

32. When doing the Hydraulic Fluid Reservoir Filling

a. The reservoirs air pressurize system must be depressurized

b. Do not depressurize the system reservoirs

c. The hydraulic system operating normally

(B1) Ref: Reference: AMM Part PP Task 12-12-00-610-801

ATA 20:

33. When you do the Aircraft Grounding for the Refuel/Defuel Operations

a. Connect the ground cable to parking ground point before you connect it to the aircraft

b. Attach the cable to aircraft first then connect to parking ground point

c. Grounding is not necessary

(B1) Ref: Reference: AMM Part PP Task 20-40-11-910-801

ATA 21:

34. How many IASCs are there ?

a. 2

b. 1

c. 4

(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 8

35. Where are the IASCs located ?

a. E&E compartment, E3-3 rack

b. E&E compartment, E4-1 rack

c. In the AFT END of FWD cargo compartment

(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 14

36. What component controls the airflow through the heat exchangers to keep the compressor discharge temperature at 230F?

a. FCSOV b. SRADAs c. IASC (*B1*) *Ref. ATA 21 - B737-MAX-DIFF Training book - page 28*

37. One of the Overheat conditions for the Packs operation is

a. Turbine inlet > 210F
b. Compressor discharge > 410F
c. Pack discharge > 310F
(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 29

38. Where is the Pack Flow Sensor ?

a. Downstream of the FCSOV
b. Uptream of the FCSOV
c. Inside the FCSOV
(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 35

39. How does the FCSOV operate?

a. Electrically-controlled and Pnematically-actuated

b. Electrically-controlled and actuated

c. Pnematically-controlled and actuated

(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 39

40. How does the recirculation fans operate ?

a. 3-phase, 115VAC b. 1-phase, 115VAC c. 28VDC (*B1*) *Ref. ATA 21 - B737-MAX-DIFF Training book - page 70*

41. How many operation modes does the OEV have ?

a. three modes: Normal mode, High-flow mode, Smoke Clearance mode
b. two modes: Ground mode, Flight mode
c. two modes: Normal mode and Smoke Clearance Mode
(B1) Ref. ATA 21 - B737-MAX-DIFF Training book - page 117

42. During flight cruise mode, the RAM DOOR FULL OPEN light

a. is OFF

b. is ON

c. is ON or OFF depend on the PACK schedules.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

43. Mode(s) of control for the ram air system is(are)

- a. Only one mode for all phases.
- b. Two modes: On ground and in flight.

c. Three modes: Ground, flight (flaps not up) and flight (flaps up)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 61

44. When you install a recirculation fan:

a. Make sure the flow arrow on the fan is in the correct direction and shoud point to the distribution manifold.

b. The flow arrow on the fan shoud point out of the distribution manifold.

c. There is not any arrow on the recirculation fan

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 140

45. The recirculation fan is

- a. DC powered
- b. AC powered

c. Pneumatically powered from APU or engine bleed air

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 144

46. The air supply for the recirculation fans is

a. From the distribution compartment

b. From the collector shroud in the aft cargo compartment

c. From the collector shroud in the forward cargo compartment and the distribution compartment

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 206

47. The E & E compartment is cooled by?

- a. The equipment cooling system.
- b. The ram air system.

c. The AUTO or STANDBY pressurisation systems

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 244

48. The aft cargo compartment is heated by

a. The exhaust air from the control cabin

b. The air from the passenger compartment through the foot level grilles

c. The exhaust air from the equipment cooling system

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 274

49. The forward cargo compartment is heated by

a. The air from the passenger compartment.

b. The exhaust air from the equipment cooling system

c. The exhaust air from the equipment cooling system and the air from the passenger compartment.

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 274

50. The cabin altitude warning alarm will sound

a. When the cabin altitude increases to more than 10000 feet.

b. When the cabin altitude increases to more than 12000 feet.

c. When the cabin altitude increases to more than 14000 feet.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

51. When the cabin altitude warning alarm sound

a. You can not deactivate the alarm.

b. You can push the ALT HORN CUTOUT switch to deactivate the alarm.

c. You can push the BELL CUTOUT switch to deactivate the alarm.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

52. The maximum cabin altitude for most flight is

- a. 10000 feet.
- b. 6000 feet

c. 8000 feet

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 5

53. The negative pressure relief valve opens when pressure external to the airplane is X psi more than the pressure in the airplane.

- a. X=1.5
- b. X=1.0
- c. X=2.0

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 58

54. The negative pressure relief valve is

a. Controlled by a switch in the flight compartment.

b. Controlled by a CPC in pressurization system.

c. A mechanical device and operates independently.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 58

55. If the amber AUTO FAIL light and the green ALTN light come on

a. Positioning the pressurization mode selector to ALTN will extinguish the AUTO FAIL light.

b. It will automatically extinguish when the pressurisation controller reverts to the ALTN mode

c. Positioning the Pressurisation Mode Selector to ALTN will have no effect on the AUTO FAIL light.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45, 46

56. The maximum cabin differential pressure for take-off and landing is

- a. 0.10psi b. 0.25psi
- c. 0.125psi

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 17

57. The AUTO FAIL light will illuminate when there is

a. A loss of power, or an excessive rate of cabin altitude change (>2000 sea level feet/minute), or a high cabin altitude (>15800 feet).

b. A loss of power, or an excessive rate of cabin altitude change (>1500 sea level feet/minute), or a high cabin altitude (>9800 feet).

c. A loss of power, or an excessive rate of cabin altitude change (>1000 sea level feet/minute), or a high cabin altitude (>14000 feet).

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45

58. The Aft outflow valve has

a. 2 automatic mode motors and 1 manual mode motor with 2 electronic actuators

b. 1 automatic mode motor and 1 manual mode motor with 1 electronic actuators

c. 2 automatic mode motors and 1 manual mode motor with 1 electronic actuators

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 38

59. The OFF SCHED DESCENT light illuminates if

a. The aircraft has temporarily levelled off before reaching the selected flight altitude (as set on the cabin pressure selector panel)

b. The airplane begin a descent before reaching the selected flight altitude (as set on the cabin pressure selector panel)

c. The aircraft has climbed above the selected flight altitude (as set on the cabin pressure selector panel)

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 50

60. The maximum differential pressure (positive pressure relief valve operation) is a. 8.95 psi

- a. 6.95 psi
- b. 7.95 psi c. 8.40 psi

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 56

61. The positive pressure relief valves are

a. Controlled by a switch in the flight compartment.

b. Controlled by a CPC in pressurization system.

c. mechanical devices and operate independently.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 56

62. What could cause a RAM AIR DOOR Light to come on in cruise

a. Ram air system has a blockage, heat exchangers are dirty, Electrical failure.

b. Compressor outlet overheat

c. Missing Ram Air Door

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

63. What sensor controls the Ram Air Inlet Doors

a. ACM Compressor Inlet temperature
b. ACM Compressor Oulet - 110°C
c. Pack discharge temperature
(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

64. What commands the Ram Air Door Actuator

a. Ram Air Controller
b. Ram Air Switch
c. Pack/Zone Temperature Controller
(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 62

65. To use the APU for air conditioning, on the ground/engines shut down, you should select

a. Isolation Valve Switch AUTO/ON; APU Bleed Air Switch ON; Left or Right Air Conditioning Pack Switch AUTO or HIGH

b. Isolation Valve Switch CLOSE; APU Bleed Air Switch ON; Left and Right Air Conditioning Pack Switch AUTO or HIGH

c. Isolation Valve Switch CLOSE; APU Bleed Air Switch ON; Left or Right Air Conditioning Pack Switch AUTO or HIGH

(B1) Ref: Reference: AMM Part PP Task 21-00-00-800-803

66. What is the location of and reason for the Pressure Equalisation Valves?

a. Aft cargo compartment, allow temperature to be regulated

b. Aft of each cargo compartment, keeps the cargo compartment pressure as the same level as cabin pressure

c. Fwd and Aft of FWD cargo compartment, allow equalisation of cargo pressure

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 62

67. A differential pressure of X psid will push the cargo compartment blowout panel out of the frame.

a. X=1.5

b. X=1.0 c. X=2.0 (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 60

68. During a cabin pressure leak test what is maximum differential pressure for a normal test?

a. 6 psi

b. 8 psi

c. 4 psi

(B1) Ref: Reference: AMM Part PP Task 05-51-91-790-801

69. B737-600/700, the bleed air from the pneumatic manifold will go through these PACK component in sequence?

a. FCSOV-Primary HX- ACM compressor-Secondary HX-ACM Turbine-Water separator-Conditioned Air Check Valve

b. FCSOV-Primary HX- ACM compressor-Secondary HX-Reheater-Condenser-Water extractors-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

c. FCSOV-Secondary HX- ACM compressor-Primary HX-ACM Turbine-Water extractors-Conditioned Air Check Valve

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 33

70. B737-800/900, the bleed air from the pneumatic manifold will go through these PACK component in sequence?

a. FCSOV-Primary HX- ACM compressor-Secondary HX-ACM Turbine-Water separator-Conditioned Air Check Valve

b. FCSOV-Primary HX- ACM compressor-Secondary HX-Reheater-Condenser-Water extractors-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

c. FCSOV-Secondary HX- ACM compressor-Primary HX-Reheater-Condenser-Water separator-Reheater-ACM Turbine-Condenser-Conditioned Air Check Valve

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 33

71. B737-600/700, in EE compartment, there are

a. 01 air conditioning accessory unit (ACAU and 02 cabin temperature controller (CTCs)

b. 02 air conditioning accessory units (ACAUs) and 02 pack/zone controllers (PZCs)

c. 01 air conditioning accessory unit (ACAU and 01 cabin temperature controller (CTC)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 30

72. B737-800/900, in EE compartment, there are

a. 01 air conditioning accessory unit (ACAU and 02 cabin temperature controllers (CTCs)

b. 02 air conditioning accessory units (ACAUs) and 02 pack/zone controllers (PZCs)

c. 01 air conditioning accessory unit (ACAU and 01 pack/zone controller (PZC)

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 30

73. B737-600/700, when the PACK switch is in AUTO position (normal flow), the flow rate of the air is

a. 55 ppm b. 65 ppm

c. 80 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

74. B737-600/700, when the PACK switch is in HIGH position (high flow), the flow rate of the air is

a. 60 ppm
b. 80 ppm
c. 100 ppm
(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

75. B737-600/700, when the PACK switch is in HIGH position, the airplane is on ground with APU supplying bleed air (APU high flow), the flow rate of the air is

a. 80 ppm

- b. 100 ppm
- c. 120 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

76. B737-800/900, when the PACK switch is in AUTO position (normal flow), the flow rate of the air is

a. 65 ppm

- b. 75 ppm
- c. 80 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

77. B737-800/900, when the PACK switch is in HIGH position (high flow), the flow rate of the air is

a. 90 ppm

- b. 105 ppm
- c. 115 ppm
- (B1) Ref: Reference: ATA 21 Air Conditioning (1) B737 Training book Page 42

78. B737-800/900, when the PACK switch is in HIGH position, the airplane is on ground with APU supplying bleed air (APU high flow), the flow rate of the air is

a. 115 ppm

- b. 131 ppm
- c. 140 ppm

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 42

79. The PACK flow is in the APU high flow mode when

a. The airplan is on the ground, the pack switch is in the HIGH position, the APU operates above 95%

b. The pack switch is in the HIGH position, the APU bleed switch is in the ON position, the APU operates above 95%, the airplan is on the ground.

c. The APU bleed switch is in the ON position, the APU operates above 95%, the airplan is on the ground

(B1) Ref: Reference: ATA 21 Air Conditioning (1) - B737 Training book - Page 44

80. The pressurization control is in the AUTO mode, if single channel failure occures, there are these indications

a. Amber AUTO FAIL light comes on, MASTER CAUTION and AIR COND annuciator lights come on, green ALTN light come on.

b. Amber ALTN and AUTO FAIL light come on, MASTER CAUTION and AIR COND annuciator lights come on.

c. Amber AUTO FAIL light comes on, the FLT ALT display shows five dashes.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45, 46

81. In the pressurization control system, if dual channel failure occures, there are these indications

a. The AUTO FAIL and MASTER CAUTION lights come on, the FLT ALT and LAND ALT displays show five dashes.

b. Amber ALTN and AUTO FAIL light come on, MASTER CAUTION and AIR COND annuciator lights come on.

c. Amber AUTO FAIL light comes on, the FLT ALT display shows five dashes.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45

82. The green ALTN light comes on when

a. Two CPC controllers fail and the backup system is active.

b. One CPC controller fails and the backup system is active.

c. One CPC controller fails and the manual system is active.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 45,46

83. In the pressurization control system, there are two digital cabin pressure controllers (CPCs). Choose the correct state?

a. Two CPCs controll the system at the same time.

b. One CPC controlls the system at a time, the other is a backup. The system changes active control from one CPC to the other with each flight.

c. Only one CPC controls the system for the whole flight. There is no backup. The system changes active control from one CPC to the other with each flight.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 41

84. The cabin pressure controllers use data from these system:

a. 2 ADIRUs, 2 SMYDs and PSEU

b. 1 ADIRUs, 1 SMYDs

c. 1 ADIRUs, PSEU

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 41

85. The MANUAL light comes on when

a. CPCs are not active.

b. The selector switch is in the MANUAL position.

c. The selector switch is in the ALTN position.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 48

86. Which one is correct for the pressure equalization valve?

a. The pressure equalization valve has two swing check valve and spring-loaded to close position.

b. The pressure equalization valve has butterfly plate and is control from flight compartment.

c. he pressure equalization valve has two swing check valve and is controlled by CPC.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 62

87. The aft outflow valve goes to full closed if the cabin pressure altitude gets to 14.650 feet. This is the function of:

a. A fail-safe aneroid switch on each electronic actuator of the valve in normal automatic control only.

b. A switch on the flight compartment.

c. A fail-safe aneroid switch on each electronic actuator of the valve in any mode of cabin pressurization system.

(B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 38

88. To move the aft outflow valve to a desired position, you have to

a. Move the mode selector AUTO position and use outflow valve toggle switch.

b. Move the mode selector ALTN position and use outflow valve toggle switch.

c. Move the mode selector MANUAL position and use outflow valve toggle switch. (B1) Ref: Reference: ATA 21 Air Conditioning (2) - B737 Training book - Page 15

ATA 22:

89. Choose the correct state: when doing the stall warning system (SWS) test,

a. Use only one switch to do the test of both system

b. Switch No.1 is for SWS 1 with operation of control column shaker on captain control column, Switch No.2 is for SWS 2 with operation of control column shaker on first officer control column.

c. Switch No.1 is for SWS 1 and Switch No.2 is for SWS 2 with operation of both control column shakers when pushing each switch.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 39

90. How can you know the SWS has faults?

a. Pushing the SWS test switch and the fault light coms on.

b. Pushing the SWS test switch and the on side control column shaker operates

c. Pushing the SWS test switch and the on side control column shaker does not operate.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 39

91. For primary yaw damping, what is correct for rudder movement?

a. Rudder movement is limited to 2 degrees with flaps up and 3 degrees with flaps not up.

b. Rudder movement is limited to 2 degrees.

c. Rudder movement is limited to 3 degrees.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 47

92. To put the WTRIS and standby yaw damper on, do these steps

a. Put the FLT CONT A and B switches to OFF position; Put the yaw damper switch to ON.

b. Put the FLT CONT A and B switches to positions other than the ON position; Put at least one of these switches to STBY RUD; Put the yaw damper switch to ON.

c. Put the FLT CONT A and B switches to positions other than the ON position; Put the yaw damper switch to OFF.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 61

93. What is the function of the mach trim system?

a. The mach trim system moves the elevators to prevent a nose down maneuver at high speeds.

b. The mach trim system moves the ailerons to prevent a nose down maneuver at high speeds c. The mach trim system moves the stabilizers to prevent a nose up maneuver at high speeds

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 204

94. The autothrottle function is in

a. Flight control computer B (FCC B)

b. Flight control computer A (FCC A)

c. Flight control computer A and B (FCC A+FCC B)

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 326

95. During an autoland, the alert messages do not show when the airplane

a. Less than 200 feet above the runway.

b. Less than 300 feet above the runway.

c. Less than 400 feet above the runway.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 219

96. You push either master caution recall switch, the mach trim fail light comes on. You then push the master caution reset switch, the light goes off.

a. The mach trim funcion is normal.

b. There is only one function failure in the FCC system.

c. There are two function failures in the FCC system.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 208

97. To do the A/T BITE test, you use

a. A/T computer BITE module
b. FCC BITE module
c. The CDU
(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 383

98. When does the red A/P annunciator flash?

a. When an A/P changes from CMD to CWS.

b. When an A/P disconnects.

c. When the power up test fails on the ground

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 164

99. The autopilot has these actuators:

a. Four autopilot actuators:two actuators control the ailerons and two actuators control the elevators

b. Four autopilot actuators: one actuator controls the ailerons, one actuator controls rudder and two actuators control the elevators

c. our autopilot actuators: one actuator controls the ailerons, two actuators controls rudder and one actuator control the elevators

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 144

100. How to disengage autopilot (A/P)?

a. By the A/P disengage switch on captain control wheel.
b. By the A/P disengage switch on captain/first officer control wheel or A/P disengage bar
c. By the A/P disengage switch on the thrust levers.
(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 157, 161

101. How to cancel the autothrottle (A/T) disengage warning?

a. Push the red ASA A/T light or one of the A/T disconnect switches on the thrust levers.
b. Push the red ASA A/T light or one of the A/T disconnect switches on control wheels.
c. Push the A/T Warning Cancel Switch on overhead panel
(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 331

102. What is not the A/T mode showing on FMA?

a. THR HLD b. ADVANCED c. RETARD (B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 356

103. What happens when you push the A/T disconnect switch?

a. The autothrottle system disengage and the MCP A/T arm switch goes to OFF.

b. The autothrottle system disengages, the ASA A/T amber warning light goes on and off.

c. The autothrottle system disengages, the ASA A/T red warning light goes on and off and the MCP A/T arm switch goes to OFF.

(B1) Ref: Reference: ATA 22 Auto Flight - B737 Training book - Page 345

ATA 23:

105. When the ACP ALT/NORM is in ALT, the flight interphone system operates in the emergency mode for that station. How can the pilot use the ACP?

a. The BOOM-MASK switch and the R/T or RADIO position of the PTT switch are the only ACP switches that operate.

b. The BOOM-MASK switch and the hand-mic operate.

c. The R/T or RADIO position of the PTT switch and the hand-mic operate.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

106. A microphone (mic) on these components lets the flight crew speak on the flight interphone system.

a. Oxygen mask and headset boom mic.

b. Oxygen mask, headset boom mic and hand mic

c. Headset boom mic and hand mic

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 32

107. The VHF communications system operates in the frequency range of

a. 2.000 MHz to 29.999 MHz

b. 99.100 MHz - 120.00 MHz

c. 118.000 MHz to 136.975 MHz

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 153

108. To do a test of the 121.5/243.0 MHz ELT transmitter:

a. Use a VHF transceiver to listen to the ELT transmission

b. Use special test equipment

c. Use a HF transceiver to listen to the ELT transmission

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 247

109. Pushing the ATTEND switch on the forward overhead panel in the flight compartment, what will happen?

a. A blue light on all the cabin exit locator signs comes on.

b. The passenger address system sends a HI/LO chime to the cabin speakers two times.

c. A pink light on all the cabin exit locator signs comes on and the passenger address system sends a HI/LO chime to the cabin speakers

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 59

110. The cockpit CALL (blue) light will illuminate along with an associated chime whenever the cockpit is being called

a. By the flight attendants only

b. By the flight attendants or the ground crew

c. By the ground crew only

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 59 and 91

111. Is it possible for the cabin attendants to communicate with the ground personnel from their respective stations

a. Yes, using the flight interphone system with the Service Interphone switch selected OFF b. No

c. Yes, using the service interphone system.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 73

112. Pushing the GRD CALL switch in the flight compartment to call the ground crew, what will happen?

a. A blue light on the external power panel comes on.

b. A horn in the nose wheel well makes a sound.

c. A blue light on the external power panel comes on and a horn in the nose wheel well makes a sound.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 90

113. VHF communication system has

a. Three antennas. One antenna is on the top of the fuselage and two antennas are on the bottom of the fuselage

b. Three antennas. Two antennas are on the top of the fuselage and one antenna is on the bottom of the fuselage

c. Two antennas. One antenna is on the top of the fuselage and one antenna is on the bottom of the fuselage

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 141,142

114. In PA system, audio output has this order of priority

a. Flight compartment announcements, flight attendant announcements, pre-recorded announcements, boarding music

b. Flight compartment announcements, pre-recorded announcements, flight attendant announcements, boarding music.

c. There is no priority in the system.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 120

115. The HF communications system operates in the frequency range of

a. 2.000 MHz to 29.999 MHz

- b. 99.100 MHz 120.00 MHz
- c. 118.000 MHz to 136.975 MHz

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 176

116. To do a test of the 406 MHz ELT transmitter:

- a. Use a VHF transceiver to listen to the ELT transmission
- b. Use special test equipment
- c. Use a HF transceiver to listen to the ELT transmission

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 247

117. How long can the voice recorder unit keep communication data in memory?

a. The last 90 minutes

b. The last 100 minutes

c. The last 120 minutes

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 358

118. Where can you find a service interphone jack?

a. At all flight attendance stations.

b. P19 external power panel, electronic equipment compartment, fueling station, left/right wheel well, Aft cabin on the ceiling, APU service area.

c. External power panel only

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 81

119. How can you erase the audio that the voice recorder keeps?

a. You can not erase the audio of the voice recorder.

b. Use the erase switch when the airplane is in the air.

c. Use the erase switch when the airplane is on the ground, and the parking brake is set.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 359

120. When the captain ALT/NORM switch is in the ALT position,

a. Only VHF-1 is set as the communication system on captain side.

b. Only VHF-2 is set as the communication system on captain side.

c. VHF-1 and VHF-2 are set as the communication system on captain side.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

121. When the F/O ALT/NORM switch is in the ALT position,

a. Only VHF-1 is set as the communication system on F/O side.

b. Only VHF-2 is set as the communication system on F/O side.

c. VHF-1 and VHF-2 are set as the communication system on F/O side.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 47

122. When the voice recorder switch is in AUTO position,

a. The voice recorder gets power when when DC bus 1 is powered.

b. The voice recorder gets power when when DC bus 2 is powered.

c. The voice recorder always gets from the engine start until 5 minutes after engine stop.

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 358

123. The emergency locator transmitter (ELT) system automatically sends emergency signals

a. On the VHF channel only.

b. On the UHF channel only.

c. On the VHF and UHF channels

(B1) Ref: Reference: ATA 23 Communications - B737 Training book - Page 231

ATA 24:

124. How is IDG oil cooled ?

a. By 2 Air/Oil coolers
b. By 1 Air/Oil cooler and Fuel/Oil Heat exchanger
c. By an Air/Oil cooler
(B1) Ref. ATA 24 - B737-MAX-DIFF Training book - page 7

125. Each IDG supplies ?

a. 115/200 VAC, 3-phase, 400Hz, 90KVA b. 115/200 VAC, 3-phase, 400Hz, 100KVA c. 115/200 VAC, 3-phase, 400Hz, 190KVA (*B1*) *Ref. ATA 24 - B737-MAX-DIFF Training book - page 7*

126. How many places does the GCU monitor IDG output power quality ?

a. 3 b. 2 c. 1 (*B1*) *Ref. ATA 24 - B737-MAX-DIFF Training book - page 7*

127. When will the amber DRIVE come on ?

a. The IDG oil pressure is less than the minimum operating limit.

b. There is an underfrequency with the engine running.

c. The IDG oil pressure is less than the minimum operation limit or if there is an underfrequency with the engine running.

(B1) Ref. ATA 24 - B737-MAX-DIFF Training book - page 8

128. Where is the IDG Air/Oil coolers location ?

a. In the AFT lower inside section of the engine fan case, 5:00 and 7:00 postions

b. In the AFT upper inside section of the engine fan case, 5:00 and 7:00 postions

c. In the FWD lower inside section of the engine fan case, 5:00 and 7:00 postions

(B1) Ref. ATA 24 - B737-MAX-DIFF Training book - page 12

129. When a thermal automatic disconnect occurs,

a. the IDG must removed and disassembled to reset a thermal disconnect.

b. the IDG can be manually reset on GND

c. the IDG can be reset by engine run-up at IDLE

(B1) Ref. ATA 24 - B737-MAX-DIFF Training book - page 14

130. In the IDG Oil System, if the charge filter is clogged, how is the oil regulated ?

a. Oil will be bypassed via charge filter bypass valve.

b. Oil is not regulated and the IDG is unserviceable.

c. The condition of charge filter will restore and the oil will be regulated normally after reconnecting the IDG.

(B1) Ref. ATA 24 - B737-MAX-DIFF Training book - page 15

131. In flight, the left SOURCE OFF light comes on,

a. The AC transfer bus 1 is de-energized

b. The AC transfer bus 1 is powered from AC standby bus.

c. IDG 2 power AC transfer bus 1

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

132. The amber DRIVE light comes on and a manual disconnect is done. Can the IDG be reset?

a. Yes, in flight with the drive disconnect switch.

b. No, IDG must be replaced.

c. Yes, on ground at the IDG.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

133. The IDG is automatically disconnected when the IDG oil temperature gets too hot. Can the IDG be reset on-wing?

a. Yes, IDG is automatically reset when oil temperature decreases.

b. Yes, on ground at the IDG.

c. No, you must remove and disassemble the IDG to reset a thermal disconnect. (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

134. Which is the power source for the AC standby bus

- a. Transfer bus 1 under normal conditions
- b. Transfer bus 2

c. AC main bus 1

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

135. Which is the power source for the DC standby bus

a. DC bus 1 under normal conditions

b. DC bus 2
c. TRU 3
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

136. The IDGs are the normal power sources for

a. The main buses
b. The AC transfer buses
c. The ground service buses
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

138. On the ground, with the battery switch OFF and STANBY POWER Switch in AUTO, the Battery Bus is

a. Powered by TRU 3
b. Not powered
c. Powered by the Hot Battery Bus
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29, 30

139. An illuminated TR UNIT light while on the ground indicates that at least two TRUs have failed.

a. True

b. False

c. Not given.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

140. The DC bus tie relay opens when

a. Airplane is in cruise mode, bus transfer switch is in the AUTO position and AC transfer bus 1 has power

b. Airplane is in cruise mode, bus transfer switch is in the AUTO position and AC transfer bus 2 has power

c. Autopilot system is in the approach mode with glideslope capture, bus transfer switch is in the AUTO position and AC transfer buses have power

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 147

141. The battery charger takes 3 phase, 115v ac power and converts it to DC power with

a. Constant voltage output in the transformer rectifier mode.

b. Constant voltage output in the charge mode.

c. Variable voltage output in the transformer rectifier mode.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 155

142. The amber BAT DISCHARGE light comes on when

a. Current draw is more than 100 amps for 10 seconds.

b. Current draw is more than 100 amps for 12 seconds.

c. Current draw is more than 100 amps for 1.2 seconds.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 158

143. The electrical system incorporates an automatic load shedding feature in case of overcurrent load shed. What is (are) the bus(es) that is normally shed first?

a. Galley and main buses on transfer bus 1 are shed first.

b. Galley and main buses on transfer bus 2 are shed first.

c. The AC standby bus is shed first

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

144. On the external power receptacle, the NOT IN USE light comes on, it means

a. External power is available, the EPC open, both ground service transfer relays are de-energized

b. External power is available, the EPC close, both ground service transfer relays are de-energized c. External power is available, the EPC close, both ground service transfer relays are energized

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 49

145. The external power receptacle has these six pins:

a. Three pins for each AC power phase, two pin for ground, one short pins for BPCU interlock logic.

b. Three pins for each AC power phase, one pin for ground, two short pins for BPCU interlock logic.

c. Three pins for each AC power phase, one pin for ground, one short pins for BPCU interlock logic, one short pins for back up.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 50

146. The electrical system design makes sure that

a. Two AC power sources can not supply power to the same transfer bus at the same time

b. one AC power source can not supply power to both transfer buses

c. Two AC power sources can supply power to the same transfer bus at the same time

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 12

147. To replace the Integrated Drive Generator, you will access to?

a. The forward face of the engine main gearbox

b. The aft face of the engine accessory gearbox

c. The forward face of the engine accessory gearbox

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 17

148. The amber DRIVE light comes on if

a. The IDG oil pressure is more than the minimum operation limit or there is an underfrequency with the engine running.

b. The IDG oil pressure is less than the minimum operation limit and there is an overfrequency with the engine running.

c. The IDG oil pressure is less than the minimum operation limit or there is an underfrequency with the engine running.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

149. When an amber TRANSFER BUS OFF light is on,

a. The GCB and BTB are open

b. The GCB close and the BTB are open

c. The GCB or the BTB are open

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 15,33

150. Configuration load shed occurs when the APU is the only source of AC power in flight. To reset the galley and main buses relays,

a. Anytime, move the cabin utility switch to OFF and back to the ON position.

b. After landing, move the cabin utility switch to OFF and back to the ON position.

c. After landing, move the cabin utility switch to OFF position

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 190

151. The overcurrent limits for a generator or external power source to cause load shed:

a. 340 amps (nominal) for 274 seconds

b. 274 amps (nominal) for 340 seconds

c. 340 amps (nominal) for 5 seconds

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 186

152. The GCU closes the breaker only when power is good and no other power source is on the bus.

a. True

- b. False
- c. Not given.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 10

153. The ground service switch at forward attendant panel is used to

a. Supply power to ground service bus 1 and 2 from transfer buses.

b. Supply external power to ground service bus 1 and 2 with external power connected.

c. Supply power to ground service bus 1 and 2 from main buses.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 22

154. The blue GRD POWER AVAILABLE light comes on when

a. The external power is connected and the power quality is good.

b. The external power supplies to transfer buses

c. The external power supplies to ground service buses

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

155. The CSD section turns the generator at a constant speed of

a. 12,000 RPM. b. 24,000 RPM. c. 40,000 RPM. (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

156. Thermal IDG automatically disconnect occurs at

a. 182 C b. 363 C c. 633 C (B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

157. In the IDG oil cooling system, which cooler that the oil goes through first?

a. AIR/OIL COOLER
b. IDG OIL COOLER
c. IDG OIL and AIR/OIL COOLERS ath the sam time.
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

158. At the IDG OIL COOLER, the IDG oil is cooled by

a. Engine bypass air
b. Engine fuel
c. Engine hydraulic.
(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

159. The amber DRIVE light comes on if the IDG oil pressure decreases to less than the minimum operating limit of

a. 105 psi

- b. 115 psi
- c. 165 psi

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 82

160. When doing the IDG oil servicing, you must

a. Mix different oil types together.

b. Push the push-to-vent-valve 30 seconds and then pump the oil as fast as possible.

c. Push the push-to-vent-valve 15 seconds and then add oil slowly.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 85, 87

161. The APU is supplying power to the airplane, GRD POWER AVAILABLE light is on, you turn the GRD PWR to ON position.

a. APU power disconnects, ground power connects to airplane.

b. You can not connect the ground power.

c. APU power and ground power connect to airplane at the same time.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 128

162. On the external power receptacle, the CONN light comes on, it means

a. External power is connected and power quality is good.

b. External power is connected.

c. The ground power quality is good.

(B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 60

163. These breakers are in power distribution panel 1 (P91)

a. Bus tie breaker 1 (BTB 1), Auxiliary power breaker (APB), Generator control breaker 1 (GCB 1) b. Bus tie breaker 2 (BTB 2), External power contactor (EPC), Generator control breaker 1 (GCB 1) c. Bus tie breaker 1 (BTB 1), External power contactor (EPC), Generator control breaker 1 (GCB 1) (*B1) Ref: Reference: ATA 24 Electrical Power System - B737 Training book - Page 112*

ATA 25:

164. How to put the escape slide to arm mode?

a. Remove the girt bar from the stowage hooks on the door and install it in the floor brackets

b. Move the arm/ disarm level to the arm position.

c. Move the door mode switch to ARM position.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

165. In case the escape slide does not inflate automatically,

a. Push and pull the inflation handle 20 times to inflate the escape slide manually

b. Pull the inflation handle sharply to inflate the escape slide manually

c. Push the inflation switch on the inflation cylinder

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

166. How to open the passenger service units (PSUs)?

a. Remove four screws and the lanyard then lower the PSU.

b. Push the PSU up to release the latch, then lower the PSU

c. Insert a small allen wrench or other applicable tool into the latch release hole then lower the PSU.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

167. How to deflate the slide after inflation test?

a. Open the relief valve

b. Hold the aspirator flapper valve open

c. Open the deflation valve

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

168. What precaution should be taken when removing a door escape slide?

- a. You must install the safety pin to lock the inflation valve.
- b. You must remove the safety pin to lock the inflation valve
- c. You must remove the airplane power.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

169. Where does the escape slide incandescent light get power from?

a. The 28v dc HOT BAT BUS

b. A battery in a battery pocket which attaches to the inflation cylinder bag

c. The 28v dc STBY BUS

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 51

170. How to remove the flight crew seats?

a. First remove stops on the inboard seat tracks. Then slide the seats forward off the tracks.

b. First remove stops on the outboard seat tracks, then slide the seats aftward off the tracks

c. First remove stops on the outboard seat tracks, then slide the seats forward off the tracks

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 7

171. A fusible plug protects the inflation cylinder of the scape slide from high temperatures. The plug opens at

a. A temperature of 200F

b. A temperature of 174F

c. A temperature of 120F

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

172. How to check an escape slide inflation cylinder pressure?

a. Through the pressure indicator window.

b. Pop out indicator

c. The cylinder must be removed and weighted

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49,50

173. A pressure relief valve protects the cylinder of the scape slide from too much pressure. The relief valve opens at

a. 4.500 psig

- b. 3.000 psig
- c. 5.000 psig

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

174. To prevent overpressurization, the relief valve opens when the escape slide is at the correct operating pressure of

a. 7.5 psig

b. 5 psig

c. 2.75 psig

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

175. How to activate the incandescent lighting system of the escape slide?

a. By moving the activation switch to ON.

- b. By pressing the activation switch.
- c. It is automatic during inflation of the slide.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

176. How to access to the overwing escape straps?

a. Open the cabin over bin near the the emergency exit door to access to stowage box.

b. Remove the emergency exit door and the escape strap is in a stowage tube in the ceiling of the passenger compartment

c. Remove the emergency exit door and the escape strap is in a stowage box on the door frame.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 37,38

177. Where can you find the flight crew escape lanyards?

a. The rope and stowage bag are behind doors in the flight compartment lining above the number 2 windows

b. The rope and stowage bag are behind doors in the flight compartment lining above the number 1 windows

c. The rope and stowage bag are under flight crew seats.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

178. Choose the correct statement about the flight crew escape lanyards

a. The lanyard core is a carbon cord rated at 2000 pounds

b. The lanyard core is a nylon cord rated at 1000 pounds

c. The lanyard core is a kevlar cord rated at 1500 pounds.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

179. The windscreens are crushed-core composite panels. They are attached to airplane structure by

a. Floor mounts, tie rod and quick-disconnect fitting.

b. Fasteners and rivets.

c. Quick-disconnect fittings.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 25

180. The air return grilles let air move from the upper lobe to the lower lobe for

a. Normal conditioned air circulation.

b. Normal conditioned air circulation and air circulation during rapid decompression

c. Air circulation during rapid decompression

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 19

181. Insulation blankets are between the linings and fuselage skin throughout the passenger compartment. They are made of

a. Fiberglass

b. Titanium

c. Carbon fiber.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

182. How are the passenger compartment insulation blanket secured to the fuselage and other blankets?

- a. By snaps, tape, and fasteners
- b. By snaps, fasteners and stitching
- c. By snaps, tape, and stitching.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 15

183. In passenger compartment, The service outlets can provide

a. Only 115v ac power

b. 115v ac and 28v dc power

c. Only 28v dc power

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 11

184. How many observers seats can be installed in flight compartment?

a. One observers seat.

b. Two observers seats

c. Three observers seats.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 9

185. The inner pane of inner window is between the reveal and trim ring. It is made of

a. Plastic

b. Glass

c. Two layer: plastic and glass

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 17

186. These are typical emergency equipment:

a. Overwing escape straps, detachable emergency equipment and escape slides.

b. Escape lanyards, overwater survival equipment and detachable emergency equipment.

c. Overwing escape straps, escape lanyards, overwater survival equipment, detachable emergency equipment and escape slides.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 35

187. Why are you careful not to damage the insulation blanket surfaces?

a. Damage will be propagted to the whole insulation blanket.

b. The water can go into the fiber center and will reduce the blanket efficiency, increase weight, and can cause mold problems.

c. The air can go into the fiber center and will reduce the blanket efficiency.

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 15,33

188. The main purpose of the passenger compartment insulation blankets are to

a. Thermally and acoustically insulate the passenger compartment

b. Keep the passenger compartment warmer.

c. Acoustically insulate the passenger compartment

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 14

189. The main purpose of the cargo compartment insulation blankets are to

a. Keep the contents of the cargo compartments warmer when the airplane is on ground

b. Keep the contents of the cargo compartments warmer when the airplane is in flight

c. Acoustically insulate the cargo compartments when the airplane is in flight

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 32

190. How are the cargo compartment insulation blanket fastened to the structure and together?

a. By plastic studs and clips, nylon lacing and Hook-and-loop tape.

b. By metal fasteners, nylon lacing and Hook-and-loop tape

c. By plastic studs and clips, metal fasteners and Hook-and-loop tape

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 32

191. Passenger service units (PSUs) provide these functions for passengers

a. Emergency oxygen and call switches

b. Advisory information and call switches

c. Emergency oxygen, advisory information and call switches

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

192. Attendant service units (ASUs) and lavatory service units (LSUs) provide the function(s)

- a. Emergency oxygen and call switches for attendants or passengers
- b. Emergency oxygen, advisory information for attendants or passengers

c. Emergency oxygen for attendants or passengers

(B1) Ref: Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 23

193. How long will the escape slide fully inflate?

- a. In approximately six seconds
- b. In approximately eight seconds
- c. In approximately ten seconds
- (B1) Ref: Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 45

ATA 26:

194. Each engine fire and overheat detection system has ?

- a. 2 loops A&B and 14 detectors, monitor temperature at 7 locations
- b. 2 loops A&B and 3 detectors, monitor temperature at 3 locations
- c. 1 loop and 12 detectors, monitor temperature at 3 locations
- (B1) Ref. ATA 26 B737-MAX-DIFF Training book page 15

195. How are overheat and fire indications supplied to the flight compartment ?

- a. Via FDCU
- b. Via DPC

c. Detectors send signal directly to engine and apu fire control panel (B1) Ref. ATA 26 - B737-MAX-DIFF Training book - page 15

196. When will the Cargo fire extinguisher bottle DISCH light come on ?

a. The bottle pressure is less than 250 psi

- b. The bottle pressure is less than 150 psi
- c. The bottle pressure is less than 200 psi
- (B1) Ref. ATA 26 B737-MAX-DIFF Training book page 34

197. How does the sensing element (in the main wheel well) respond to a change in temperature ? a. As temperature increases resistance decreases

b. As temperature increases resistance increases

c. As temperature increases capacitance decreases

(B1) Ref. ATA 26 - B737-MAX-DIFF Training book - page 40

198. The CODM function is ?

a. Monitors sensing elements for overheat conditions in the wheel weel and the wing body and body areas.

b. Monitors sensing elements for overheat conditions in the wheel weel only

c. Monitors sensing elements for overheat conditions in the wheel weel and the wing body (B1) Ref. ATA 26 - B737-MAX-DIFF Training book - page 42

199. During engine fire/ overheat test, finding left engine fire/ detector loop A inoperative, how to configure the system for dispatch?

a. Move the left engine OVHT DET switch to A position.

b. Move the left engine OVHT DET switch to B position.

c. Move the left engine and right engine OVHT DET switches to B position.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 14

200. The OVHT DET switches are in the NORMAL position, the FAULT light on Engine and APU fire control panel comes on without any test.

a. Two loops on one engine have a fault condition.

b. One loop on one engine has a fault condition.

c. One loop on each engine has a fault condition.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 22

201. The filter drier removes moisture, filters debris, and meters the flow of halon during release

a. from cargo fire extinguishing bottle 1

b. from cargo fire extinguishing bottle 1 and bottle 2

c. from cargo fire extinguishing bottle 2

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 88

202. The filter drier meters the halon gas so that the halon level in the cargo compartment stays above 3%.

a. For 120 minutes

b. For 195 minutes

c. For 160minutes

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 88

203. When does the BOTTLE DISCHARGED or DISCH amber light on control panel come on?

a. When the related extinguisher bottle pressure is less than 250 psi.

b. When the related extinguisher bottle pressure is less than 300 psi.

c. When the related extinguisher bottle pressure is less than 350 psi.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 36, 60, 90

204. The airplane lands within 60 minutes of discharging the first extinguishing into the cargo compartment, what is recommended?

a. Electrical power must be kept to reset 60-minute timer count down.

b. All electrical power must be removed from the airplane or all fire detection/suppression circuit breakers must be pulled and reset

c. There are not any recommendations

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 92

205. When the test switch is in the FAULT/ INOP position, what indications in the flight compartment shows that the system is good?

a. Amber FAULT and amber APU DET INOP light come on

b. MASTER CAUTION light, amber FAULT and amber APU DET INOP light come on

c. MASTER CAUTION light, OVHT/DET annunicator light, amber FAULT and amber APU DET INOP light come on

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 21

206. What statement is correct?

a. The APU fire detection has one loop with three detectors.

b. The APU fire detection has two loops with six detectors.

c. The APU fire detection has one loop with two detectors.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 46

207. What is the function of the compartment overheat detection controller?

a. Monitor sensing elements for overheat and fire conditions in the wing and body areas

b. Monitor sensing elements for overheat and fire conditions in the wheel well.

c. Monitor sensing elements for overheat and fire conditions in the wheel well and the wing and body

areas

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 124

208. The cargo compartment smoke detector gives an alarm signal if

a. It senses smoke or it senses air temperature more than 230F (110C)

b. It senses smoke.

c. it senses air temperature more than 230F (110C).

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 68

209. The wheel well fire detection system uses overheat sensing elements to monitor for high temperature conditions in

a. The main wheel well.

b. The nose wheel well

c. The nose and main wheel well

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 108,112

210. Doing the test of the lavatory smoke detector, how to know the the detector is operating normally?

a. The green LED and external indications will be on.

b. The horn will operate and the green LED and external indications will be on.

c. The horn will operate and the red LED and external indications will be on

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 102

211. What function does not include in engine and APU fire protection system?

a. Engine overheat

b. APU overheat

c. Engine fire

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 33

212. The engine and APU fire extinguisher bottles are spherical. Each bottle contains

a. Halon and nitrogen at a pressure of 800 psi at a temperature of 70F (21C)

b. Halon and nitrogen at a pressure of 1800 psi at a temperature of 70F (21C)

c. Carbon powder and nitrogen at a pressure of 800 psi at a temperature of 70F (21C)

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 28, 54

213. How to to discharge the APU fire extinguisher bottle to the APU compartment by using APU ground control panel?

a. Pull down the APU fire control handle and then turn the handle to the left.

b. Pull down the APU fire control handle and then use the fire extinguisher toggle switch.

c. Pull down the APU fire control handle and then turn the handle to the right.

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 58

214. What type of sensing/ detector element is used in the main wheel well, wing and body overheat detections?

a. Photoelectric

b. Thermistor

c. Gas pressure

(B1) Ref: Reference: ATA 26 Fire Protection - B737 Training book - Page 112, 122

ATA 27:

215. How to get realtime data of the positions of the aileron ?

a. MAINT DATA PGS - FLIGHT CONTROL PAGE b. MAINT CTRL PGS - FLIGHT CONTROL PAGE c. STATUS PAGE (B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 43

216. Which component controls the spoilers and speedbrakes ?

a. SCE
b. SECs
c. Spoiler Control Quadrant
(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 56

217. Where is the SCE ?

a. in the E&E compartment
b. in the FWD electronic compartment
c. on the FWD bulkhead of the MLG wheel well
(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

218. Where are the spoiler shutoff valves ?

a. on the FWD bulkhead of the MLG wheel well
b. on the AFT bulkhead of the MLG wheel well
c. on the FWD spar of each wing
(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

219. What happens if the SCE has a failure ?

a. The EHSV cause the spoilers actuator to retract
b. The spoilers are in damping mode
c. A/C can be dispatched under MEL intem
(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 79

220. How many channels does the SCE have ?

- a. 4
- b. 3
- c. 2

(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 85

221. The rudder is powered from ?

- a. 2 PCUs
- b. 3 PCUs
- c. 1 PCU

(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 206

222. In normal operation, TE FLAPs get power from

- a. Hydraulic system B
- b. Hydraulic system A
- c. System A and system B
(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 208

223. What does the LOAD RELIEF light mean?

a. Mean the flap load relief system operates

b. Mean the flap load relief system does not operate

c. Mean the flap load relief system has failure

(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 211

224. During alternate operation of the LE Flaps and slats

a. LE standby shutoff valve operates and LE flaps and slats cannot retract

b. LE standby shutoff valve operates and LE flaps and slats can retract

c. LE control valve operates and LE flaps and slats cannot retract

(B1) Ref. ATA 27 - B737-MAX-DIFF Training book - page 231

226. During roll control the aileron on one wing moves up, and the aileron on the other wing

a. moves up

- b. moves down
- c. moves anyway

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 34

227. Where is the aileron trim indicator placard ?

a. on top of the control wheel

b. on the P8 aft electronic panel

c. on the P7 aft electronic panel

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 44

228. How many flight controls hydraulic modular packages ?

- a. 1
- b. 2
- c. 3

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 28

229. Are the system A and system B flight controls hydraulic modular package interchangeable ?

- a. Yes, they are interchangeable
- b. No, they are not interchangeable
- c. Not given

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 28

230. The aileron balance panels and tabs use _____ to help decrease the force necessary to move the ailerons in flight.

a. hydraulic forces
b. aerodynamic forces
c. electric forces
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 42

231. The two aileron PCUs are identical and interchangeable with the ______.

a. elevator PCUs b. rudder PCUs c. spoiler PCUs (B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 64

232. Flight spoiler actuators receive hydraulic power from system ______.

a. system A
b. system B
c. system A and system B
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 102

233. Do the flight spoilers operate ?

a. in the airb. on the groundc. in the air and on the ground

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 106

234. To do a check of the transmitter adjustment of the spoiler position transmitters

a. you must use a test unit
b. you must use a tool
c. you don't use any thing
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 104

235. In the event of total hydraulic power failure, rotation of the pilots' control wheels mechanically positions the

a. Ailerons

b. Aileron tabs
c. Flight Spoilers.
(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 13

236. The SPEED BRAKE ARMED light

a. A. Is amber and should be illuminated when the Speed Brake is moved to the ARMED position indicating valid automatic Speed Brake system inputs.

b. B. Is green and should be illuminated when the Speed Brake is moved to the ARMED position indicating valid automatic Speed Brake system inputs.

c. Is de-activated when the Speed Brake Lever is in the UP position.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 18

237. The Speed Brake Test switches (if installed)

a. Are used as a cockpit pre-flight check of the auto spoiler system

b. Are used as a cockpit pre-flight check of the auto brake system.

c. Are used for maintenance test purposes only

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 138

238. The Alternate Flaps Position switch when selected to the UP position will

a. Electrically retract the trailing edge flaps.

b. Hydraulically retract the trailing edge flaps.

c. Electrically retract the leading and trailing

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 285

239. The LE FLAPS EXT light shows when

a. all of the LE flaps and slats are in an extend or full extend position.

b. some of the LE flaps and slats are in an extend or full extend position.

c. some of the LE flaps and slats are in an extend position.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 453

240. If the airplane gets near a stall condition, what is the LE slats position?

a. move to the full extend position.

b. move to the midle extend position.

c. stay retracted position

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 434

241. When you move the flap lever to the 30 or 40 position, what is the LE slats position?

a. move to the full extend position.

b. stay retracted position

c. move to the midle extend position.

(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 433

244. The rudder power control units (PCUs) are powered by

a. System A and system B for the main rudder PCU and standby pump for the standby rudder PCU. b. System A and standby pump for the main rudder PCU and system B for the standby rudder PCU c. System B and standby pump for the main rudder PCU and system A for the standby rudder PCU. *(B1) Ref: Reference: ATA 27 FLIGHT CONTROL (1) - B737 Training book - Page 267*

245. Which components control the pitch attitude ?

a. The aileron control the pitch attitude of the airplane about the lateral axis.

b. The elevators control the roll attitude of the airplane about the lateral axis.

c. The elevators control the pitch attitude of the airplane about the lateral axis.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 158

246. The elevator feel computer control hydraulic pressure to the dual feel actuator (changes the control column forces) by using:

a. Pitot pressure and stabilizer input.

b. Data from ADIRU.

c. Data from FCC.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 162

247. If a jam occurs in one control column

a. The pilot can not manual control the elevator

b. The breakout mechanism permits elevator input by the other column

c. The breakout mechanism permits elevator to be controlled by this control column as normal.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 165

248. Which component changes the control column forces as the airspeed changes and the horizontal stabilizer moves ?

a. The elevator feel computer.

b. The elevator PCU.

c. The elevator feel and centering unit.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 186

249. What is the indication when the elevator feel shift module (EFSM) is armed or operating during a stall

a. The FEEL DIFF PRESS light on the P5 panel comes on.

b. There is no flight deck annunciation.

c. The YAW DAMPER Light on the P5 panel comes on.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 190

250. How does the pilot control the horizontal stabilizer manually and electrically ?

a. The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim override switch.

b. The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim wheels.

c. The pilots control the horizontal stabilizer manually with the stabilizer trim wheels. They control them electrically by the stabilizer trim switches.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 209

251. What is the stabilizer trim cutout switches on the control stand used for ?

a. Stop the main electrical and autopilot trim inputs to the stabilizer trim actuator.

- b. Bypass the column cutout switches if it fail.
- c. Stop the stabilizer trim wheels.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 210

252. During yaw damper operation,

a. Feel and centering unit gives a backdrive of the rudder pedals through the rudder control system.b. There is no feedback to the rudder pedals.

c. Rudder PCU gives a backdrive of the rudder pedals through the rudder control system. (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 238

253. During electric trim operation, the pilots move the rudder trim control on the aisle stand

a. It does not cause a backdrive of the rudder pedals to the new commanded position.

b. There is no feedback to the rudder pedals.

c. It causes a backdrive of the rudder pedals to the new commanded position.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 245

254. During landing the TE flaps fully extend

a. To increase lift and increase drag to permit slower speeds

b. To decrease lift and decrease drag to permit slower speeds

c. To increase lift and decrease drag to permit slower speeds

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 280

255. During the alternate operation, the TE flaps are

a. Mechanically controlled and electrically operated

b. Electrically controlled and electrically operated

c. Electrically controlled and hydraulically operated

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 280

256. Flap load relief operates

a. Only during normal operation of the TE flaps.

b. Only during alternate operation of the TE flaps.

c. During normal operation of the LE flaps and TE flaps.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 345

257. When the alternate flaps control switch is in the UP position

a. Hydraulically retract the trailing edge flaps.

b. Electrically retract the leading and trailing edge flaps.

c. Electrically retract the trailing edge flaps.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 350

258. How to extend the TE flaps with the LE devices retracted and disabled

a. Manually operate the LE cruise depressurization valve and extend the TE flaps in the normal operation.

b. TE flaps can not be extended when LE devices retracted.

c. Manually operate the LE flap and slat control valve and extend the TE flaps in the normal operation.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 356

259. The LE devices include

a. One Krueger flaps and four slats on the leading edge of each wing

b. Two Krueger flaps and three slats on the leading edge of each wing

c. Two Krueger flaps and four slats on the leading edge of each wing

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 377

260. If two or more LE devices move away from their commanded position

a. The LE UCM detection function changes the operation mode from normal to alternate.

b. The LE UCM detection function gives command to retract all LE devices for re-operation.

c. The LE UCM detection function stops the LE normal operation.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 429

261. You can do tests of the LE flaps and slats with builtin test equipment (BITE) in

a. FCC

- b. FSEU
- c. SMYD

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 438

262. The leading edge flaps and slats position indicating system controls

a. The LE devices annunciator panel.

b. The LE FLAPS TRANSIT light and the LE FLAPS EXT light.

c. The LE devices annunciator panel, the LE FLAPS TRANSIT light and the LE FLAPS EXT light.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 438

263. If the autoslat function is not available

a. The autoslat fail light shows on the flight controls panel on the P5 overhead panel.

- b. A warning massage shows on ECAM
- c. A cautiion message shows on ECAM

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 458

264. Which computers calculate the autoslat commands?

- a. FSEU
- b. SMYD.
- c. FCC

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 458

265. The two red TAKEOFF CONFIG lights come on

a. When the airplane is in a dangerous condition during takeoff or the ground spoiler interlock valve stays open after takeoff

b. Only when the airplane is in a dangerous condition during takeoff

c. The airplane is in takeoff config

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 468

266. The takeoff warning function is in

a. PSEU b. FCC c. SMYD (B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 470

267. Which components control manual operation of the primary flight controls

a. The aileron control wheels, the elevator control column and the rudder pedals

b. The aileron control wheels, the elevator control column, the rudder pedals and the flap control lever

c. The aileron control wheels, the elevator control column, the rudder pedals and the stabilizer trim wheels

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 17

268. Which module controls the automatic operation of the speedbrakes ?

a. Flight control computer

b. The auto speedbrake module

c. Antiskid/autobrake control unit

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 115

269. The Ground Spoilers are powered by

a. Hydraulic systems and Electric system.

- b. The A hydraulic system.
- c. The B hydraulic system.

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 118

270. These flight controls are on the control stand

a. Speedbrake lever, Stabilizer trim wheel, Flap lever, Aileron trim switches

b. Speedbrake lever, Stabilizer trim wheel, Stabilizer electric trim switch, Flap lever, Aileron trim switches

c. Aileron control wheel, Stabilizer trim wheel, Flap lever, Aileron trim switches *(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 20*

271. When the control wheel moves, which component sends signals to the stall management yaw damper (SMYD) and flight data acquisition unit (FDAU) for control wheel position

a. The roll control wheel steering (CWS) force transducer.

b. The control wheel position sensor.

c. The power control unit (PCU).

(B1) Ref: Reference: ATA 27 Flight controls - B737 Training book - Page 37

ATA 28:

272. Where is the Emergency Fuel Shutoff battery

a. P6 panel

b. P5 panel

c. P7 panel

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 8

273. What does the ENG FUEL FLOW alert message show ?

a. It shows that the FMC predicted fuel flow is different than the indicated fuel flow at power settings

b. It shows that the fuel level is low in all tanks

c. It shows that the fuel pressure is low (B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

274. When does the FUEL DISAGREE message show ?

a. It shows when the FMC and the FQPU do not agree

b. It shows when the FMC and the initial flight plan do not agree

c. It shows when the FQPU and the initial flight plan do not agree

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

275. When does the USING RSV FUEL message show ?

a. It shows when predicted fuel at the destination is less than the FMC calculates for reserve fuel

b. It shows that the fuel feed is from the reserve tanks

c. It shows that the total fuel is too low

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

276. When does the INSUFFICIENT FUEL message show?

a. It show when predicted fuel shows less than 2000 lbs at the destination

b. It show when predicted fuel shows less than 1000 lbs at the destination

c. It show when predicted fuel shows less than 3000 lbs at the destination

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

277. Where is the CONFIG message shown?

a. On the engine indication display of the MAX display system
b. On Refuel panel.
c. On P7 Glareshield PNL
(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

278. When does the IMBAL message show?

a. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is in the air

b. When there is a difference of 500 lbs between main tank 1 and main tank 2 and the A/C is in the air

c. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is on ground

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

279. Where is the FQPU located ?

a. Above the ceiling, forward of the FWD cargo compartment doorb. Above the ceiling, aft of the FWD cargo compartment doorc. In the E&E Bay

c. In the E&E Bay

(B1) Ref. ATA 28 - B737-MAX-DIFF Training book - page 20

280. To manually measure fuel quantity on the airplane, you have to use

a. Chapter 12 of the AMM Part II or the 737 Fuel Measuring Stick Manual

b. Chapter 28 of the AMM Part II

c. Chapter 20 of the AMM Part II or the 737 Fuel Measuring Stick Manual (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 163

281. The fuel temperature indicating system shows

a. fuel temperature in center tank

b. fuel temperature in main tank No.1

c. fuel temperature in main tank No.2

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 161

282. The fuel measuring sticks are used to manually measure fuel quantity. There are

a. eight measuring sticks in each main tank, two measuring sticks in the center tank.

b. 12 measuring sticks in each main tank, 8 measuring sticks in the center tank

c. six measuring sticks in each main tank, four measuring sticks in the center tank

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 163

283. The CONFIG message shows when one or the other engine is in operation and

a. 1600 lb (725 kg) or more of fuel in the center tank, 2 center tank boost pumps are off.

b. 1000 lb (453 kg) or more of fuel in the center tank, 2 center tank boost pumps are off.

c. 1600 lb (725 kg) or more of fuel in the center tank, 1 center tank boost pump is off.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 145

284. The tank units measure fuel volume. There are

a. 6 tank units in each main tank, 4 tank units in the center tank.

b. 12 tank units in each main tank, 8 tank units in the center tank.

c. 8 tank units in each main tank, 2 tank units in the center tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 137

285. The water and fuel that comes out of the water scavenge ejector pump goes to

a. the boost pump inlets.

b. the boost pump outlets.

c. Engine fuel feed line.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 117

286. The blue SPAR VALVE CLOSED light is bright. It indicates

a. the engine fuel spar valve is close.b. the engine fuel spar valve is open

c. the engine fuel spar valve position and engine start lever positions disagree (B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 113

287. The crossfeed VALVE OPEN light is dim. It indicates

a. the fuel crossfeed valve is open

b. the fuel crossfeed valve is close

c. the fuel crossfeed valve position and fuel crossfeed valve switch position disagree.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 109

288. The fuel spar valve actuator is interchangeable with the crossfeed valve actuator.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 111

289. For a FUEL annunciator and the MASTER CAUTION lights to illuminate, two fuel LOW PRESSURE lights must be illuminated for the

a. AFT pump in each main tank

b. FWD pump in each main tank

c. Same tank.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 105

290. The LOW PRESSURE light comes on when the boost pump pressure for the main tank is a. 8 psig or less

b. 4 psig or less
c. 2 psig or less
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 105

291. The LOW PRESSURE light comes on for the center boost pump when

a. the boost pump pressure is 18 psig or less

b. the boost pump switch is in the ON position and the boost pump pressure is 4 psig or less

c. the boost pump switch is in the ON position and the boost pump pressure is 18 psig or less

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 100

292. For suction defuel, you can carry out defuel on the main tank No.1 first, then carry out defuel on the main tank No.2.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 87

293. The defueling valve connects the right engine fuel feed manifold with the defuel manifold. Operate the valve by

a. The switch on the FWD overhead panel.

b. The handle on the refueling station

c. The handle on the front spar, inboard of the refueling station.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 84, 85, 86

294. The refueling hose does not connect to refueling receptacle, refueling valve switch set to ON, the refueling valve open light comes on. It indicates that

a. there is power to the refueling valve solenoid

b. the refueling valve is open.

c. the refueling valve is in transit.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 77

295. The pressure relief valve opens to prevents damage to the wing structure when

a. there is too much negative pressure difference between the tanks and the ambient air.

b. there is too much positive or negative pressure difference between the tanks and the ambient air.

c. there is too much positive difference between the tanks and the ambient air.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 18

296. How to reset the pressure relief valve after a large pressure difference between the tanks and the ambient air?

a. pull the reset handle to move the pressure relief valve to the closed position

b. push the reset handle to move the pressure relief valve to the opened position

c. The pressure relief valve automatically move to closed position after the pressure of the tanks and the ambient air equalize.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 19

297. Wing rib 8 in each main tank has baffle check valves.

a. The check valves let fuel flow outboard but do not let fuel flow inboard.

b. The check valves let fuel flow inboard but do not let fuel flow outboard.

c. The check valves let fuel flow inboard or outboard depending on the wing going up or down.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 13

298. Fuel that satisfies ASTM D1655, Jet B or MIL-T-5624, JP-4 is certified for use on the Boeing 737-600/700/800/900/BBJ model of the airplane.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 79, 80

299. The main tank boost pumps supply fuel at

a. a minimum pressure of 10 psi.

b. a minimum pressure of 18 psi

c. a minimum pressure of 23 psi.

(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 103

300. The main tank boost pumps are interchangeable with the center tank boost pumps

a. True **b. False** c. Not given *(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 103*

301. The crossfeed valve lets fuel flow between the left and right engine fuel feed manifolds. The valve body has an operating shaft and

a. a butterfly valve
b. a ball valve
c. a gate valve
(B1) Ref: Reference: ATA 28 Fuel System - B737 Training book - Page 107

ATA 29:

302. The PTU system is a hydraulic motor-pump assembly that supplies alternative pressure to a. leading edge flaps and slats and thrust reversers system

b. leading edge flaps and slats and autoslat system.

c. leading edge flaps and slats and autoslat system, thrust reversers.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 10

303. When the engine driven pump (EDP) has a high temperature condition, the amber OVERHEAT light comes on.

a. True b. False c. Not given (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 13

304. A pressure relief valve for each main reservoir opens for protection of reservoir when the air pressure in reservoir increases to

a. 60-65 psi. b. 70-75 psi c. 80-85 psi *(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 36*

305. Pulling No.2 engine fire handle will

a. Stop the fluid to the No.2 EDP and EMDP by closing the hydraulic shutoff valve and disarm the associated amber LOW PRESSURE light.

b. Stop the fluid to the No.2 EDP by closing the hydraulic shutoff valve and disarm the related amber LOW PRESSURE light.

c. Only stop the fluid to the No.2 EDP by closing the hydraulic shutoff valve. (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 27, 162

306. The system B standpipe supplies hydraulic fluid to

a. the EDP
b. the EMDP
c. the EDP and the EMDP
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 43

307. The amber STANDBY HYD LOW QUANTITY light comes on when the hydraulic fluid in the standby reservoir decreases to

a. less than 50 precent

b. less than 40 precent

c. less than 35 precent

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 96

308. How can you manually operate the standby hydraulic pump?

a. FLT CONTROL A switch to STBY RUD or FLT CONTROL B switch to STBY RUD

b. ALTERNATE FLAPS arm switch to ARM

c. FLT CONTROL A switch to STBY RUD or FLT CONTROL B switch to STBY RUD or ALTERNATE FLAPS arm switch to ARM

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 115

309. The hydraulic power transfer unit (PTU) system supplies alternate hydraulic pressure to the leading edge flaps and slats

a. when hydraulic system B engine-driven pump (EDP) pressure is below normal

b. when hydraulic system B electric motor-driven pump (EMDP) pressure is below normal c. when standby hydraulic pressure is below normal.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 124

310. The PTU control valve opens when

a. the EMDP pump pressure is less than 2350 psi for more than 0.5 seconds.
b. the EDP pump pressure is less than 2350 psi for more than 0.5 seconds.
c. the EDP and EMDP pump pressures are less than 2350 psi for more than 0.5 seconds.
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 138

311. The alternate nose wheel steering is inhibited when

a. The system B hydraulic fluid quantity is less than 21%

b. The system A hydraulic fluid quantity is less than 21%

c. The system B hydraulic fluid quantity is less than 11%

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 147

312. The LOW PRESSURE amber lights come on when the hydraulic pump pressure is

a. less than 1600 psi b. less than 1400 psi c. less than 1300 psi (B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 160

313. The LOW PRESSURE amber lights go off when the hydraulic pump pressure is

a. more than 1600 psi b. more than 1400 psi c. more than 1300 psi (*B1*) *Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 160*

314. The HYD PUMP OVERHEAT amber light comes on when

a. the hydraulic fluid temperature in the case drain line from the EDP increases to 225F or more b. the hydraulic fluid temperature in the case drain line from the EMDP increases to 225F or more c. the hydraulic fluid temperature in the case drain line from the EMDP increases to 185F or more (*B1*) *Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 168*

315. The hydraulic power for ground spoilers is from

a. Hydraulic system A
b. Hydraulic system B
c. Both hydraulic system A and B
(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24, 175

316. If either Flight Control switch is moved to the STBY RUD position

a. The standby pump will be activated and the STANDBY HYD LOW QUANTITY light will be armed.

b. The standby pump will be de-activated allowing system A pressure to power the rudder and the STANDBY HYD LOW PRESSURE light will be armed

c. The standby pump will be activated and the STANDBY HYD LOW PRESSURE light will be armed

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 164

317. Illumination of a EMDP OVERHEAT light will

a. Not shut down the associated pump

b. Automatically shut down the associated pump

c. Automatically arm the LOW PRESSURE light for the associated pump

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 168

318. If a total failure of both pumps supplying system B pressure occurs, which of the primary flight controls will be totally inoperative

a. Aileron and elevator

b. Rudder only

c. None

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24

319. Loss of the A hydraulic system will result in the complete loss of the following

a. Ground spoilers. Flight spoilers 2,4,9,11. Alternate brakes. Autopilot A

b. Ground spoilers. Flight spoilers 2,4,9,11. Normal brakes. Nose wheel steering.

c. Ground spoilers. Flight spoilers 2,4,9,11. Elevator feel system. Alternate brakes. Autoslat system.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 24

320. The standby hydraulic pump is automatically operated if

a. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to OFF. Trailing edge flaps not up. Airplane in the air or wheel speed more than 60 kts. Low flight control system A or B pressure.

b. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to OFF. Trailing edge flaps up. Airplane in the air or wheel speed less than 60 kts.

c. FLT CONTROL A or B switch to ON. ALTERNATE FLAPS arm switch to ARM. Airplane in the air or wheel speed more than 90 kts. Low flight control system A or B pressure.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 115

321. The pressure relief valve prevents high pressure in the standby hydraulic system. The valve opens at and closes at

a. 3500 psi and 3300 psi

b. 3400 psi and 3300 psi

c. 3500 psi and 3400 psi

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 108

322. The engine-driven pumps (EDPs) supply hydraulic pressure for the hydraulic systems A and B. The EDP is

a. Centrifugal pump, single-stage, variable-displacement, pressure-compensated hydraulic pump.

b. an axial-piston, variable-displacement, yoke- actuated, pressure compensated hydraulic pump.

c. Centrifugal pump, single-stage, constant-displacement, pressure-compensated hydraulic pump. *(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 49*

323. The electric motor-driven pumps (EMDPs) supply hydraulic pressure for hydraulic systems A and B. The EMDP is

a. A centrifugal pump, single-stage, variable-displacement, three-phase, 115v ac motor, pressurecompensated hydraulic pump.

b. an axial-piston, variable-displacement, three-phase, 115v ac motor, pressure compensated hydraulic pump.

c. A centrifugal pump, single-stage, constant-displacement, three-phase, 115v ac motor, pressurecompensated hydraulic pump.

(B1) Ref: Reference: ATA 29 Hydraulic Power - B737 Training book - Page 52

ATA 30:

324. Can the Wing anti-ice operate in-flight or on ground ?

a. The WAI system can operate in flight or on the ground.

b. The WAI system can operate in flight only.

c. The WAI system can operate on ground only.

(B1) Ref. ATA 30 - B737-MAX-DIFF Training book - page 12

325. Where is the engine anti-ice valve located ?

a. 12 o'clock position of the engine fancase

b. 2 o'clock position of the engine fancase

c. 5 o'clock position of the engine fancase

(B1) Ref. ATA 30 - B737-MAX-DIFF Training book - page 36

326. Each DWHCU controls electric heat to two windows, these are

a. Left windshield 1 + right side window 2 and Right windshield 1+ left side window 2

b. Left windshield 1 + right side window 1 and Right windshield 2 + left side window 2 c. Left windshield 1 + right winshield 1 and Left side window 2 + right side window 2 (B1) Ref. ATA 30 - B737-MAX-DIFF Training book - page 44

327. How to reset the window heat system after an OVHT TEST ?

a. Momentarily put the switches to the OFF position, then put the switches to ON position

b. Put the switches to RST position

c. The system will reset automatically

(B1) Ref. ATA 30 - B737-MAX-DIFF Training book - page 48

328. How does DWHCU control the heating temperature of the windows ?

a. Via 2 sensors: 1 primary and 1 spare. In case the primary sensor is lost, DWHCU automaically selects the spare.

b. Via 3 sensors: 2 primary and 1 spare. In case the primary sensors are lost, DWHCU automaically selects the spare.

c. Via 1 sensor, in case the sensor is lost, A/C is dispatched without window heating per MEL. (B1) Ref. ATA 30 - B737-MAX-DIFF Training book - page 50

329. The waste tank drain (ball) valve is heated by

a. The blanket heater

b. The air from pneumatic system

c. The line tape heater

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 100

330. The drain masts have integral electric heater elements.

a. True

b. False
c. Not given
(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 98

331. The water and toilet drain anti-icing systems use

a. Electric power for heat.

b. Air from pneumatic system for heat

c. Electric power and air from pneumatic system for heat

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 94

332. Hydrophobic windshield coatings are on the outside surface of

a. All flight compartment windows

b. the left and right number 1 flight compartment windows.

c. the left and right number 2 flight compartment windows.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 92

333. The portable water, gray water and vacuum waste systems use these electric heater elements

a. Blanket heater, line tape heater and built-in heater

b. line tape and built -in heater

c. Blanket heater and line tape heater

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 96, 98, 99

334. The blue VALVE OPEN light on the anit-ice panel is bright. It indicates:

a. The switch is in the ON position and the valve is open

b. The switch is in the OFF position and the valve is closed

c. The switch position and valve position disagree or the valve is in transit.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 12

335. The wing thermal anti-ice shutoff valve is

a. a pneumatically-operated butterfly-type valve

b. a motor-operated butterfly-type valve

c. a pneumatically-operated ball-type valve

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 14

336. How can you know the flight compartment window heater is supplied power?

a. The green ON light come on

b. The WINDOW HEAT switch is in ON positon.

c. The amber ON light come on

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 61

337. The flight compartment window No.3 has two temperature sensors: primary and spare.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 64

338. An amber light of probe system on the window and pitot heat panel comes on. It indicates

a. The related air data probe does not have heat.

b. The related air data probe has heat

c. The related air data probe has heat but there is an internal fault.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 56

339. The WINDOW HEAT switches control the window heat systems

a. The FWD switch turns on and off window heat No.1.

b. The SIDE switch turns on and off window heat No.1.

c. The FWD switch turns on and off window heat No.2, No.3.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 61

340. The inlet cowl thermal anti-ice (TAI) valve controls the flow of air to the engine inlet cowl. The valve is

a. a pneumatically-operated ball-type valve

b. a motor-operated butterfly-type valve

c. a pneumatically-operated butterfly valve

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 32

341. The TAI message is amber when the switch and the valve position do not agree for

a. more than 8 seconds.

b. more than 10 seconds.
c. more than 18 seconds.
(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 38

342. The source of inlet cowl thermal anti-icing air is

a. from the pneumatic system

b. from the engine bleed air interstage duct, upstream of the pressure regulator and shutoff valve.

c. from the engine bleed air stage 9th.

(B1) Ref: Reference: ATA 30 Ice and Rain Protection - B737 Training book - Page 28

343. To decrease engine bleed loads and to give more thrust for climb, the WTAI valves close when the thrust levers are

a. more than 60 TRA

b. more than 65 TRA

c. more than 70 TRA

ATA 31:

344. How many display (total) are on P1 and P3 instrument panels?

a. 5

b. 2

c. 4

(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 19

345. How much time is necessary for the DPC to complete the power-up BIT ?

a. 90 Seconds
b. 120 Seconds
c. 60 Seconds
(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 26

346. How is the brightness of the DUs controlled ?

a. Automatically only
b. Manually only
c. Automatically and manually
(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 30

347. How you can show VSD data on the ND?

a. Use the WPT push button on the EFIS control panel
b. Use the DATA push button on the EFIS control panel
c. Use the VSD button on the EFIS control panel
(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 49

348. Which ND mode can show the VSD format?

- a. MAP
- b. PLN
- c. VOR

(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 49

349. What is another function of a DPC?

a. To send and receive data for other system

- b. To make OMF report
- c. To calculate flight legs
- (B1) Ref. ATA 31 B737-MAX-DIFF Training book Page 59

350. When does the amber DSPLY SOURCE 1 message shows ?

a. when the DISPLAYS - SOURCE switch is in the ALL ON 1 position.

b. when display processor computer 1 does not supply display data to the display units.

- c. when there is a DPC 2 failure
- (B1) Ref. ATA 31 B737-MAX-DIFF Training book Page 85

351. How is fiber-optic cross-talk condition shown?

a. OFF (Cyan lines, boxes and text) ACTIVE(green lines, boxes and text) FAILED (red lines, boxes and text)

b. ACTIVE (green lines,boxes and text) FAILED (amber lines,boxes and text) INACTIVE (dim white lines boxes and text)

c. NORM (dim green lines,boxes and text) FAILED (amber lines,boxes and text) inactive (dim white lines boxes and

text)

(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 119

352. When does the amber MAINT light comes on the ground ?

a. when the MAINT CTRL PGS menu is selected

b. when a system fault occurs and turns on a Scheduled Maintenance Task Messages.

c. when a system fault occurs and turns on a status message.

(B1) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 170

353. When the display source selector is in the AUTO position with no system failures, DEU 2 controls

a. the left outboard, right inboard, and center upper display units

b. the right outboard, right inboard, and center lower display units.

c. the right outboard, left inboard, and center lower display units.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (2) - B737 Training book - Page 106

354. The flight data recorder system (FDRS) records airplane parameters and system data for

- a. the last 15 hours of operation.
- b. the last 20 hours of operation.
- c. the last 25 hours of operation.

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 4

355. The first officer clock sends date and time data to

a. the FMC 2, the FDAU, and the voice recorder
b. the FMC 2, the FDAU
c. the FMC 2
(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 80

356. Where do the clocks get the 28v dc power?

- a. from hot battery bus
- b. from battery bus
- c. from DC 1 bus

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 80

357. How to print a test pattern of the printer?

a. Push and hold the TEST switch.

b. Push and hold the RESET switch.

c. Push and hold the TEST and RESET switches at the same time

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 70

358. The underwater locator beacon (ULB) sends out an acoustic pulse tone of 37.5 khz at a rate of

- a. one pulse-per-second
- b. two pulse-per-second

c. three pulse-per-second

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 26

359. The flight data acquisition unit (FDAU) collects data from airplane systems and changes this data into a standard digital format.

a. True

b. False

c. Not given

(B1) Ref: Reference: ATA 31 Indicating/ Recording System (3) - B737 Training book - Page 28

ATA 32:

360. How many positions does the landing gear control lever have with the detent ?

a. two positions with detents: UP and DN.

b. three positions with detents: UP, OFF and DN.

c. two positions with detents: UP and OFF.

(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

361. If the lever lock solenoid fails in the locked position, how do you move the control lever to the UP position ?

a. Use the LOCK OVRD button on the control lever module

b. Apply greater force to break the locking mechanism

c. Manually deactivate the lock solenoid with a circuit breaker at P6 CB panel.

(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

362. What does the landing gear transfer valve control ?

a. It controls hydraulic pressure for the landing gear.

b. It controls the switching of hydraulic pressure from system A to system B for alternate landing gear retraction and alternate nose wheel steering operation.

c. It controls extension and retraction of the landing gear (B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 45

363. Which function isolates the gear circuits from supply pressure during cruise ?

a. auto-off function

b. continuous monitoring function
c. air control function
(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 53

364. What prevents a steering command if there is a loss of cable tension in the nose wheel steering system ?

a. The rotary actuatorb. The left steering wheel

c. The broken cable compensator

(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 72

365. Which menu will let you see status of the PSEU and its associated sensors ?

a. MAINT CTRL PGS
b. ONBD MAINT
c. MAINT DATA PGS
(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 119

366. How many types of ground tests are there for the PSEU?

a. Operational test only

b. three types: Operational test, LRU Replacement Test and Self Test

c. two types: Operational test and LRU Replacement Test

(B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 130

367. How to extend and retract the two-position tail skid for test, repair, or inspection purposes ? a. Using the tail skid extend special function in OMS.

b. Access the tail skid actuator through the section 48 access and blowout door, and then operate it manually.

c. Using Air/Gnd Override function in PSEU. (B1) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 175

368. Choose wrong answer about the brakes:

a. The normal brake metering valve uses hydraulic system B or accumulator pressure for the normal brake system.

b. The alternate brake metering valve uses hydraulic system A pressure for the alternate brake system when hydraulic system B does not supply pressure

c. The normal brake metering valve uses pressure from the landing gear retract line to stop the main gear wheel rotation during retraction

(B1) Ref: Reference: AMM Part SDS 32-41-00 p10

369. Choose the wrong answer:

a. When hydraulic system B does not supply pressure, the alternate brake selector valve moves, lets hydraulic system A pressure supply pressure to the alternate brake system

b. When hydraulic system A and B pressures are the same, hydraulic system B pressure on the alternate brake selector valve does not let hydraulic system A supply pressure to the alternate brake system.

c. When hydraulic system A does not supply pressure, alternate brake system pressure from the alternate brake selector valve moves the accumulator isolation valve. This isolates brake accumulator pressure from the normal brake system.

(B1) Ref: Reference: AMM Part SDS 32-41-00 p14

370. The brake accumulator location:

a. right aft wing-to-body fairing

- b. left aft wing-to-body fairing
- c. right fwd wing-to-body fairing

(B1) Ref: Reference: AMM Part SDS 32-41-00 p16

372. Brake hydraulic fuses prevent hydraulic fluid loss if there is an external leak downstream of the fuses. How many fuses on hydraulic lines

a. 4 in the normal brake lines, 2 in the alternate brake lines

b. 4 in the normal brake lines, 4 in the alternate brake lines

c. 2 in the normal brake lines, 4 in the alternate brake lines

(B1) Ref: Reference: AMM Part SDS 32-41-00 p18

373. The antiskid system has

a. 4 antiskid valves in the normal hydraulic brake system, 2 antiskid valves in the alternate hydraulic brake system

b. 2 antiskid valves in the normal hydraulic brake system, 2 antiskid valves in the alternate hydraulic brake system

c. 4 antiskid valves in the normal hydraulic brake system, 4 antiskid valves in the alternate hydraulic brake system

(B1) Ref: Reference: AMM Part SDS 32-42-00 p05

374. Antiskid/autobrake control unit (AACU) receives signals, choose the wrong answer:

a. wheel speed data from the transducers

b. air/ground signals from system 1 and system 2 of PSEU
c. ground speed data from left ADIRU
(B1) Ref: Reference: AMM Part SDS 32-42-00 p07

376. Positions of AUTO BRAKES select switch

a. OFF, 1,2,3,MAX, RTO b. 0,1,2,3, MAX, RTO c. OFF,1,2,3,MAX (B1) Ref: Reference: AMM Part SDS 32-42-00 p27

377. The AACU sends signals to the auto speedbrake module when each wheel speed is more than a. 50 knots

b. 60 knots

c. 55 knots

(B1) Ref: Reference: AMM Part SDS 32-42-00 p10

378. If we don't insert a pin into the pin hole in the towing lever to hold the lever in the towing position

a. Can use towbarless equipment to push or pull the airplane

b. Cannot pushback/towing

c. Can pushback/towing if depressurize hydraulic system A

(B1) Ref: Reference: AMM Part SDS 32-51-00 p29

379. If you tow the airplane and turn the nose wheels more than 78 degrees, you must:

a. Insert a pin in towing lever

b. Disconnect the torsion links

c. deressurize hydraulic system A

(B1) Ref: Reference: AMM Part SDS 32-51-00 p29

380. Which hydraulic system supplies pressure for brake accumulator

a. System A or B
b. System B
c. System A and B
(B1) Ref: Reference: AMM Part SDS 32-41-00 p16

381. Rudder pedal steering is

a. deactivated when airplane go in to air

b. Active at all times

c. Deactivated whenever the gear is up and locked (B1) Ref: Reference: AMM Part SDS 32-51-00 p12

382. Rudder pedal steering

a. activated anytime the nose gear strut is extended

b. Can be use in the air mode

c. Can be overridden by the nose wheel steering wheel

(B1) Ref: Reference: AMM Part SDS 32-51-00 p12

383. What is required for the Park Brake to operate

- a. Battery Switch ON
- b. Battery Switch OFF
- c. Hydraulic power must be switched ON

(B1) Ref:

384. The autobrake system arms for landing when, choose wrong answer

a. move the AUTO BRAKE select switch to a deceleration position

b. One air/ground systems in air mode, or two thrust levers at idle, or one or both air/ground systems in the ground mode for less than or equal to three seconds

c. Valid input from one ADIRU

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

385. If one or more of the arm conditions are not true while the autobrakes apply the brakes

a. AUTO BRAKE select switch stays in the selected position and the AUTO BRAKE DISARM light comes on

b. AUTO BRAKE select switch return to OFF position and the AUTO BRAKE DISARM light comes on

c. AUTO BRAKE select switch return to MAX position and the AUTO BRAKE DISARM light comes on

(B1) Ref: Reference: AMM Part SDS32-42-00 p39

386. Autobrake function applies the brakes when these conditions occur:

a. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 0.2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets

b. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets.

c. Landing autobrake is armed, Both thrust levers at idle, One air/ground system in the ground mode for 2 seconds or more, Wheel spin-up detection occurs or the spin-up latch sets.

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

387. The autobrake system arms for the RTO autobrake function when these turn-on self check conditions occur. Select the wrong one:

a. AUTO BRAKE select switch to the RTO position

b. One air ground systems in the ground mode

c. Average of all wheel speeds less than 60 knots

(B1) Ref: Reference: AMM Part SDS 32-42-00 p44

388. The autobrake system releases the RTO autobrakes (if they were applied) and disarms the autobrake system (the AUTO BRAKE DISARM light does not come on) when:

a. AUTO BRAKE select switch to the OFF position

b. One air/ground systems are in the air mode

c. One or both normal metered pressure less than 750 psi

(B1) Ref: Reference: AMM Part SDS 32-42-00 p46

389. When there is a fault in the antiskid system, choose the wrong answer

a. ANTISKID INOP light comes on

b. the autobrake system is still operative

c. AUTO BRAKE DISARM light comes on

(B1) Ref: Reference: AMM Part SDS 32-42-00 p39

390. Over pressure relief value is in the inner wheel half releases all of the pressure in the tire when pressure increases more than:

a. 375-450 psi b. 275-350 psi c. 350-450 psi (B1) Ref: Reference: AMM Part SDS 32-45-00 p04

391. How many thermal fuse plugs on each MLG wheel:

a. 2

b. 3

c. 4

(B1) Ref: Reference: AMM Part SDS 32-45-00 p04

392. If the tire pressure is between 5% - 10% below the selected nominal service tire pressure: a. inflate the tire to the necessary pressure

b. inflate the tire and check it again after 24 hours. If the tire pressure is more than 5% below the selected nominal service pressure again, replace the tire.

c. remove and replace the wheel and tire assembly

(B1) Ref: Reference: AMM Part SDS 32-45-00 p05

393. If the measured tire pressure is more than 20% below the selected nominal service tire pressure

a. remove and replace the wheel and tire assembly

b. remove and replace the wheel and tire assembly and the wheel and tire assembly installed on the opposite side of that axle

c. inflate the tire and check it again after 24 hours (B1) Ref: Reference: AMM Part SDS 32-45-00 p05

394. Two red landing gear position lights, one for each MLG, come on for one of these conditions, choose the wrong one:

a. Control lever/landing gear position disagree: lever not down and gear not up and locked (gear retraction)

b. Control lever/landing gear position disagree: lever down and gear not down and locked (gear extension)

c. Gear down warning

(B1) Ref: Reference: AMM Part SDS 32-61-00 p16

396. Aural warning module gives the continuous horn sound for landing warning, the pilot can stop the horn when:

a. Flap position is from 0 to 10 units

b. Flap position is from 15 to 25 units

c. Radio altitude is less than 200 feet

(B1) Ref: Reference: AMM Part SDS 32-61-00 p24

397. When the gear is not down and locked and the flap position is more than 25 units, choose the wrong answer

a. the system gives the landing warning horn during a go-around.

b. The system inhibits the warning for 12 seconds after the pilot puts the gear lever in the up position. c. The pilot can not stop the horn

(B1) Ref: Reference: AMM Part SDS 32-61-00 p24

398. If the PSEU senses a non-dispatchable fault, choose the wrong answer

a. The amber PSEU light on the P5 panel comes on 30 seconds after landing and both thrust levers are less than 53 degrees

b. The amber PSEU light on the P5 panel comes on 30 seconds after landing and both thrust levers are less than 53 degrees and either amber MASTER CAUTION annunciator light is pushed

c. The amber PSEU fault light goes off when the fault is corrected *(B1) Ref: Reference: AMM Part SDS 32-09-00 p42*

399. The pressure supply of nose wheel steering from hydraulic system A change to hydraulic system B when:

a. Alternate nose wheel steering switch to the Alternate position

b. Alternate nose wheel steering switch to the Normal position

c. Cannot change, only system A supply hydraulic pressure for nose wheel steering.

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

400. Amber PSEU light in dispatchable fault:

a. goes off when the fault is corrected

b. still on when amber MASTER CAUTION light is pushed again to reset the latch relay

c. goes on after 60 seconds after landing, both thrust levers are less than 53 degrees, and either amber MASTER CAUTION annunciator light is pushed.

(B1) Ref: Reference: AMM Part SDS 32-09-00 p42

401. When you move the rudder pedals full travel on the ground, the nose wheels turn a maximum:

a. 10 degrees

b. 7 degrees

c. 15 degrees

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

402. When you move the steering wheel full travel, the nose wheels turn a maximum:

a. 78 degrees

b. 70 degrees

c. 88 degrees

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

403. Nose wheel steering from hydraulic system A to hydraulic system B is manually controlled by:

a. landing gear transfer valve through alternate nose wheel steering switch

b. landing gear selector valve through alternate nose wheel steering switch

c. steering metering valve through alternate nose wheel steering switch

(B1) Ref: Reference: AMM Part SDS 32-51-00 p01

404. When you open the access door to the manual extension control mechanism, choose the wrong answer:

a. An access door position switch sends a signal to the bypass valve on the landing gear selector valve

b. The bypass valve moves to the close position

c. Landing gear hydraulic components are connected to the hydraulic system return line

(B1) Ref: Reference: AMM Part SDS 32-34-00 p04

405. Brake temperature for each main landing gear wheel is shown by a two-digit number, with a range between 0.0 (100F) and 9.9 (1200F). amber BRAKE TEMP light comes on when brake temperature is more than

a. 4.0 (540F)

b. 4.5 (595F)

c. 5.0 (645F)

(B1) Ref: Reference: AMM Part SDS 32-46-00 p13

406. After override the output of the air/ground systems in PSEU

a. PSEU amber light in the flight compartment comes on

- b. The air/ground override send a signal to operate the landing gear lever latch solenoid
- c. PSEU amber light in the flight compartment still off

(B1) Ref: Reference: AMM Part SDS 32-09-00 p70

407. LGTV REPORT function in PSEU BITE

a. lets you see which conditions caused the most recent movement of the landing gear transfer valve to the bypass position

b. lets you see which conditions caused the most recent takeoff warning

c. lets you see which conditions caused the most recent movement of the landing gear transfer valve to the alternate position

(B1) Ref: Reference: AMM Part SDS 32-09-00 p72

408. The antiskid touchdown protection releases brake pressure from wheels:

a. 2 and 4 while the airplane is in the air and remains active until 0.7 seconds after the corresponding wheel spins up to 70 knots

b. 1 and 3 while the airplane is in the air and remains active until 0.7 seconds after the corresponding wheel spins up to 70 knots

c. when the ground mode has been sense continuously for 10 seconds (B1) Ref: Reference: AMM Part SDS 32-42-00 p31

409. Antiskid locked wheel protection, choose the wrong answer

a. compares the wheel speeds of the two outboard or the two inboard pair of wheels

b. If the slower wheel speed decreases to less than 30 percent of the faster wheel speed, the locked wheel protection releases brake pressure from the slower wheel

c. Locked wheel protection does not operate at a speed less than 40 knots.

(B1) Ref: Reference: AMM Part SDS 32-42-00 p31

410. The touchdown/hydroplane protection, choose the wrong answer:

a. compares wheel speed data to ADIRU ground speed data

b. The hydroplane function supplies protection to wheels 2 and 4 only.

c. When the wheel speed decreases to 50 knots less than ground speed, the touchdown/hydroplane protection releases pressure to the brake

(B1) Ref: Reference: AMM Part SDS 32-42-00 p31

411. Which component used to decreases vibration between the inner and outer cylinders during high speed taxi and heavy brake use:

a. landing gear shock strut

b. torsion link

main gear shimmy damper c.

(B1) Ref: Reference: AMM Part SDS 32-10-00 p21

ATA 33:

412. How many types of LED light assemblies in passenger compartment?

a. Two types: RGBW and WWA.

b. Three types: RGBW, WWA and Incandescent

c. Three types: RGB, White and Amber.

(B1) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 10

413. Where is the switch that controls electric power to the passenger compartment lights ?

a. That is the CAB/UTIL switch, on the P5-13 overhead panel.

b. That is the CAB/UTIL switch, on the FWD ACP panel.

c. That is the CAB/UTIL switch, on P18-1 panel.

(B1) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 13

414. What type of window lights?

a. fluorescent
b. WWA
c. RGBW
(B1) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 48

415. The emergency lights operate when:

a. emergency light system is on.

b. There is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position.

c. Emergency light system is on or there is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position.

(B1) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 102

417. Choose the right answer about dome light:

a. The dome light on the P18 panel is a dual lamp assembly. One lamp is an emergency light for the flight compartment. It comes on with the emergency light system.

b. The dome light on FO side is a dual lamp assembly. One lamp is an emergency light for the flight compartment. It comes on with the emergency light system

c. Both dome lights are dual lamp assembly. One lamp is an emergency light for the flight compartment. It comes on with the emergency light system.

(B1) Ref: Reference: AMM Part SDS 33-14-00 p08

418. In which mode, you can adjust the intensity from the floodlight?

a. Normal or Standby mode

b. Normal mode

c. Normal and standby mode

(B1) Ref: Reference: AMM Part SDS 33-14-00 p12

419. Choose the wrong answer about map light:

a. The light comes on when you pull the switch up.

b. The light comes on when you push the control switch

c. You turn the bezel to adjust the area of the light

(B1) Ref: Reference: AMM Part SDS 33-17-00 p8

420. When you open the flight compartment door:

a. the forward entry light goes dim, the forward galley light still bright

b. the forward entry light and the forward galley light still bright

c. the forward entry light goes dim, the forward galley light goes dim

(B1) Ref: Reference: AMM Part SDS 33-26-00 p08; 33-29-00 p04

422. When the retractable landings light come on?

a. The switch is in the ON position, the light is within 5 degrees of full extension

b. The switch is in the ON position, the light is within 10 degrees of full extension

c. The switch is in the ON position, the light is within 6 degrees of full extension

(B1) Ref: Reference: AMM Part SDS 33-42-00 p08

423. Choose the right answer about position light

a. The left forward position light is red. The right forward light is white. The tail position lights are green

b. The left forward position light is green. The right forward light is red. The tail position lights are white.

c. The left forward position light is red. The right forward light is green. The tail position lights are white.

(B1) Ref: Reference: AMM Part SDS 33-43-00 p02

426. Choose the right statement of the lavatory mirror lights

a. Control by ON/OFF switch on fwd or aft attendant panel

b. Come on bright when the lavatory door closes and locks

c. Working with DIM and BRIGHT mode of ceiling lights

(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 98

427. How can you turn the position lights on?

a. Move the POSITION switch to the STEADY or STROBE & STEADY position

b. Move the POSITION switch to the ON position

c. Move the POSITION switch in the STEADY & ON position

(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 144

428. In the flight compartment, the dome light has an emergency light.

a. At P6 panel

b. At P18 panel

c. At P5 panel

(B1) Ref: Reference: ATA 33 Lights system - B737 Training book - Page 42

429. When you remove all power from the airplane, to prevents the emergency lights operation so the batteries do not discharge:

a. The P5 emergency exit light switch must be in the ARM position and the attendant switch in the NORM position

b. The P5 emergency exit light switch must be in the OFF position and the attendant switch in the OFF position

c. The P5 emergency exit light switch must be in the OFF position and the attendant switch in the NORM position.

(B1) Ref: Reference: AMM Part SDS 33-51-00 p20

ATA 34:

430. Where is the WXR radar processor?

a. The forward equipment compartment

b. The Electronic Equipment Compartment.

c. The forward bulkhead behind the nose radome.

(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 14

431. Where is the WXR receiver- transmitter ?

a. in the forward equipment compartment

b. in a cavity on the left side of the WXR antenna drive

c. in the Electronic Equipment Compartment. (B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 14

432. What voltage does WXR Radar Processor send to the power supply in the WXR receivertransmitter ?

a. 115V AC b. 28V DC c. 200V DC (*B1*) *Ref. ATA 34 - B737-MAX-DIFF Training book - Page 40*

433. Between what range are the PWS alerts (caution and warning) fully activated ?

a. from 50 feet to 400 feet RA.
b. from 1200 feet to 1800 feet RA.
c. from 400 feet to 1200 feet RA.
(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 59

434. What are the function of the IMMR?

a. ILS,GPS,GNSS,VOR/MB
b. ILS,EGPWS,GPS,VOR/MB
c. GPS,GNSS,VOR/ADF,ILS
(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

435. How many type of multi-mode receivers (MMRs) available on the 737 MAX ?

a. two types: the Collins manufactured MMR or the Honeywell manufactured 3G IMMR

b. Three types: the Collins manufactured MMR, the Collins manufactured IMMR or the Honeywell manufactured 3G IMMR

c. Just one types: the Honeywell manufactured 3G IMMR (B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

436. Where is the integrated multi-mode receivers ?

a. in the forward equipment compartmentb. in the EE compartmentc. in the vertical stabilizer

(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 81

437. On which IMMRs is the marker beacon function available ?

a. only IMMR 1.
b. both IMMR.
c. on IMMR 2.
(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 100

438. Where is the head-up display computer ?

a. over the pilot's head
b. on the E4-1 electronic equipment shelf
c. inside electronic panel
(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 116

439. What is the power source for HUD to operate ?

a. 115v AC from XFR BUS 1 and XFR BUS 2
b. +/-15v DC from the overhead unit.
c. 28v DC from bus 1 and bus 2.

(B1) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 120

440. To carry out the weather radar system test, on the EFIS control panel:

a. Set the range selector to 40 nm and set the mode selector to the correct ND mode

b. Set the range selector to 40 nm and set the mode selector to any ND mode

c. Set the range selector to 60 nm and set the mode selector to the correct ND mode

(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 259

441. The marker beacon function operates in

a. the VOR/MB receiver 1 and receiver 2 positions
b. the VOR/MB receiver 2 position only.
c. the VOR/MB receiver 1 position only.
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 415

442. For DME stations with VHF omnidirectional ranging (VOR) or instrument landing system (ILS), DME tuning frequencies are

a. 108.00 to 117.95 MHz b. 133.30 to 135.95 MHz c. 108.0 to 112.0 Mhz (*B1*) *Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 447*

443. The automatic direction finder (ADF) receiver calculates bearing to a station that transmits in the frequency range of

a. 190 Mhz to 1750 Mhz
b. 19 Khz to 190 Khz
c. 190 Khz to 1750 Khz
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 477

444. The GPS fail light on the IRS mode select unit comes on

a. only when 2 units have a failure.

b. if 1 units has a failure.

c. if 1 units has a failure and you push the master caution annunciator or 2 units have a failure. (B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 503

445. The GLS receives GPS signals through the GPS antennas. Thes data are

a. Position and velocity
b. Velocity and time
c. Position, velocity, and time
(B1) Ref: Reference: ATA 34 Navigation (1) - B737 Training book - Page 537

446. The flight crew sets the identity code that shows on the ATC/TCAS control panel. The code has

a. 4 digits b. 5 digits c. 6 digits (B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 16

447. The transponder responds with pulse-coded signals at a frequency of

- a. 172.80 MHz.
- b. 1090 MHz.

c. 1090 KHz.

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 20

448. The traffic collision avoidance system (TCAS) transmits interrogation signal(s)

a. Whisper-shout.

b. Mode S.

c. Whisper-shout and Mode S.

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 58

449. The ground proximity warning system (GPWS) alerts the flight crew of an unsafe condition. The GPWS has

a. 5 modes

b. 7 modes

c. 9 modes

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 86

450. The GPWS operates when the airplane is

a. less than 2450 feet above the ground.
b. less than 3000 feet above the ground.
c. more than 2450 feet above the ground.
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 89

451. With GPWS, the PULL UP warning annunciation shows for these modes

a. mode 1, 2, 3 and 4 conditions
b. mode 1, 2, 3, 4 and 5 conditions
c. mode 1, 2, 4 and 6 conditions
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 166

452. With GPWS, the WINDSHEAR warning annunciation shows for

a. mode 1, 2, 3 and 7 conditions
b. mode 7 condition
c. mode 1, 2, 4 and 6 conditions
(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 166

453. The desiccator prevents water condensation in the OHU lens assembly. When it has absorbed moisture, the color of desiccator is

- a. Blue
- b. Yellow

c. Pink

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 285

454. The flight management computer system (FMCS) does these function:

a. Navigation and performance

b. Performance and guidance

c. Navigation, performance and guidance

(B1) Ref: Reference: ATA 34 Navigation (2) - B737 Training book - Page 352

ATA 35:

456. Access to the flight crew oxygen cylinder

a. from the forward cargo compartment

b. from EE compartment
c. from the flight deck
(B1) Ref: Reference: AMM Part SDS 35-10-00 p08

457. The regulator has a fail safe relief valve. This relief valve opens when downstream line pressure is more than

a. 50 psi b. 100 psig c. 80 psi (B1) Ref: Reference: AMM Part SDS 35-10-00 p10

458. Choose the WRONG answer about flight crew oxygen system

a. Still can read the oxygen cylinder pressure when BAT sw OFF

b. The battery switch must be ON to supply power to the indicator

c. The green discharge indication disk covers the line outlet. The released oxygen blows the disk out of its seat when system overpressure

(B1) Ref: Reference: AMM Part SDS 35-10-00 p12

459. Choose the right answer:

a. A white OXY ON flag on the box door shows when the stowage box shutoff valve is open when the box is closed

b. A flow indication blinker on the stowage box shows oxygen flow to the mask. A yellow cross indicates oxygen flow

c. A and B

(B1) Ref: Reference: AMM Part SDS 35-10-00 p18

460. In the demand mode, select the wrong answer

a. A mask regulator supplies oxygen to the crew member only when the crew member exhales.

b. A mask regulator supplies oxygen to the crew member only when the crew member inhales

c. To select continuous flow mode, turn the EMERGENCY knob to EMERGENCY

(B1) Ref: Reference: AMM Part SDS 35-10-00 p22

461. Flight crew oxygen mask in the diluter mode, ambient cabin air mixes with oxygen. Select the wrong answer:

a. To select pure oxygen, push the red N/100% dilution control to the 100% position

b. To select pure oxygen, push the yellow N/100% dilution control to the 100% position

c. The mix of air and oxygen is proportional to the cabin pressure altitude.

(B1) Ref: Reference: AMM Part SDS 35-10-00 p22

464. The PSU oxygen door panels can be opened manually:

a. Cannot be opened manually

b. Insert a flat tool (6.0 in. pocket scale) in the door edge gap. Then push up against the latch release to open the door.

c. Insert a 0.125 in (3.0 mm) pin punch into the door panel release hole. Then push up against the latch release to open the door.

(B1) Ref: Reference: AMM Part SDS 35-20-00 p06

465. The attendant service oxygen panel doors and lavatory service oxygen panel doors can be opened manuall by:

a. insert a flat tool (6.0 in. pocket scale) in the door edge gap. Then push up against the latch release to open the door.

b. Insert a 0.125 in (3.0 mm) pin punch into the door panel release hole. Then push up against the latch release to open the door.

c. Cannot be opened manually

(B1) Ref: Reference: AMM Part SDS 35-20-00 p06

466. A heat sensitive indicator is a piece of tape shows the passenger oxygen generator condition:

a. Usually red, during operation change to black

b. Usually orange, during operation change to red

c. Usually orange, during operation change to black

(B1) Ref: Reference: AMM Part SDS 35-20-00 p09

467. A solid state electronic device uses a piezoelectric crystal to change the force of the gas pressure to an electrical signal

- a. Pressure switch
- b. Pressure regulator
- c. Pressure transducer

(B1) Ref: Reference: AMM Part SDS 35-20-00 p09

468. The diaphragm in the pressure reducing regulator controls a metering valve that decreases the oxygen pressure from bottle pressure to

- a. 50 60 psi
- b. 100 psi
- c. 60 85 psig

(B1) Ref: Reference: AMM Part SDS 35-10-00 p10

ATA 36:

469. The ASCs use these sensor inputs for bleed air management:

a. PI, P1, P2, WAI
b. PI, P1, P2, TM
c. RVDT, P1, P2, TM
(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 14

470. Which internal components are contained in one IASC ?

a. Air supply controller and Pack flow and temperature controller

b. Primary circuit card assembly (CCA) and a backup CCA.

c. Power supply CCA and Pack zone CCA

(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 16

471. Which stage of the engine high stage compressors does bleed air come from ?

a. the 9th and 6th stages

b. the 10th and 4th stages

c. the 9th and 5th stages

(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

472. Where is the HPSOV ?

a. part of the interstage duct on the right side of the engine high pressure compressor case.
b. on the engine fan case at the 7:00 position
c. on the engine core area at the 4:00 position.
(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

473. If the PRSOV fails in the open position, what will the IASC do?

a. The IASC will close the HPSOV and command the BLEED light to come on.

b. The IASC will close the IP check valve, modulate system pressure by HPSOV and command the BLEED light to come on.

c. command the BLEED light to come on only. (B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 32

474. Which component provides input to the IASC to adjust the FAMV to control precooler outlet temperature ?

a. The manifold temperature sensor
b. The precooler control valve sensor
c. The 450F (232C) thermostat
(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 45

475. When there is a DUAL BLEED condition,

a. the PRSOV disable relay energizes and closes the PRSOV.
b. the PRSOV disable relay energizes and opens the PRSOV to full position.
c. the APU disable relay energizes and closes the APU Bleed valve.
(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 57

476. What categories of pneumatic system faults ?

a. two categories: Hard faults and Schedule Maintenance Faults.

b. three categories: No dispatch, Category 1 and Category 2.

c. two categories: Hard faults and Status level faults.

(B1) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 71

477. The bleed air regulator (BAR) has electrical control by signals from these devices. Choose the wrong answer:

- a. Engine BLEED switch
- b. Engine fire switch
- c. PRSOV

(B1) Ref: Reference: AMM Part SDS 36-11-00 -27

479. ACAU gets inputs from these controls and sensors to control the bleed air regulator (BAR) that operates the PRSOV. Choose the wrong answer:

- a. The engine fire switch, Engine bleed switch
- b. Engine bleed switch, Engine start valve
- c. The 450F (232C) overheat switch

(B1) Ref: Reference: AMM Part SDS 36-11-00 -13

480. The APU bleed air system supplies bleed air to the pneumatic manifold

- a. When airplane on ground
- b. When airplane in air

c. When airplane on ground or in air up to 17000 feet

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 62

481. When does the high stage valve close?

a. Downstream pressure is more than 9th stage pressure

b. 9th stage pressure is more than 110 psi

c. Downstream pressure is more than 9th stage pressure or 9th stage pressure is more than 110 psi (B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 26

482. The precooler get the cooling air from

a. Ram air
b. Fan air
c. 3th stage bleed air
(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 40

483. A precooler system cools engine bleed air. Choose the wrong answer

a. It uses engine fan air to cool the engine bleed air

b. The 450F (232C) thermostat bleeds control pressure from the PRSOV if engine bleed air downstream of the precooler is 450F (232C) or higher.

c. It uses ram air heat exchanger to cool the engine bleed air

(B1) Ref: Reference: AMM Part SDS 36-11-00 p28

487. The pressure indicator on the air conditioning/ bleed air controls panel

a. Indicates the pressure in APU bleed duct

b. Indicates the pressure in engine bleed duct

c. Indicates the pressure in left and right pneumatic duct

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 14, 72

488. The operation of the high stage bleed system is

a. Automatic and self-regulating

b. Controlled by a switch on the overhead panel

c. Controlled by a switch on the P7 panel

(B1) Ref: Reference: ATA 36 Pneumatic system - B737 Training book - Page 26

ATA 38:

489. When you drain the potable water system, you must drain water from

a. Water service panel

b. Forward lavatory

c. Water service panel and forward lavatory

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 11

490. To drain the potable water system, you open these valves:

- a. Water tank drain valve, lavatory water supply shutoff valves
- b. Forward lavatory drain valve and lavatory water supply shutoff valves.
- c. Water tank drain valve, forward lavatory drain valve and lavatory water supply shutoff valves

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 11

491. The fill/overflow valve lets you fill the water tank. The fill/overflow valve is

- a. a four-port rotary valve.
- b. a three-port rotary valve.
- c. a two-port rotary valve.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 20

492. The water tank fill/overflow valve is operated by

- a. Electrical motor
- b. Manual control cable
- c. pneumatic line.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 20

493. What is the water tank capacity?

a. 62.1 gallons b. 52.1 gallons c. 42.1 gallons (B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 22

494. The water level sensor is a LRU component, so we can replace the sensor with standard tool.

- a. True
- b. False
- c. Not given.
- (B1) Ref: Reference: ATA 38 Water and Waste B737 Training book Page 22

495. The water tank drain valve lets water drain overboard. The water tank drain valve is

a. a two-port, single-ball, dual-seal valve
b. a four-port, dual-ball, dual-seal valve
c. a two-port, dual-ball, dual-seal valve
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 24

496. The forward lavatory drain valve operates manually. The valve has

a. a valve body and a red switch.
b. a valve body and a red handle.
c. a valve body and a blue handle.
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 26

497. The lavatory water supply shutoff valve is

a. a four-way valve
b. a four-port rotary valve.
c. a three-way valve
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 28

498. A hydraulic timer in the faucet assembly adjusts the water flow

a. from 1 to 4 seconds.
b. from 5 to 9 seconds.
c. from 10 to 15 seconds.
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 30

499. The overheat switch opens the power circuit if the water temperature is

a. more than 76 C b. more than 86 C c. more than 106 C (*B1*) *Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 34*

500. The pressure relief valve opens if pressure in the water heater is

a. more than 100 psig.
b. more than 120 psig.
c. more than 140 psig.
(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 34

501. The water tank pressurization system pressurizes the potable water tank. Pressure comes from

a. The pneumatic system or an air compressor.

b. The pneumatic system only

c. An air compressor only

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 48

502. In the water tank pressurization system, the pressure regulator keeps the air pressure to a limit of 35 psig.

a. from the air compressor

b. from the pneumatic system

c. from the pneumatic system and the air compressor.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 53

503. The air compressor pressurizes the water tank

a. The air compressor operates as long as the pneumatic system is not on.

b. The air compressor operates when the pressure limit switch senses that tank pressure is less than 30 psig

c. The air compressor start when the pressure limit switch senses that tank pressure is less than 30 psig and stop when tank pressure is 40 psig

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 53

504. The waste quantity indicator is displayed on

a. the aft attendant control panel (ACP)

b. the forward attendant control panel (ACP)

c. the aft and forward attendant control panel (ACP)

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 144

505. In normal circumstances, the logic control module (LCM) stops the operation of the toilets if

a. one point level sensor sends a tank full signal to the LCMb. both point level sensor sends a tank full signal to the LCM

b. both point level sensor sends a tank full signal to the LCIVI

c. one point level sensor and continuous level sensor send tank full signals to the LCM

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 140

506. You use rinse water and the drain line blockage removal valve to loosen a blockage in the waste drain line.

a. True

- b. False
- c. Not given.

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 126

507. The flush control unit (FCU) opens the rinse valve to supply potable water to flush the toilet bowl for

a. 0.7 seconds

b. 7 seconds

c. 17 second

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 89

508. How long does the FCU open flush valve to let the toilet waste drain out of the toilet.

a. 0.4 seconds

b. 4 seconds

c. 14 seconds

(B1) Ref: Reference: ATA 38 Water and Waste - B737 Training book - Page 89

ATA 46:

509. What is the primary LRU of the Onboard Network System ?

- a. NFS
- b. DPC
- c. ONS
- (B1) Ref. ATA 46 B737-MAX-DIFF Training book Page 06

510. Where is the NFS ?

a. FWD cargo compartment
b. E&E compartment
c. FWD equipment compartment
(B1) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 16

511. What sends the ICAO aircraft ID to the NFS ?

a. The left ATC transponder
b. The FMCs
c. The DPCs
(B1) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 20

512. What type of interface an EEC have with the NFS ?

a. ARINC 818
b. Ethernet (ARINC 615A)
c. ARINC 429
(B1) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 20

513. What makes FDE/Fault Data Correlation?

a. ABC b. OMF c. CMC (B1) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 31

514. What calculates flight legs?

a. OMF b. FMS c. MDS (*B1*) *Ref. ATA 46 - B737-MAX-DIFF Training book - Page 33*

515. The airplane is on the ground, the OMF transitions or increments the flight leg

a. only when starter air valve transitions from closed to open.

b. only when one or more engines are running and the last door transitions from open to closed.

c. when starter air valve transitions from closed to open or when one or more engines are running and the last door transitions from open to closed.

(B1) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 33

ATA 47:

516. What is the purpose of the nitrogen genetation system?

a. To decreases the oxygen (O2) contents of the air in the center fuel tank

b. To decreases the nitrogen (N2) contents of the air in the center fuel tank

c. To decreases the oxygen (O2) contents of the air in the main tanks.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 5
517. The flow of the air through nitrogen genetation system is this sequence?

a. Pneumatic mainfold - NGS Shutoff valve - filter - heat exchanger - the ozone converter - overtemperature shutoff valve - air separation module - High flow valve - center tank.

b. Pneumatic mainfold - NGS Shutoff valve - the ozone converter - heat exchanger - filter - overtemperature shutoff valve - air separation module - High flow valve - center fuel tank.

c. Pneumatic mainfold - NGS Shutoff valve - the ozone converter - heat exchanger - filter - overtemperature shutoff valve - air separation module - High flow valve - main fuel tank.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 13

518. The nitrogen generation system controller (NGSC) closes the NGS shutoff valve (SOV) and the overtemperature shutoff valve (OTSOV) when the bleed air pressure is

a. More than 67 psi

b. More than 71 psi

c. More than 52 psi

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 16

519. The nitrogen generation system controller (NGSC) sends signals to modulate the RAV to keep the air separation module inlet temperature at

a. 71F

- b. 160F
- c. 280F

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 28

520. If the nitrogen generation system controller (NGSC) or the nitrogen generation system (NGS) shutoff valve (SOV) has a failure, how to stop the NGS?

a. The NGS can not be stopped.

b. Pushing the NGS Stop Switch on the flight comaprtment overhead panel.

c. The thermal switch gives back-up temperature protection. At a temperature of 280F (138C), the switch opens, the overtemperature shutoff valve closes (OTSOV).

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 34

521. What is the nominal operation pressure of the NGS?

a. 67 psi

b. 52 psi

c. 71 psi

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 18

522. On the NGS operability indicator, the blue light comes on

a. The system is temporarily serviceable, but in a decreased capacity. No maintenance is necessary.

b. The system is unserviceable. You must manually close and lock the nitrogen generation system shutoff valve

c. There is not blue light on the NGS operability indicator.

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 66

523. How to access to the NGS BITE display unit (BDU)?

a. On the aft bulkhead of the right main wheel well

b. At the ceiling of the air conditioning distribution compartment

c. Through the access door to the pneumatic ground connector

(B1) Ref: Reference: ATA 47 Nitrogen Generation System - B737 Training book - Page 68

ATA 49:

524. How many positions does the retractable air inlet door have ?

a. 03 position: fully open, partially open, and fully close.

b. 02 position: open and close.

c. 04 position: fully open (90°), open 60°, open 30° and close.

(B1) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 16

525. When you select the APU MAINT POWER to the TEST position on the maintenance control page,

a. the APU ECU only energizes when you select the APU switch to START or ON.

b. the APU ECU starts a self-test.

c. the APU ECU energizes for maintenance.

(B1) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 22

526. Where do you see the maintenance data page for the APU (for example EGT, APU HOURS...) ?

a. from the MAINT CTRL PGS selection of the MAX display system.

b. from the MAINT DATA PGS selection of the MAX display system.

c. from the ONBD MAINT selection of the MAX display system.

(B1) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 24

527. These lights on the AC systems, generator, and APU module (P5) show fault conditions

a. FAULT, OVERSPEED, LOW OIL PRESSURE, DOOR.

b. FAULT, OVERSPEED, LOW OIL PRESSURE, MAINT.

c. FAULT, OVERSPEED, HI OIL TEMP, MAINT.

(B1) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 26

528. What function do you reset the electronic control unit (ECU) logic after one of these protective shutdowns occurs ?

a. The APU ice break logic

b. The APU limited restart function

c. ECU self-test after resetting the circuit breaker. (B1) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 31

529. What is the maximum airplane altitute that the APU can be start?

a. 41000 feet b. Any altitude. c. 32000 feet (*B1*) *Ref: Reference: ATA 49 APU - B737 Training book - Page 6*

530. Which component is not in the APU bleed air system?

a. Load compressor
b. APU engine compressor
c. Inlet guide vanes
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 85

531. How long does the APU make a cool down cycle?

a. 60 seconds

- b. 120 seconds
- c. There is no cool time.
- (B1) Ref: Reference: ATA 49 APU B737 Training book Page 15

532. The blue MAINT light on the P5 panel comes on and the LOW message shows on the APU oil quantity page of the CDU

a. When approximately 4.3 quarts (4.1 liters) of oil remains in the APU sump.

b. When approximately 3.8 quarts (3.6 liters) of oil remains in the APU sump.

c. When the APU sump holds 5.7 quarts (5.4 liters) of oil

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 99

533. The MAINT light shows that the APU oil level is at low oil quantity (LOQ). How do you know the APU operation time since low oil quantity?

a. In the APU operation log book.

b. APU BITE test and the CDU shows the APU operation hours since the start of the LOW message.

c. APU BITE test and the CDU shows the APU operation hours since the start of the ADD message. (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

534. You can check the APU oil quantity by using CDU - The OIL QUANTITY page of APU BITE TEST

a. Any time the ECU has power.

b. The ECU has power and airplane is on ground

c. The ECU has power, airplane is on ground and APU is not in operation or in the fisrt hour of operation after start.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

535. The ECU shuts down the APU when APU speed is more than 95 percent and the oil pressure is less than 30-40 psi for more than 20 second, which lights in flight compartment come on?

a. LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7)

b. FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)

c. LOW OIL PRESSURE (P5), FAULT (P5), APU annunciator (P7)

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

536. The ECU shuts down the APU when the APU speed is more than 95 percent and oil temperature is 290F/143C or more, which lights in flight compartment come on?

a. LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7)
b. FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)
c. MAINT (P5), FAULT (P5), APU annunciator (P7)
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

537. When does the DUAL BLEED light come on?

a. APU bleed air valve is open, engine 1 or 2 bleed switch is ON and the isolation valve is close b. APU bleed air valve is open, both engine bleed switches are OFF and the isolation valve is open. c. APU bleed air valve is open, engine 1 or 2 bleed switch is ON and the isolation valve is open. (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 98

538. How is the APU oil cooled?

a. Air from the APU inlet door

b. The APU exhaust causes a suction of air from outside through the eductor inlet duct.
c. Air from APU bleed system
(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 93

539. How many APU bleed modes?

a. Two modes: On ground and in the air.

b. Four modes:duct pressurization, main engine start, air conditioning system (ACS) and NSG Modes.

c. Four modes:No bleed, duct pressurization, main engine start and air conditioning system (ACS). (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 77

540. How to deactivate/ activate the blue MAINT light in case of low oil quantity condition?

a. Open/close the MAINT light circuit breaker.

b. Enter LOQOFF/ LOQON on the IDENT/CONFIG page 2 of the CDU - APU BITE

c. Enter OFF/ ON on the IDENT/CONFIG page 1 of the CDU - APU BITE

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 139

541. The purpose of the 60 second APU cool down is

a. To prevent coke in the turbine bearing and fuel nozzles

b. To let the air completely go out of the bleed system.

c. To let the APU engine compartment cool

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 15

542. For APU operation, if there is no AC power for fuel boost pump,

a. The APU DC boost pump supplies fuel from the left main tank or the APU suction fuel feeds from the left main tank.

b. The APU DC boost pump supplies fuel from the right main tank c. the APU suction fuel feeds from the right main tank (B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 43

543. What is the function of APU start power unit (SPU)?

a. Changes the 270v dc power to three-phase ac start power

b. Changes 115v ac or 28v dc electrical power to 270v dc power

c. Changes 28v dc electrical power to 270v ac power

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55,62

544. What is the function of APU start conerter unit (SCU)?

a. Changes the 270v dc power to three-phase ac start power

b. Changes 115v ac or 28v dc electrical power to 270v dc power

c. Changes 115v ac electrical power to 270v ac power

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55,62

545. For maintenance practices on APU system, what is NOT recommened?

a. Read DMM data with special test equipment or with CDU.

b. Remove the data memory module and ECU at the same time.

c. Replace the data memory module with a blank module (a module with no data in memory).

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 147

546. Where does the APU bleed air come from?

a. APU engine compressor

b. APU load compressor

c. APU engine turbine

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 85

547. Which component are not line replaceable in APU bleed system?

a. Load compressor and surge control valve

b. Load compressor and bleed air valve

c. Load compressor and inlet guide vanes

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 65

548. What is the maximum duty cycle for APU start?

- a. Three starts, one after the other, followed by a 15-minute cool down period.
- b. Two starts, one after the other, followed by a 10-minute cool down period. c. There is no limit.

(B1) Ref: Reference: ATA 49 APU - B737 Training book - Page 55

ATA 52:

549. You can operate entry, galley service, and cargo doors in winds up to

a. 40 knots

b. 55 knots

c. 65 knots

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 4

550. You can let the entry, galley service, and cargo doors stay latched open in winds up to

a. 40 knots

b. 55 knots

c. 65 knots

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 4

551. The dead bolt lever of flight compartment door has

- a. 3 position: unlocked, locked with key operable, locked with key inoperable
- b. 2 position: unlocked, locked with key operable
- c. 2 position: unlocked, locked

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 144

552. The flight compartment door lock switch is a 3-position rotary switch

a. UNLKD, AUTO, and DENY

b. UNLKD, AUTO and LOCKED

c. ACCEPT, AUTO and DENY

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 145

553. Can you open the flight compartment door from the passenger compartment side if the door is not locked by dead bolt ?

a. No, the door is only opened from flight compartment.

b. Yes, by using a backup key.

c. Yes, by enterring the emergency access code on the keypad from the passenger compartment side. (B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 151

554. Where can you control the forward airstair?

a. From inside the airplane only.

b. From outside the airplane only.

c. From inside and outside the airplane only.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

555. How do you operate the forward airstar?

a. Fully by manual operation

b. Fully by electrical operation

c. By Electrically operate with manually operation of the handrail extension after the airstair fully extension and before airstair retraction.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

556. The forward airstar door

a. Opens inwards the airplane by electric motors.

b. Opens outwards the airplane by manually.

c. Opens inwards or outwards the airplane depending on the operator.

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 7

557. How many modes of the forward airstair operation?

a. Two modes: Normal and manual

b. Two mode: Normal and standby

c. Three modes: Normal, standby and manual

(B1) Ref: Reference: ATA 52 Doors (Book 2) - B737 Training book - Page 54

558. What mechanism locks the passenger door in the fully open position?

a. Door latches
b. A guide pin
c. A lock mechanism in the upper hinge
(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 8

559. Which components must be removed before you can remove the lining and insulation panel of passenger door?

a. the door assist handles

b. The emergency escape slide, the door assist handles, the control handle

c. The emergency escape slide, the door assist handles

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 11

560. What is the function of passenger door handle mechanism?

a. Moves a closed and latched door to the cocked open position

b. Moves a door in the cocked open position to the closed and latched position

c. Moves a closed and latched door to the cocked open position and Moves a door in the cocked open position to the closed and latched position

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 14

561. Where is the section 48 Access and Blowout Door?

a. On the left side of the lower fuselage, aft of the aft pressure bulkhead

b. On the right side of the lower fuselage, aft of the aft pressure bulkhead

c. On the left side of the lower fuselage, forward of the aft pressure bulkhead

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 114

562. Make sure that the gap between the electric strike assembly and flight compartment door is within:

a. 5.08 $\pm 0.76 \text{ mm}$

b. $6.08\pm\!\!0.76\ mm$

c. 7.08 ± 0.76 mm

(B1) Ref: Reference AMM TASK 52-51-03-400-801, Item 3. Electric Strike Installation, Item F.Electric Strike Installation, Item (4), Rev Sep2023, Maintenance Manual Part I, Xiamen Air

563. Before Door Warning System Test, what things must be checked?

a. Make sure the two MASTER CAUTION lights in the master caution annunciators on the Glareshield Panel, P7, come on

b. Make sure that the girt bar is not engaged in the bracket of the floor-mounted escape slide c. Make sure the applicable door warning light on the Forward Overhead Panel, P5, comes on (B1) Ref: Reference AMM TASK 52-71-00-730-801 Door Warning System Test, B. Door Warning System Test, Warning iterm, Rev Sep2023, Maintenance Manual Part I, Xiamen Air

564. The cargo doors have an interface with the door warning system. Each door has:

a. a pin-type microswitch on one of its latch fittings

b. two pin-type microswitches on one of its latch fittings

c. three pin-type microswitches on one of its latch fittings

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 102

565. You can open and close the cargo doors from

a. only inside
b. only outside
c. inside and outside
(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 110

566. The IDG oil reservoir access door is:

a. On the left forward engine fan cowl

b. On the right forward engine fan cowl

c. On the left aftward engine fan cowl

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 114

567. The refueling station access door hinges on its forward edge. It is held closed by

a. four push-button latches on its aft edge

b. three push-button latches on its aft edge

c. two push-button latches on its aft edge

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 131

568. The refueling station access door is on:

a. the trailing edge of the right wing, outboard of the engine

b. the leading edge of the left wing, outboard of the engine

c. the leading edge of the right wing, outboard of the engine

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 131

569. The high pressure connector access door has hinges on its forward edge and has:

a. two pushbutton latches

b. three pushbutton latches

c. four pushbutton latches

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 135

570. The hydraulic brake accumulator access door is part of the wing to body fairing. It is

a. Aft of the left main landing gear wheel well

b. Aft of the left nose landing gear wheel well

c. Aft of the right main landing gear wheel well

(B1) Ref: Reference: ATA 52 Doors (Book 1) - B737 Training book - Page 137

ATA 51-57:

571. The length of the B737-700 airplane:

a. 33.6 M b. 31.2 M c. 39.5 M (B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 10

572. Use these dimensions to find components on the fuselage:

a. Body station line, Body buttock line, Water line

b. Body station line, Water line

c. Body station line, Water line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

573. The body buttock line (BL) is

a. is a horizontal dimension. It starts at station line zero

b. is a height dimension. Measure the water line from a horizontal reference plane below the airplane

c. a lateral dimension. Measure the buttock line to the left (LBL) or right (RBL) of the airplane center line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

574. The nose of the airplane is

a. station 140
b. station 130
c. station 150
(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 12

575. Measure the vertical stabilizer station

a. perpendicular to the rudder hinge centerline. Rudder station 0 starts at the body crown line.

b. perpendicular to the vertical stabilizer leading edge. Vertical stabilizer leading edge station 0 starts at the body crown line

c. Perpendicular to the vertical stabilizer rear spar. Vertical stabilizer station 0 starts at the body crown line

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

576. Measure the vertical stabilizer waterline

a. Perpendicular to the vertical stabilizer rear spar

b. perpendicular to the rudder hinge centerline

c. parallel to the body waterline

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 16

577. Measure stabilizer stations

a. perpendicular to the horizontal stabilizer rear spar

b. Perpendicular to the horizontal stabilizer leading edge

c. perpendicular to the elevator hinge centerline

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 18

578. When titanium is heated, different oxides having different colors form on the surface, a blue oxide coating will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

579. When titanium is heated, different oxides having different colors form on the surface, a purple oxide will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

580. When titanium is heated, different oxides having different colors form on the surface, a gray or black oxide will form at:

a. 700°F (371°C) to 800°F (427°C)

b. 800°F (427°C) to 950°F (510°C)

c. 1000°F (538°C) or higher

(B1) Ref: B737 CORROSION IDENTIFICATION - TYPES AND CAUSES - MAINTENANCE PRACTICES, Reference AMM 51-00-50/201, item C. TITANIUM, Item (b) When titanium is heated, different oxides having different colors form on the surface TITANIUM, Rev Sep2023, Xiamen Air

581. What is not primary structure:

a. Doors
b. Radome
c. Landing Gear
(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 22

582. Most of the material in the radome is

- a. steel
- b. fiberglass
- c. Aluminium

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

583. The lightning diverter strips

a. increase lightning energy and transmit it to the airframe

b. decrease lightning energy and transmit it to the wing

c. decrease lightning energy and transmit it to the airframe

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 32

584. The winglets are made of

a. graphite spars, aluminum ribs and aluminum skins

b. graphite spars, aluminum ribs and graphite skins

c. aluminum spars, aluminum ribs and aluminum skins

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 46

585. Most of material in the horizontal stabilizer is

a. aluminum
b. graphite
c. fiberglass
(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 50

586. Extra Critical aerodynamic surfaces are

a. those near static discharge, pitot probes and angle of attack sensors

b. those surfaces that must have a high level of aerodynamic smoothness

c. those near static pressure ports, pitot probes and angle of attack sensors

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 58

587. Dent is

a. a damaged area that is pushed in from its normal contour with no change in the crosssectional area of the material

b. a damaged area where the result is a crosssectional change caused by a sharp object

c. is damage that goes fully through a part thickness and has no regular shape

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 63

588. The process for evaluating waviness is

a. Measure the depth of the wave, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance

b. Measure the length of the wave in the direction of the airflow, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance

c. Measure the length of the wave in the direction of the airflow, measure the depth of the wave, plot measurements on the chart to see if wave is excessive or in the area of best aerodynamic performance (B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 68

589. General types of repairs that can be used to restore the load-carrying capability on the fuselage

a. External rough repair, external clean repair, internal flush repair

b. External rough repair, internal flush repair

c. External clean repair, internal flush repair

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

590. External rough repair

a. affect the aerodynamic smoothness of the surface, it will increase the drag and the fuel burn

b. has no aerodynamic penalty

c. Aerodynamic sealer

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

591. Internal flush repair

a. affect the aerodynamic smoothness of the surface

b. Is sealed by the cabin differential pressure

c. no fuel burn penalty

(B1) Ref: Reference: ATA 51 STRUCTURES (Book 1) - B737 Training book - Page 72

592. These are the types of windows on the airplane:

a. Flight compartment windows (fixed and sliding), passenger compartment windows, door-mounted windows, overwing emergency exit door windows, mid cabin emergency exit door windows

b. Flight compartment windows (fixed and sliding), passenger compartment windows, door-mounted windows, overwing emergency exit door windows

c. Flight compartment windows (fixed and sliding), passenger compartment windows, overwing emergency exit door windows, mid cabin emergency exit door windows

(B1) Ref: Reference: ATA 56 STRUCTURES (Book 1) - B737 Training book - Page 3

593. Flight compartment windows can be opened?

a. windows 1 and 3
b. windows 2
c. windows 2 and 3
(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

594. Which windows get heat from the window anti-ice system?

a. Flight compartment windows 1, 2 and 3

b. Flight compartment windows 1 and 3

c. Flight compartment windows 1 and 2

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 5

595. Which windows have a small hole in the upper forward corner of the inner pane?

a. Flight compartment window 3

b. Flight compartment window 1

c. Flight compartment window 2

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 9

596. The passenger compartment windows have these components:

a. Outer pane, inner pane

b. Outer pane, Middle pane

c. Outer pane, middle pane, inner pane

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

597. The middle pane gives the structural fail-safe function. It can hold

a. 1.5 times the normal pressure load

b. 2.5 times the normal pressure load

c. 3.5 times the normal pressure load

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

598. The passenger compartment, which pane is not structural?

a. Outer pane

b. Inner pane

c. Middle pane

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 15

599. Passenger Cabin Window Inspection, no need to replace the middle pane if

a. cracks that start from the vent hole and are 0.062 in. (1.575 mm) or less in length b. it is crazed

c. the thickness is less than 0.157 in

(B1) Ref: B737 Passenger Cabin Window Inspection, Reference AMM TASK 56-21-00-200-801, E. Passenger Cabin Window Inspection, (2) Examine the middle pane for damage, Note item, Maintenance Manual Part 2, Rev Sep2023, Xiamen Air

600. The door-mounted windows have inner pane made from

a. stretched acrylic

b. polycarbonate

c. fiberglass.

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

601. The outer pane of the door-mounted windows is made from

a. stretched acrylic
b. polycarbonate
c. fiberglass.
(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

602. The outer and middle panes are resistant to 1.5 times of the usual pressure loads at a temperature of

a. 70F

b. 80F

c. 90F

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 21

603. The mid cabin emergency exit door window has these components:

a. Outer mounting ring, inner mounting ring

b. Prismatic viewer, inner mounting ring

c. Outer mounting ring, prismatic viewer, inner mounting ring

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 19

604. The prismatic viewer is held to the door structure by

a. by the mounting rings and 3 attachment points

b. by the mounting rings and 2 attachment points

c. by the mounting rings and 4 attachment points

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 19

605. Control cabin sliding windows can be opened from

a. inside and outside

b. only inside

c. only outside

(B1) Ref: Reference: ATA 56 WINDOWS (Book 1) - B737 Training book - Page 12

I. QUESTION BANK FOR B737MAX CAT B2 (AIRFRAME)

ATA 00:

1. The controls and displays on the P7 glareshield panel include

- a) Master caution annunciators, system caution annunciators, Display select panel, EFIS control
- b) Master caution annunciators, system caution annunciators, lighting control, EFIS control panels, fire
- c) Master caution annunciators, system caution annunciators, mode control panel, EFIS control panels,
- (B2) Reference: ATA 00 Introduction B737 Training book Page 39

2. The E6 equipment rack is in

- a) The right side of forward cargo compartmen, aft of the cargo door
- b) The right side of aft cargo compartmen, aft of the cargo door
- c) The right side of EE compartment
- (B2) Reference: ATA 00 Introduction B737 Training book Page 55

3. The E1 rack includes electronics for

- a) Autothrottle, autopilot, navigation, flight control
- b) Autothrottle, communication, navigation, flight control
- c) Autothrottle, autopilot, communication, navigation, flight control
- (B2) Reference: ATA 00 Introduction B737 Training book Page 59

4. Which equipment rack does not have forced air cooling

- a) E2-1 rack
- b) E2-2 rack
- c) E3-1 rack

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 61

5. Which component gives an external method to customize a computer's program?

- a) Program switch module
- b) Configuration box
- c) Program switch module and configuration box
- (B2) Reference: ATA 00 Introduction B737 Training book Page 67

6. With Boeing BITE when BITE starts

- a) EXISTING FAULTS? shows
- b) FAULT HISTORY? shows
- c) GROUND TEST? shows

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 135

7. This airplane has

- a) 3 main jack points and 5 auxiliary jack points
- b) 3 main jack points and 4 auxiliary jack points
- c) 3 main jack points and 6 auxiliary jack points

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 151

8. What is the maximum wind speed, that you can put the airplane on jacks?

- a) 35 knots
- b) 30 knots
- c) 25 knots

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 151

9. The airplane can jack at axle jack point

- a) At its maximum zero fuel weight
- b) At its maximum taxi weight
- c) At its maximum takeoff weight
- (B2) Reference: ATA 00 Introduction B737 Training book Page 153

10. The airplane must be level when it is on jack for

- a) Weighing the airplane, general airplane maintenance
- b) Weighing the airplane, gear retraection test
- c) Weighing the airplane, general airplane maintenance, gear retraection test
- (B2) Reference: ATA 00 Introduction B737 Training book Page 155

11. The inclinomenters in the left side wheel well is used

- a) With the fuel sticks to find the fuel quantity when manual fueling
- b) To level the airplane
- c) With the fuel sticks to find the fuel quantity when manual fueling or to level the airplane (B2) Reference: ATA 00 Introduction B737 Training book Page 157

12. You can weigh the airplane with

- a) Three equally accurate procedures
- b) Four equally accurate procedures
- c) Five equally accurate procedures
- (B2) Reference: ATA 00 Introduction B737 Training book Page 159

13. Which document you can find the instruction for lifting and shoring the airplane?

- a) Structure repair manual
- b) Airplane recovery document
- c) Weight and balance control and loading manual
- (B2) Reference: ATA 00 Introduction B737 Training book Page 161

14. The pitot probe covers and static port covers are recommended

- a) When the airplane is parked for more than a standard turnaround
- b) When conditions such as insect activity, dust stoms or volcanic ash
- c) When the airplane is parked for more than a standard turnaround or conditions such as insect
- (B2) Reference: ATA 00 Introduction B737 Training book Page 167

15. To prevents a discharge of the battery when you set the parking brake (such as for 24 hours

- a) Open the circuit breaker of parking brake control unit
- b) Open the circuit breaker of antiskid/autobrake valve
- c) Open the circuit breaker for the antiskid/autobrake control unit and the parking brake valve
- (B2) Reference: ATA 00 Introduction B737 Training book Page 165

16. When grounding the airplane

- a) Always attach the grouding cable to the ground connection first
- b) Always attach the grouding cable to the airplane first

- c) There is no spectial sequence
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

17. During pressure refueling

- a) Grounding and electrical bond between the airplane and the refueling vehicle is recommended
- b) Grounding is not necessary and electrical bond between the airplane and the refueling vehicle is
- c) Grounding is recommended
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

18. The airplane is normally electrostatically grounded through

- a) Grounding point
- b) Static discharger
- c) Conductive tires
- (B2) Reference: ATA 00 Introduction B737 Training book Page 169

19. You can find the procedures for long storage in

- a) Aircraft maintenance manual
- b) Structure repair manual
- c) Airplane recovery document
- (B2) Reference: ATA 00 Introduction B737 Training book Page 171

20. The placards and markings includes

- a) Pressure sensitive decals, vinyl placards, aluminum foil markers
- b) Pressure sensitive decals, aluminum foil markers, stencil markings
- c) Pressure sensitive decals, vinyl placards, aluminum foil markers, stencil markings
- (B2) Reference: ATA 00 Introduction B737 Training book Page 177

21. Which AMM chapter you can find the details airworthiness limitations?

- a) Chapter 5
- b) Chapter 6
- c) Chapter 20
- (B2) Reference: ATA 00 Introduction B737 Training book Page 179

22. In AMM chapter 5 which section you can find the details the required conditional inspections

- a) The zonal inspection section
- b) Time limits/maintenance check section
- c) Unscheduled maintenance check section
- (B2) Reference: ATA 00 Introduction B737 Training book Page 179

23. The fully charge brake accumulator can keep the brakes pressure for

- a) At least 8 hours
- b) At least 12 hours
- c) At least 15 hours
- (B2) Reference: ATA 00 Introduction B737 Training book Page 187

24. When you tow the airplane from the main LDG the maximum turn angle is

a) 30 degree from the LDG center line

- b) 90 degree from the LDG center line
- c) 70 degree from the LDG center line

(B2) Reference: ATA 00 Introduction - B737 Training book - Page 191

25. The maximum normal towing turning limits are indicated by the painted stripes on

- a) The lower fuselage below left pax door
- b) The nose gear doors
- c) The lower fuselage below right pax door
- (B2) Reference: ATA 00 Introduction B737 Training book Page 185, 191

26. The design of the airplane will permit you to tow the airplane from

- a) The nose landing gear
- b) The main landing gear
- c) The nose landing gear or main landing gear
- (B2) Reference: ATA 00 Introduction B737 Training book Page 189

27. When you tow the airplane from the main LDG

- a) You must use the tow bar
- b) You must use the towbarless
- c) You must install a special eyebolt
- (B2) Reference: ATA 00 Introduction B737 Training book Page 189

28. When towing on the soft ground or an incline

- a) You must towing from the NLG
- b) You must towing from the MLG
- c) You can towing from the NLG or MLG
- (B2) Reference: ATA 00 Introduction B737 Training book Page 191

29. Which documnent gives tasks for each type of scheduled maitenance check?

- a) Maintenance planning document
- b) Aircraft maintenance manual
- c) Aircraft recovery manual
- (B2) Reference: ATA 00 Introduction B737 Training book Page 193

30. Observed faults are

- a) The malfunctions that the flight crew can see
- b) The malfunctions that the flight crew or cabin crew can see
- c) The malfunctions that the flight crew or ground service crew can see
- (B2) Reference: ATA 00 Introduction B737 Training book Page 199

31. In the MMEL, the interval categories show 'A' mean

- a) The repair interval is within 3 consecutive calendar days
- b) The repair interval is within 10 consecutive calendar days
- c) The repair interval is as show in the remarks
- (B2) Reference: ATA 00 Introduction B737 Training book Page 202

ATA 21: 32. How many IASCs are there?

a. 2 b. 1 c. 4 (B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 8

33. Where are the IASCs located?

a. E&E compartment, E3-3 rack
b. E&E compartment, E4-1 rack
c. In the AFT END of FWD cargo compartment
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 14

34. What component controls the airflow through the heat exchangers to keep the compressor discharge temperature at 230F?

a. FCSOV b. SRADAs c. IASC (*B2*) *Ref. ATA 21 - B737-MAX-DIFF Training book - page 28*

35. One of the Overheat conditions for the Packs operation is

a. Turbine inlet > 210F
b. Compressor discharge > 410F
c. Pack discharge > 310F
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 29

36. Where is the Pack Flow Sensor?

a. Downstream of the FCSOV
b. Uptream of the FCSOV
c. Inside the FCSOV
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 35

37. How does the FCSOV operate?

a. Electrically-controlled and Pnematically-actuated
b. Electrically-controlled and actuated
c. Pnematically-controlled and actuated
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 39

38. How does the recirculation fans operate?

a. 3-phase, 115VAC
b. 1-phase, 115VAC
c. 28VDC
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 70

39. How many operation modes does the OEV have?

a. three modes: Normal mode, High-flow mode, Smoke Clearance mode
b. two modes: Ground mode, Flight mode
c. two modes: Normal mode and Smoke Clearance Mode
(B2) Ref. ATA 21 - B737-MAX-DIFF Training book - page 117

40. On B737-600/700 and -800/900 water separator mix muffs are

a) The same and interchangeable

b) The same but not interchangeable

c) Different and not interchangeale

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 92

41. Which lights illuminate when a pack trip occurs?

- a) PACK TRIP OFF light, MASTER CAUTION and AIR COND annunciator lights
- b) PACK light, MASTER CAUTION and AIR COND annunciator lights
- c) PACK TRIP OFF (600/700) light, PACK (800/900) light, MASTER CAUTION and AIR COND
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 114

42. How many zone the Conditioned Air Distribution system divides on B737-800/900?

- a) Two zones: flight compartment and passenger compartment
- b) Three zones: flight compartment, forward passenger compartment and aft passenger compartment
- c) Four zones: flight compartment, forward passenger compartment, midle passenger compartment and
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 116

43. The sources of the main air distribution system are

- a) Air conditioning packs, Ground conditioned air
- b) Air conditioning packs, Recirculation system
- c) Air conditioning packs, Ground conditioned air, Recirculation system

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 118

44. On B737-600/700 the hot and cold air mix together in

- a) The mix chambers
- b) The mix manifold
- c) Main distribution manifold

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 126

45. The flight compartment normally get conditioned air from

- a) Left air conditionng pack
- b) Right air conditioning pack
- c) Main distribution manifold

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 128

46. The recirculation fan system provides

- a) Filtered air supply into the main distribution manifold
- b) Unfiltered air supply into the main distribution manifold
- c) Air supply directly from distribution manifold into the passenger cabin
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 138-140

47. How many recirculation fan installed on B737-600/700

- a) One fan
- b) Two fans
- c) Three fans
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 140

48. On B737-800/900 with airplane on ground and recirculation fan switch in AUTO postion, the left recirculation fan will turn off when

a) Left and right pack low flow operation

b) Left and right pack high flow operation

c) Left or right pack high flow operation

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 149

49. On B737-600/700 the flight compartment temperature sensor fan comes on when

a) 115v ac is available, the left pack switch is in AUTO or HIGH

- b) 115v ac is available, the left pack switch is in AUTO or LOW
- c) 115v ac is available, the left pack switch is in LOW
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 158

50. On B737-600/700 the cabin temperature controller (CTC) monitors the air temperature from

- a) Cabin temperature sensor, Duct temperature limit sensor
- b) Cabin temperature sensor, Duct temperature anticipator sensor
- c) Cabin temperature sensor, Duct temperature anticipator sensor, Duct temperature limit sensor
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 170

51. On B737-600/700 the cabin temperature indicator shows

- a) The passenger cabin air temperature
- b) The passenger supply duct air temperature
- c) The passenger cabin air temperature or the passenger supply duct air temperature
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 180

52. The equipment coolong system removes heat from

- a) Electronic components in the flight compartment and EE compartment
- b) Electronic components in the flight compartment only
- c) Electronic components in the EE compartment only
- (B2) Reference: ATA 21 Air conditioning system (1 of 2) B737 Training book Page 242

53. How many zone are trim air modulating valves installed on B737-800/900?

- a) One valve
- b) Two valves
- c) Three valves

(B2) Reference: ATA 21 Air conditioning system (1 of 2) - B737 Training book - Page 210

54. The cabin pressure relief system has

- a) Two positive pressure relief valves and one negative pressure relief valve
- b) One positive pressure relief valve and one negative pressure relief valve
- c) Two positive pressure relief valves and two negative pressure relief valves
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 2

55. The cabin altitude warning alarm

- a) Will sound intermittent horn when the cabin altitude increases to more than 10,000 feet
- b) Will sound intermittent hornwhen the cabin altitude increases to more than 14,000 feet
- c) Will sound intermittent hornwhen the cabin altitude increases to more than 15,000 feet
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 5, 64

56. When do the cabin pressure controllers (CPC) control cabin pressure?

- a) When the system is in the MAN mode of operation
- b) When the system is in the AUTO mode of operation

c) When the system is in the AUTO or ALTN mode of operation

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 18

57. When both CPC systems fail

- a) The AUTO FAIL and MASTER CAUTION lights come on, the FLT ALT and LAND ALT
- b) The AUTO FAIL and ALTN lights come on, the FLT ALT and LAND ALT displays show five
- c) The ALTN and MASTER CAUTION lights come on, the FLT ALT and LAND ALT displays show
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 45

58. When the pressurization system is in the AUTO mode and an auto fail event occurs, the AUTO

- a) You select the MAN position on the mode selector
- b) You select the ALTN position on the mode selector
- c) You select the ALTN or MAN position on the mode selector

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 45

59. How to close the positive pressure relief valves after they open?

a) Manually by turn the select switch on cabin pressure selector panel to MAN and push the valve switch to close position when airplane on ground

- b) Manually by turn the select switch on cabin pressure selector panel to MAN and push the valve
- c) Automatically close when the cabin-to-ambient pressure is safe
- (B2) Reference: ATA 21 Air conditioning system (2 of 2) B737 Training book Page 56

60. When the aft outflow valve fail in close position, which component will bleed fuselage pressure

- a) The positive pressure relief valves
- b) The negative pressure relief valve
- c) The positive and negative pressure relief valves

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 56

61. When does the negative pressure relief valve open?

a) When ambient pressure is 1.0 psi more than the pressure in the airplane (1.0 psid)

- b) When pressure in the airplane is 1.0 psi more than the ambient pressure (1.0 psid)
- c) When pressure in the airplane is 8.95 psi more than the ambient pressure (8.95 psid)

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 58

62. The two red CABIN ALTITUDE lights come on when

- a) The cabin altitude exceeds 8,000 feet
- b) The cabin altitude exceeds 10,000 feet
- c) The cabin altitude exceeds 14,000 feet

(B2) Reference: ATA 21 Air conditioning system (2 of 2) - B737 Training book - Page 66-68

ATA 22:

63. When airspeed is at a minimum operating speed and is close to a wing stall condition

- a) The stall warning system operates the control column stick shakers to alert the crew.
- b) An aural warning from the aural warning module, and the red A/P light on the autoflight status

c) The IAS/MACH Display has a warning flag that goes on and off for underspeed and overspeed

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 9

64. These are part of the stall management function of the SMYD:

a) Stall warning, EFS, Autoslat, Performance data.

- b) Stall warning, Yaw damping, Autoslat, Performance data.
- c) Stall warning, Turn coordination, Autoslat, Performance data.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 13

65. The yaw damper indicator shows rudder movement because of

- a) SMYD 1 primary yaw damping commands.
- b) SMYD 1 or 2 primary yaw damping commands.

c) Rudd

er pedal.

inputs

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 46

66. You engage the yaw damper system with a switch on the flight control panel. These conditions are necessary for primary yaw damping:

- a) The system A hydraulic pressure is available and the FLT CTRL A switch must be ON.
- b) The system B hydraulic pressure is available and the FLT CTRL B switch must be ON.
- c) The system A & B hydraulic pressure is available.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 46

67. The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight

- a) When on standby hydraulics.
- b) When put the FLT CONT A or B switches to ON position.

c) When put the yaw damper switch to OFF.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 58

68. Conditions is necessary for SMYD BITE operation:

- a) Flaps up and computed airspeed < 60 knots
- b) Both engines shut down (on-side engine N1 < 15% and off-side engine N2 < 50%)
- c) Flaps up and computed airspeed < 60 knots or both engines shut down (on-side engine N1 < 15% and off-side engine N2 < 50%)
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 75

69. The digital flight control system (DFCS) does these functions:

- a) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim, Autothrottle.
- b) Autopilot, Flight director, Altitude alert, Speed trim, Mach trim.
- c) Autopilot, Altitude alert, Speed trim, Mach trim, Autothrottle.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 93

70. In the CMD mode, how to control the ailerons and elevator?

a) The FCC calculates the commands that go to the autopilot actuators to control the ailerons and

b) Force transducers below the control columns sense control wheel and control column forces from the pilots and send these signals to the FCC. The FCC sends the commands to the autopilot actuators to

c) Force transducers below the control columns sense control wheel and control column forces from the pilots to control the ailerons and elevator.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 100

71. In the CWS mode, how to control the ailerons and elevator?

a) The FCC calculates the commands that go to the autopilot actuators to control the ailerons and

b) Force transducers below the control columns sense control wheel and control column forces from the pilots and send these signals to the FCC. The FCC sends the commands to the autopilot actuators to

c) Force transducers below the control columns sense control wheel and control column forces from the pilots to control the ailerons and elevator.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 100

72. Dual channel Autopilot operation is possible

a) Without any generator busses being energised.

b) When AC power is available to at least one generator bus.

c) Only when two generators are powering the busses.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 130

73. These are the CWS force transducers on the airplane:

- a) Captain pitch CWS force transducer, First officer pitch CWS force transducer, Roll CWS force
- b) Captain roll CWS force transducer, First officer roll CWS force transducer, Pitch CWS force
- c) Captain CWS force transducer, First officer CWS force transducer, Standby CWS force transducer
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 137

74. The underspeed symbol in the MCP Speed window is a

- a) Steady "A"
- b) Flashing "A"
- c) Flashing "8"
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 159, 182

75. During a dual pitch autopilot approach, the Autopilot Disengage light illuminates steady red when below 800 feet. This indicates

- a) A normal condition
- b) Both autopilots have reverted to CWS mode
- c) The stabilizer is out of trim
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 164

76. If the crew wants to make a dual approach in CMD, they must put the other A/P in CMD at a

- a) below 800 feet
- b) more than 2500 feet
- c) more than 800 feet

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 179

77. The localizer antenna switches

- a) Determine if the dual VOR/LOC antenna or the localizer antenna is supplying the RF signals to the
- b) Turn ON/OFF the localizer antenna.
- c) Receive the localizer signal and send it directly to the localizer antenna.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 186

78. When does the receivers use the VOR/LOC antenna in the vertical stabilizer?

- a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the
- b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the
- c) Always use when the FCC is in the approach or localizer mode.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 186

79. When does the receivers use the localizer antenna in the nose radome?

- a) When the FCC is in the approach or localizer mode and a localizer frequency is selected on the
- b) When the FCC is in the approach or localizer mode and an ILS frequency is not selected on the
- c) Always use when the FCC is in the approach or localizer mode.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 186

80. The altitude alert starts when aircarft approach the selected altitude from above or below and

- a) Depending on the program pin options, 200 or 300 feet from the selected altitude.
- b) Depending on the program pin options, 750 or 900 feet from the selected altitude.
- c) 500 feet from the selected altitude.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 194

81. The DFCS calculates autopilot (A/P) and flight director (F/D) commands for these flight

- a) Takeoff, Climb, Cruise, Descent, Go-around.
- b) Climb, Cruise, Descent, Flare, Go-around.
- c) Climb, Cruise, Descent, Approach, Go-around.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 213

82. Both master flight director indicator (MA) lights on the MCP panel are illuminated during

- a) Approach mode is armed.
- b) Independent Flight Director operation.
- c) A Flight Director malfunction.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 225

83. If there is an engine failure at more than V2 plus 20 during takeoff, the target airspeed can

- a) V2 is the target airspeed.
- b) The IAS at the time of failure is the target airspeed.
- c) There is no change to the target airspeed.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 226

- 84. One conditions for LNAV to engage when push the LNAV mode selector switch on the MCP is
 - a) The airplane heading is towards the flight path before the next waypoint or is within 3 nm of the
 - b) The airplane heading is towards the flight path before the next waypoint or is within 5 nm of the
 - c) The airplane heading is away from the flight path after the previous waypoint or is within 5 nm of

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 237

85. In this mode the airplane changes altitude with the A/P and the autothrottle (A/T). This mode gives commands for the airplane to go to the MCP selected altitude at the selected airspeed. This

a) LVL CHG.

b) VNAV.

c) ALT HLD.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 235

86. While the airplane does a climb to the FMC altitude and VNAV goes into operation, which

a) VNAV SPD.

b) VNAV PTH.

c) VNAV ALT.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 239

87. While the airplane does a descent, LNAV and VNAV are in operation, which VNAV mode

a) VNAV SPD.b) VNAV PTH.c) VNAV ALT.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 239

88. Condition is the autoland function in relation to the effect of a single failure. Fail operational

a) The level of redundancy is such that a single failure that occurs below alert height permits the landing to continue with the remainder of the automatic system.

- b) A single failure lets the airplane stay in trim and does not cause a significant change from the flight
- c) Autoland function is inoperational.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 252

89. Condition is the autoland function in relation to the effect of a single failure. Fail passive

a) The level of redundancy is such that a single failure that occurs below alert height permits the landing to continue with the remainder of the automatic system.

b) A single failure lets the airplane stay in trim and does not cause a significant change from the flight

c) Autoland function is passive and the aircraft cannot land automatically.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 252

90. If FLARE arm is not annunciated by approximately 350 feet radio altitude

- a) Both autopilots will disconnect automatically.
- b) Reselect APP mode on the MCP.
- c) The second engaged autopilot will disengage automatically.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 254

91. Autopilot go-around arms when these conditions are true:

- a) The airplane is below 2000 feet radio altitude, both autopilots are engaged to CMD and the flare
- b) The airplane is below 2000 feet radio altitude, only one autopilots are engaged to CMD and the flare
- c) The airplane is below 2500 feet radio altitude, both autopilots are engaged to CMD and the flare

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 268

92. During single channel approaches and the airplane is below 2000 feet of radio altitude, if the pilot pushes one of the TO/GA switches

- a) The A/P disengages, the F/D go-around mode starts.
- b) The A/P go-around mode starts.
- c) The A/P go-around arms.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 271

93. Which categories of DFCS BITE group test require hydraulic power?

- a) Autotest.
- b) Interactive.
- c) Surface.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 275

94. Which categories of DFCS BITE group test require inputs from the BITE operator?

a) Autotest.

- b) Interactive.
- c) Surface.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 275

95. After replacing the LRU, you want to test the interface between the FCC and the

LRU to ensure that the replaced LRU is working properly. What test do you take?

- a) LRU replacement tests.
- b) Rigging tests.
- c) Sensor values.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 279

96. After replacing, you want to check of the correct alignment of a components. What test do you

- a) LRU replacement tests.
- b) Rigging tests.
- c) Sensor values.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 279

97. The red A/T warning lights on the ASAs come on

a) Only when the A/T disconnects.

b) Only when the A/T is in BITE.

c) When the A/T disconnects or when the A/T is in BITE.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 348

98. The message A/T LIM shows on the engine display indicates

a) The autothrottle computer calculates an FMC N1 limit for the affected engine.

b) The autothrottles are positioned at their normal operating limit as calculated by the FMC.

c) The autothrottle computer calculates one N1 limit for the two engines.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 359

99. During the take-off roll, the A/T goes to throttle hold mode:

- a) When the airspeed gets to 60 kt.
- b) When the airspeed gets to 80 kt.
- c) When the airspeed gets to 84 kt.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 364

100. This is the takeoff sequence:

a) Preflight, Takeoff start, Takeoff roll, Climb out.

b) Preflight, Takeoff roll, Takeoff start, Climb out.

c) Preflight, Takeoff roll, Climb out, Takeoff start.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 364

101. During descent, in which pitch modes the A/T is in the ARM mode and the airplane continues to make a descent to the FMC or MCP selected altitude

a) Vertical navigation descent.

- b) Level change descent.
- c) Vertical speed descent.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 374

102. During descent, in which pitch modes the A/T moves the engine thrust to idle, and the airplane does a descent to the selected altitude on the MCP

a) Vertical navigation descent.

- b) Level change descent.
- c) Vertical speed descent.
- (B2) Reference: ATA 22 Autoflight system B737 Training book Page 374

103. During descent, in which pitch modes the A/T controls thrust to keep a target

airspeed on the MCP and the airplane does a descent to the target altitude on the MCP.

a) Vertical navigation descent.

b) Level change descent.

c) Vertical speed descent.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 375

104. During the approach while on glideslope the A/T mode is MCP SPD, the DFCS starts the flare maneuver to do a touchdown

a) At 27 feet radio altitude.

b) At 50 feet radio altitude.

c) At 10 feet radio altitude.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 378

105. When the crew push a TO/GA switch one time during a fully automatic approach

a) The autothrottle decreased thrust go-around mode operate.

b) The autothrottle maximum thrust go-around mode operate.

c) The autothrottle disengage.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 381

106. If FMC is valid and autopilot is not engaged, you can start A/T BITE from CDU when:

a) The EECs are not active - the start levers in CUTOFF position and the engine start switches OFF or the engines off (N2 less than 50%).

b) The EECs must be actived - the start levers in CUTOFF position and the engine start switches OFF or the engines off (N2 less than 50%).

c) The EECs active and the engines ON.

(B2) Reference: ATA 22 Autoflight system - B737 Training book - Page 383

ATA 23:

107. Where is the pilots audio selector panel located.

- a) In Cockpit P8 panel
- b) In Cockpit P8 and P6 panels
- c) In cockpit Captain side only

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 36

108. With the Boom/Mask switch in the MASK position, transmission of a message is possible

- a) By using the oxygen mask and headset only.
- b) By using the oxygen mask only.
- c) By using the oxygen mask or hand microphone only.
- (B2) Reference: ATA 23 Communication System B737 Training book -
- Page 46 FCOM- System description Communications System description

- Miscrophones

109. The VHF-1 transmitter selector switch on an audio selector panel is illuminated

- a) Reception on VHF-1 is automatically provided
- b) The ALT/NORM switch must be in NORM to obtain reception at a comfortable volume level.
- c) Reception is achieved by pulling and rotating VHF-1 receiver switch.
- (B2) Reference: Page 162 of ATA 23 Communication System B737 Training book

110. Communications between the cockpit and the ground crew is possible by using the

- a) Flight interphone system or the Service Interphone system provided the Service Interphone switch is
- b) Flight interphone system only.
- c) The Service interphone system irrespective of the position of the Service Interphone switch.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 29, 71

111. The GRD CALL switch on the Fwd Overhead panel when pressed

a) Sounds a horn in the nose wheel and main wheel wells until the ground crew select the GRD CALL CANCEL switch on the External Power receptacle panel.

- b) Sounds a horn in the nose wheel and main wheel wells until released.
- c) Sounds a horn in the nose wheel well until released

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 91

- 112. With the Alternate-Normal switch on the Captain's Audio Selector Panel selected to ALT
 - a) Only the VHF-1 radio is available for transmission and reception from the Captain's station.
 - b) Only the VHF-2 radio is available for transmission and reception from the Captain's station.
 - c) The VHF-1 and VHF-2 radios only are available for transmission and reception from the Captain's
 - (B2) Reference: ATA 23 Communication System B737 Training book Page 47

113. With an audio selector panel selected to ALT (degraded mode), the only usable radio at that

- a) At a preset volume through the headset and speaker.
- b) At a variable volume through the headset and speaker.
- c) At a preset volume through the headset only.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 47

114. The pilot control wheel push to talk switch selected to INT allows

a) Direct transmission from the associated oxygen or boom microphone over the flight interphone, bypassing the Audio Selector Panel transmitter selector.

b) Direct transmission from the associated boom microphone only over the flight interphone, bypassing the Audio Selector Panel transmitter Selector.

c) Direct transmission from the associated oxygen or boom microphone over the flight interphone, provided the Audio Selector Panel Transmitter Selector is selected to FT INT.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 46 FCOM- System description - Communications - Controls and indicators -Miscellaneous Communications control

115. Where are the service interphone jacks located.

a) External power only

b) At all flight attendance stations

c) C.APU, R&L W W, refuel station, external power, aft cabin rear ceiling, E&E, lower fuselage (B2) Reference: ATA 23 Communication System - B737 Training book - Page 82

116. Audio warnings for Altitude Alert, The GPWS and Windshear Warnings are heardthrough

a) The speakers only at preset volumes.

- b) The speakers and headsets at preset volumes.
- c) The speakers at preset volumes and the headsets at variable volumes.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 33

117. What is the purpose of the ALT-NORM switch on the Audio Control Panel?

a) It selects an alternate radio.

b) It selects a degraded mode of operation of the ACP.

c) It swaps audio control panels with the observer.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 47

118. In cased of degraded audio system operation:

a) Audio warnings for altitude alert are not heard.

b) Audio warnings for altitude alert and GPWS are not heard. Windshear alerts are not affected.

c) Audio warnings for altitude alert, GPWS and windshear are not heard.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 33, 47

119. The Cockpit Voice Recorder in AUTO:

a) Always powers the CVR when DC bus 1 is powered.

b) Always powers the CVR when DC bus 2 is powered.

c) Always powers the CVR from first engine start until 5 minutes after last engine shutdown. (B2) Reference: ATA 23 Communication System - B737 Training book - Page 387

120. The Cockpit Voice Recorder in ON:

a) Power the CVR and will go back to the AUTO position only when you put the switch to AUTO position

b) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when engine running relay de-energizes.

c) Power the CVR and will go back to AUTO position when you manual put switch to AUTO or when

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 387

121. The CVR (orange box) is located:

a) In the forward Electronic & Equipment bay (E&E).

- b) In the aft right side of the aft cargo compartment.
- c) In the flight deck (under the captain's seat).

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 368

122. The call system from flight deck to cabin operates:

a) Pink lights and a hight/low chime

b) Green call lights and a two-tone chime

c) Blue call lights and a single high-tone chime

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 59

123. Where is observer audio control panel?

a) On the P5 aft overhead panel or the P8 aft electronics panel

b) On the P5 aft overhead panel or the P11 fwd electronics panel

c) On the P8 aft electronics panel and P11 fwd electronics panel

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 36

124. Where are The REU and the audio switching relays?

a) Above overhead panel in the cabin compartment

b) on the E4-1 rack in Electronic Equipment Compartment

c) In the flight compartment

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 37

125. Where is the external flight interphone jack?

- a) On the P19 external power panel
- b) In the electronic equipment compartment
- c) In the main wheel well

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 40

126. The Service Interphone switch on the Aft overhead panel when selected ON

a) Deactivates external jacks sockets from the Service Interphone system.

- b) Allows communications between the flight deck and the flight attendants when using the Flight
- c) Adds external jack sockets to the Service Interphone system.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 83

127. The Cockpit CALL (blue) light will illuminate along with an associated chime whenever the

- a) By the flight attendants or the ground crew
- b) By the ground crew only.
- c) By the flight attendants only.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 59, 91

128. The ATTEND (attendants call) is pressed and released in the cockpit and

- a) A HIGHT chime sound will be heard in the passenger cabin.
- b) A LOW tone chime sound will be heard in the passenger cabin.
- c) A HIGHT/LOW chime sound will be heard in the passenger cabin.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 59

129. The selcal system monitors selected frequencies in use on the

- a) HF communications radios.
- b) VHF communications radios.

c) HF and VHF communications radios.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 213

130. The cockpit voice recorder keeps

- a) Last 25 hour of communication data in memory.
- b) Last 60 minutes of communication data in memory

c) Last 120 minutes of communication data in memory.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 358

131. When using the Passenger address system, the priority of announcements are

- a) Cockpit, Flight attendant, pre-recorded announcement, boarding music.
- b) There is no priority system.
- c) Cockpit, pre-recorded announcement, Flight attendant, boarding music.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 120

132. Is it possible for the cabin attendants to communicate with the ground personnel from their respective stations

- a) Yes using the flight interphone system with the Service Interphone switch selected OFF.b) No it's not possible
- c) Yes using the service interphone system.
- (B2) Reference: ATA 23 Communication System B737 Training book Page 73

133. To test the Cockpit Voice Recorder

- a) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the red
- b) Plug a headset into the jack socket in the CVR panel and press the Erase switch.
- c) Press the test CVR test switch and after a slight delay observe the Monitor Indicator rise into the
- (B2) Reference: ATA 23 Communication System B737 Training book Page 385

134. To erase the tape of the Cockpit Voice Recorder

a) Press the Erase button only when the aircraft is on the ground and the Parking Brake is OFF.

- b) Press the Erase button at any time.
- c) Press the Erase button 2 seconds only when the aircraft is on the ground and the Parking Brake is

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 392

FCOM- System description - Communications - Controls and indicators - Cockpit voice recorder

135. When an engine is on, the gain control circuit increases the amplifier gain by

a) 2db

b) 4db

c) 6db

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 120

136. If decompression occurs, the gain control circuit increases the amplifier gain by

- a) 2db
- b) 3db
- c) 4db

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 121

137. Each radio communication panel can

- a) Tune only one transceiver at a time
- b) Tune all transceivers at a time
- c) Tune only one transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 152

138. Where are the HF antenna couplers?

a) On the top of the vertical stabilizer

- b) Inside the vertical stabilizer
- c) On the E6 rack at the aft cargo compartment

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 184

139. The purpose of HF antenna coupler

- a) Matches the transceiver 40 ohm impendance output to the antenna impendance at the set frequency
- b) Matches the transceiver 50 ohm impendance output to the antenna impendance at the set frequency
- c) Matches the transceiver 60 ohm impendance output to the antenna impendance at the set frequency
- (B2) Reference: ATA 23 Communication System B737 Training book Page 197

140. If the BITE in the RCP senses a failure

- a) The frequency indications show FAIL FAIL if the tranceiver fails
- b) The frequency indicatiors show PANEL FAIL if the there is an internal failure of the RCP
- c) The frequency indications show FAIL FAIL if the tranceiver fails and the frequency indications show PANEL FAIL if the there is an internal failure of the RCP
- (B2) Reference: ATA 23 Communication System B737 Training book Page 152-153

141. The ACARS MU sends a port select discrete to

a) The VHF 1 transceiver

- b) The VHF 2 transceiver
- c) The VHF 3 transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 148

142. When do the HF transceiver BITE test the "KEYINTERLOCK" light come on red mean?

- a) HF transceiver has a failure
- b) HF coupler has a failure
- c) HF transceiver does not receive a signal from the RCP
- (B2) Reference: ATA 23 Communication System B737 Training book Page 206

143. The ELT sends homing signals to search and rescue crews on the

- a) HF and VHF emergency channels
- b) HF and UHF emergency channels
- c) VHF and UHF emergency channels

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 231

144. How to reset if the ELT transmit accidentally?

a) Move the ELT swith on the ELT control panel to ON position then back to ARM position

b) Move the ELT swith on the ELT control panel to OFF position then back to ARM position

c) Move the ELT swith on the ELT control panel to ON the back to OFF position

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 237

145. When you can do the ELT operational test

a) Only within the first 5 minutes after the hour

b) Only within the last 5 minutes of the hour

c) At any time

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 247

146. The ACARS MU controls uplink and downlink data from

a) The HF transceiver

b) The VHF transceiver

c) The HF and VHF transceiver

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 261

147. The low noise amplifier/diplexer (LNA/DIP)

a) Only lets the SATCOM system receive and transmit signals at the same time

b) Only increase the strength of the received low level satellite signals

c) Not only lets the SATCOM system receive and transmit signals at the same time but also increases the strength of the received low level satellite signals

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 301

148. The Satellite Data Unit (SDU) use the inertial data from

- a) ADIRU-1
- b) ADIRU-2
- c) ADIRU-1 and ADIRU-2

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 292

149. Which component makes the output from the Satellite Data Unit (SDU) agree with the necessary input level for the High Power Amplifier (HPA)

a) Intermediate gain anttenna

b) RF attenuator

c) Low noise amplifier/diplexer

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 297

150. How long the recorder independent power supply (RIPS) can supply to the voice recorder when aircraft power systems are off or malfunction?

a) 10 minutes.

b) 20 minutes.

c) 30 minutes.

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 362

151. When you do SDU BITE the SYSTEM LRU FAIL led show red mean

a) The SDU has a fault

b) Any SATCOM system LRU (include the SDU) has a fault

c) Any SATCOM system LRU (except the SDU) has a fault

(B2) Reference: ATA 23 Communication System - B737 Training book - Page 326

ATA 24:

152. How is IDG oil cooled?

a. By 2 Air/Oil coolers

b. By 1 Air/Oil cooler and Fuel/Oil Heat exchanger
c. By an Air/Oil cooler
(B2) Ref. ATA 24 - B737-MAX-DIFF Training book - page 7

153. Each IDG supplies?

a. 115/200 VAC, 3-phase, 400Hz, 90KVA b. 115/200 VAC, 3-phase, 400Hz, 100KVA c. 115/200 VAC, 3-phase, 400Hz, 190KVA (*B2*) *Ref. ATA 24 - B737-MAX-DIFF Training book - page 7*

154. How many places does the GCU monitor IDG output power quality?

a. 3 b. 2 c. 1 *Ref. ATA 24 - B737-MAX-DIFF Training book - page 7*

155. When will the amber DRIVE come on?

a. The IDG oil pressure is less than the minimum operating limit.

b. There is an underfrequency with the engine running.

c. The IDG oil pressure is less than the minimum operation limit or if there is an underfrequency with the engine running.

(B2) Ref. ATA 24 - B737-MAX-DIFF Training book - page 8

156. Where is the IDG Air/Oil coolers location?

a. In the AFT lower inside section of the engine fan case, 5:00 and 7:00 postions b. In the AFT upper inside section of the engine fan case, 5:00 and 7:00 postions c. In the FWD lower inside section of the engine fan case, 5:00 and 7:00 postions (B2) Ref. ATA 24 - B737-MAX-DIFF Training book - page 12

157. When a thermal automatic disconnect occurs,

a. the IDG must removed and disassembled to reset a thermal disconnect.

b. the IDG can be manually reset on GND

c. the IDG can be reset by engine run-up at IDLE

(B2) Ref. ATA 24 - B737-MAX-DIFF Training book - page 14

158. In the IDG Oil System, if the charge filter is clogged, how is the oil regulated?

a. Oil will be bypassed via charge filter bypass valve.

b. Oil is not regulated and the IDG is unserviceable.

c. The condition of charge filter will restore and the oil will be regulated normally after reconnecting the IDG.

(B2) Ref. ATA 24 - B737-MAX-DIFF Training book - page 15

159. The AC STANDBY BUS power can be supplied from

a) The APU or engine generators, external power or the battery through the Static Inverter

- b) The APU or engine generators, external power or directly from the Hot Battery Bus.
- c) The APU or engine generators only.

(B2) Reference: Page 21 of ATA 24 Electrical Power System - B737 Training book

160. Under normal conditions the Standby AC bus is energised from the

- a) 115-volt Transfer bus No. 1
- b) 115-volt Transfer bus No. 2
- c) The Static Invertor.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 21

161. Pulling up an engine fire handle will

a) Trip the associated Generator Control Relay and disconnects the Generator Drive

b) Trip the associated Generator Control Relay and Breaker.

c) Trip the associated Generator Control Relay only.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 105-110

162. If the Battery switch is selected OFF, the airstairs can be lowered from the outside

- a) By using the STANDBY system, but can only be raised again by use of the NORMAL system.
- b) By using the NORMAL system with ground power plugged in.
- c) By using the STANDBY system

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 146,164

163. To connect the External Ground power to the aircraft's Generator busses

- a) The Battery switch must be OFF
- b) The Battery switch must be ON.
- c) The Bus Transfer switch must be in the AUTO position

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 59

164. Which of the following statements is correct

a) TR 3 normally backs up TR 2 only.

- b) TR 3 normally backs up TR 1 and TR 2 provided that the BUS TRANS switch is in AUTO
- c) TR 3 normally backs up TR 1 and TR 2 provided that the BUS TRANS switch is in OFF.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 145-149

165. After an overload situation has been resolved, how do you recover the galley buses?

a) It happens automatically.

b) Move the CAB/UTIL switch to OFF then ON.

c) A ground engineer should reselect the appropriate switch in the E/E

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 190

166. The electrical system incorporates an automatic load shedding feature. What is the second bus

a) Galleys on transfer bus 1

- b) Galleys on transfer bus 2
- c) The AC ground service bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

167. The electrical system incorporates an automatic load shedding feature. What is the first bus that is shed?

a) Galleys on transfer bus 1 are shed first.

b) Galleys on transfer bus 2 are shed first.

c) The AC standby bus is shed first.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

168. Which bus supplies electrical power to the auxiliary battery charger?

- a) AC ground service bus 1
- b) AC ground service bus 2
- c) Transfer bus 2
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 91

169. On the ground, with the BATTERY switch OFF and STANDBY POWER Switch in BAT, the

- a) Not powered
- b) Powered by TR 3

c) Powered by the Hot Battery Bus

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 30

170. The purpose of the DC BUS tie relay is to:

a) Isolate DC bus 1 and DC bus 2

b) Connect DC bus 1 and DC bus 2

c) Disconnect TR1 and TR3

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 147

171. The switched hot battery bus is powered whenever:

- a) Transfer bus 1 is powered.
- b) AC ground service bus is powered.
- c) The battery switch is ON.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 25

172. Illumination of the STANDBY POWER OFF light indicates:

- a) DC bus 1 unpowered
- b) DC bus 2 unpowered
- c) AC standby bus unpowered

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

173. What is the purpose of the GROUND SERVICE switch?

- a) Provide automatic control of ground handling bus.
- b) Provide automatic control of ground service bus.
- c) Provide manual control of ground service bus.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 22

174. DC busses powered from the battery following a loss of both generators are:

- a) DC standby Bus, Hot Battery Bus & Switched hot battery bus.
- b) Battery bus, DC Standby bus, Hot battery bus & Switched hot battery bus (even when the battery

c) Battery bus, DC Standby bus, Hot battery bus & Switched hot battery bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 169

175. In flight if APU is the only source of electrical power:

- a) All galley busses are automatically shed
- b) Only galley bus 1 is automatically shed
- c) Only galley bus 2 is automatically shed

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 191

176. With the STANDBY switch in the AUTO position, battery switch ON, the loss of all engine or APU electrical power results in the automatic switching from the normal power source to the

- a) On the ground only.
- b) Either inflight or on the ground.
- c) Will not occur.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 177

177. What is the significance of an illuminated ELEC light?

- a) One of the three TRs has failed.
- b) The DC system or standby power system has failed.
- c) The battery is discharged.
- (B2) Reference: ATA 24 Electrical Power System B737 Training book Page 25

178. The ELEC light will illuminate in flight if:

- a) A fault exists in the AC or Standby power system.
- b) A fault exists in the AC, DC or the Standby system.

c) The ELEC light only operates on the ground.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

179. The TR UNIT will illuminate in flight if:
a) Any TR unit fails.

b) TR1 fails or TR2 and TR3 fail.
c) TR2 fails.
(D2) Defense of AT4 24 Electrical Decree Sectors D727 Test include

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

180. On the ground, with the battery switch OFF and STANBY POWER Switch in AUTO,

the

a) Not powered.b) Powered by TR3.

c) Powered by the Hot Battery Bus.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 29

181. Illumination of the blue GEN OFF BUS light indicates:

- a) The associated generator bus is not powered
- b) The associated transfer bus is not powered
- c) The IDG is not supplying power to its associated transfer bus

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 34

182. The 115V AC Standby Bus is powered by:

a) The 115V Transfer Bus No.1 under normal conditions.

b) The Battery Bus through the Static Inverter under normal conditions.

c) The Battery through the Static Inverter with a failure of both engine driven generators.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 172

183. The GROUND POWER AVAILABLE light will extinguish when:

a) The GROUND POWER switch is positioned ON

b) The GROUND SERVICE switch is positioned ON

c) The AC ground power cart has been disconnected

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

184. For ground service, a ground service switch is placed:

a) On aft overhead panel on the Flight Deck

- b) On aft attendant's panel
- c) On forward attendant's panel

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 23

185. Illumination of the GND POWER AVAILABLE light indicates:

a) Ground power is connected and meets airplane power quality standards.

b) Ground power is connected however no airplane power quality is measured.

c) The Ground Service Bus is powered by a ground power supply.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 33

186. After the loss of all generators, a fully charged battery can furnish power to the STANDBY Bus equipment for a minimum of:

- a) 30 minutes
- b) 60 minutes

c) 90 minutes

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 158

187. The constant speed drive (CSD):

a) Are not use in this A/C

b) Turn the generator at variable speed

c) Turn the generator at constant speed

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 81

188. If the selected AC source powering a transfer bus fails, the transfer bus will

a) Remain unpowered

b) Powered by another AC source if aviable

c) Not give

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 91

189. With the aircraft on the ground (both engine generators on-line) and external power connected up to the aircraft, momentarily positioning the Ground Power switch to ON

a) Will trip both engine generators and connect external power to both generator busses

b) Will trip the right engine generator only and connect external power to the right generator bus

c) Will trip the left engine generator only and connect external power to the left generator bus

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 21

190. A Generator Breaker can be closed

a) When power quality from the generator is correct.

b) Irrespective of power quality from the generator.

c) At any time the engine is running at or above idle power

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 105

191. If the No. 2 TRU fails in the cruise

a) There would be no immediate indication.

b) The Master Caution and ELEC annunciator lights would illuminate.

c) The Battery Ammeter would show a discharge.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 25

192. The Switched Hot Battery Bus is powered from

a) The Battery Bus Bar whenever the Battery Switch is ON.

b) The Battery Bus whenever the Battery Switch is OFF.

c) The Battery whenever the Battery switch is OFF.

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 164

193. DC Standby Bus power is normally supplied from

a) The Battery Bus

b) The Hot Battery Bus

c) DC Bus No. 1

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 13

194. If ground power is available and the Ground Service switch on the forward attendant's panel is switched on, then power is supplied to

a) All the aircraft electrical busses.

b) The Ground Service bus for utility outlets, cabin lighting and battery charger.

c) The Ground Service bus for utility outlets and cabin lighting only

(B2) Reference: ATA 24 Electrical Power System - B737 Training book - Page 22

ATA 25:

195. The captain and first officer seats are

- a) Difference
- b) Oppsite assemblies
- c) Identical
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 6

196. The fight compartment seats are

- a) Manually control
- b) Electrically control
- c) Manually and electrically control
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 6-7

197. To remove the flight crew seats

- a) You must first remove stops on the inboard seat tracks, then slide the seats forward off the tracks
- b) You must first remove stops on the outboard seat tracks, then slide the seats forward off the tracks
- c) You must first remove stops on the outboard and inboard seat tracks, then slide the seats forward off
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 7

198. How many observer seat can be installed?

- a) One observer seat
- b) Two observer seats
- c) Three observer seats
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 9

199. The first and second observer seats are

- a) Adjustable seats
- b) Non-adjustable seats
- c) Identical
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 9

200. In passenger cabin the service outlets provide

- a) 115 Volt ac
- b) 28 Volt dc power
- c) 115 Volt ac and 28 Volt dc power
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 11

201. The lowered ceiling panels are installed in

- a) Entry areas and lavatories
- b) Entry areas and galleys
- c) Entry areas, galleys and lavatories
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 14

202. Fiberglass insulation blankets are

- a) Thermally insulates the passenger compartment
- b) Acoustically insulates the passenger compartment

- c) Thermally and acoustically insulates the passenger compartment
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 14-15

203. Roll shades are

- a) Over all the passenger windows
- b) Over the windows in the emergency exit hatches
- c) Over all the flight compartment windows
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 18

204. The air return grilles

- a) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation
- b) Let air move from the upper lobe to the lower lobe for air circulation during rapid decompression
- c) Let air move from the upper lobe to the lower lobe for normal conditioned air circulation or air
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 19

205. The passenger service units provide

- a) Emergency oxygen and advisory information
- b) Emergency oxygen and call switches
- c) Emergency oxygen, advisory information and call switches

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 21

206. How to open the passenger service units?

- a) Insert a small allen wrench or other applicable tool into the latch release hole, then lower the service
- b) Push the passenger service units up to release the latch, then lower the service unit
- c) Remove the lanyard then lower the service unit
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 21

207. Which statement is correct about the attendant service units?

- a) They provide emergency oxygen for attendants or passengers
- b) They provide advisory information for attendants
- c) They provide emergency oxygen and advisory information for attendants
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 23

208. Where are the windscreens installed?

- a) At forward of the forward service or entry door
- b) At aft of the aft entry or service door
- c) At aft of the forward service or entry door or forward of the aft entry or service door
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 25

209. The Holes in the blanket

- a) Will allow water into the fiber center, so reduce the blanket efficiency, increase weight, and can
- b) Will allow air to circulate between the inboard side of the blanket and the sidewall lining

c) Will allow moisture to drain into the bilge drain valves

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 33

210. Emergency equipment typically includes

- a) Overwing escape strap, Escape lanyards, Overwater survival equipment, Escape slides
- b) Overwing escape strap, Escape lanyards, Detachable emergency equipment, Escape slides
- c) Overwing escape strap, Escape lanyards, Overwater survival equipment, Detachable emergency
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 35

211. Where are the overwing escape straps?

- a) In stowage tubes above each emergency exit door
- b) In stowage tubes above each entry door
- c) In stowage tube above the flight compartment door
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 37

212. The escape lanyard kevlar cord rated at

- a) 1000 pounds
- b) 1500 pounds
- c) 2000 pounds

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 39

213. Where are the escape lanyard located?

- a) In the stowage bag behind doors in the flight compartment lining above the number 2 windows
- b) In the stowage bag above the flight compartment door
- c) In the stowage bag below the second observer seat
- (B2) Reference: ATA 25 Equipments and Furnishings system B737 Training book Page 39

214. Where are the escape slides installed?

- a) On the lower inboard face of each entry and service door
- b) On the lower inboard face of each entry and emergency exit door
- c) On the lower inboard face of each entry, service and emergency exit door

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 42

215. Put the slide warning pennant across the door window when

- a) The slide is armed
- b) The slide is dis-armed
- c) The slide is Unserviceable

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 43

216. To ARM the escape slide

a) Move the ARM-DISARM handle to ARM position

- b) Remove the girt bar from the stowage hooks on the door and install it in the floor brackets
- c) Remove the girt bar from the floor brackets and install it in the stowage hooks

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

217. If the escape slide does not inflate automatically

- a) Pull the inflation handle sharply to inflate the escape slide manually
- b) Push the inflation handle to inflate the escape slide manually
- c) Push and pull the inflation handle to inflate the escape slide manually

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

218. The escape slide will fully inflate in

- a) Approximately three seconds
- b) Approximately six rseconds
- c) Approximately ten seconds

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 45

219. The inflation cylinder pressure relief valve opens at

- a) 3500 PSIG
- b) 4000 PSIG
- c) 4500 PSIG

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

220. Which equipment protects the escape slide inflation cylinder from hight temperature?

- a) The fusible plug
- b) The pressure relief valve
- c) The frangible disk

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

221. What precaution should be taken when removing a door escape slide?

- a) Install the safety pin
- b) Remove the safety pin
- c) Remove the airplane power

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

222. How do you check an escape slide cylinder pressure?

- a) The pressure indicator
- b) The pop out indicator on ACP
- c) The bottle must be removed and weighted

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

223. How to deflate the slide after inflation test?

- a) Open the pressure relief valve
- b) Open the deflation valve
- c) Hold the aspirator flapper valve open

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 49

224. The escape slide light system power by

- a) The 28 Volts dc BAT BUS
- b) The 28 Volts dc HOT BAT BUS
- c) Its own battery

(B2) Reference: ATA 25 Equipments and Furnishings system - B737 Training book - Page 51

ATA 26:

225. Each engine fire and overheat detection system has?

- a. 2 loops A&B and 14 detectors, monitor temperature at 7 locations
- b. 2 loops A&B and 3 detectors, monitor temperature at 3 locations
- c. 1 loop and 12 detectors, monitor temperature at 3 locations
- (B2) Ref. ATA 26 B737-MAX-DIFF Training book page 15

226. How are overheat and fire indications supplied to the flight compartment?

- a. Via FDCU
- b. Via DPC

c. Detectors send signal directly to engine and apu fire control panel (B2) Ref. ATA 26 - B737-MAX-DIFF Training book - page 15

227. When will the Cargo fire extinguisher bottle DISCH light come on?

a. The bottle pressure is less than 250 psi

b. The bottle pressure is less than 150 psi

c. The bottle pressure is less than 200 psi

(B2) Ref. ATA 26 - B737-MAX-DIFF Training book - page 34

228. How does the sensing element (in the main wheel well) respond to a change in temperature?

a. As temperature increases resistance decreases

b. As temperature increases resistance increases

c. As temperature increases capacitance decreases

(B2) Ref. ATA 26 - B737-MAX-DIFF Training book - page 40

229. The CODM function is?

a. Monitors sensing elements for overheat conditions in the wheel weel and the wing body and body areas.

b. Monitors sensing elements for overheat conditions in the wheel weel only

c. Monitors sensing elements for overheat conditions in the wheel weel and the wing body

(B2) Ref. ATA 26 - B737-MAX-DIFF Training book - page 42

230. When does the BOTTLE DISCHARGED amber light on?

a) An engine fire extinguisher bottle pressure is less than 350 psi

b) An engine fire extinguisher bottle pressure is less than 300 psi

c) An engine fire extinguisher bottle pressure is less than 250 psi

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 36

231. The APU fire detector sense

- a) Overheat, fire, fault
- b) Overheat, fault

c) Fire, fault

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 46

232. The APU fire extinguishing bottle is in

a) The horizontal stabilizer accessory compartment

b) The APU compartment foward bulkhead

c) Right hand side of aft cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 50, 54

233. Where is the APU ground control panel?

- a) In the left main wheel well aft bulkhead
- b) In the right main wheel well aft bulkhead
- c) In the right main wheel well forward bulkhead

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 50

234. When does the APU fire extinguishing bottle safety relief port break open?

a) The bottle temperature increases to 266F (130C) or bottle pressure to approximately 1800 psi

b) The bottle temperature increases to 266F (130C) or bottle pressure to approximately 1600 psi

- c) The bottle temperature increases to 266F (130C) and bottle pressure to approximately 1500 psi
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 54

235. When you pull the APU fire control handle on APU ground control panel (P28)

- a) The APU system stops and APU fire extinguisher bottle discharges
- b) The APU continute operates but isolates from other systems
- c) The APU system stops and arm the fire extinguisher toggle switch
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 58

236. When there is a fire in the APU and you push the horn cutout button on APU ground control

- a) The horn sound stops and the red light operate alternately as long as APU is on fire
- b) The horn sound stops and the red light stays on continuously as long as APU is on fire
- c) The horn sound stops and the red light extinguishes
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 58

237. The cargo somke derectors are dual loop configuration and have

- a) Four smoke detectors (two in each loop) in the forward and aft cargo compartment
- b) Six smoke detectors (two in each loop) in the forward and aft cargo compartment

c) Four smoke detectors (two in each loop) in the forward cargo compartment and six smoke detectors (two in each loop) in the aft cargo compartment

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 64

238. The cargo smoke detector gives an alarm signal if

- a) It senses air temperature more than 230F (110C)
- b) It senses smoke condition
- c) It senses smoke or if it senses air temperature more than 230F (110C)
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 68

239. The cargo smoke detection system has

- a) Two cargo electronic unit, one for each cargo compartment and they are interchangeable
- b) Two cargo electronic unit, one for each cargo compartment and they are not interchangeable
- c) One cargo electronic unit for both cargo compartment
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 70

240. The cargo fire extinguishing bottles are in

a) The air conditioning distribution bay

- b) Right hand side of Forward cargo compartment
- c) Right hand side of aft cargo compartment
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 86, 90

241. For the cargo compartment, The second bottle will release it content to the same cargo

a) 15 minutes after first bottle discharged

- b) The airplane is landing in 60 minutes, after first bottle discharged
- c) The airplane is in flight for more than 60 minutes after first bottle discharged
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 92

242. For the cargo compartment, The second bottle will release it content to the same cargo

a) 15 minutes after first bottle discharged

b) The airplane is landing in 60 minutes, after first bottle discharged

c) The airplane is in flight for more than 60 minutes after first bottle discharged

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 92

243. Which sensing element type uses in the wheel well compartment?

- a) Gas pressure
- b) Thermistor
- c) Photoelectric

(B2) Reference: ATA 26 Fire protection system - B737 Training book - Page 112

244. The compartment overheat detection controller

- a) Monitors sensing elements for overheat and fire conditions in the wheel well
- b) Monitors sensing elements for overheat and fire conditions in the wing and body areas
- c) Monitors sensing elements for overheat and fire conditions in the wheel well and the wing and body
- (B2) Reference: ATA 26 Fire protection system B737 Training book Page 114, 124

ATA 27:

245. How to get realtime data of the positions of the aileron?

a. MAINT DATA PGS - FLIGHT CONTROL PAGE
b. MAINT CTRL PGS - FLIGHT CONTROL PAGE
c. STATUS PAGE
(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 43

246. Which component controls the spoilers and speedbrakes?

a. SCEb. SECsc. Spoiler Control Quadrant

(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 56

247. Where is the SCE?

a. in the E&E compartment
b. in the FWD electronic compartment
c. on the FWD bulkhead of the MLG wheel well
(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

248. Where are the spoiler shutoff valves?

a. on the FWD bulkhead of the MLG wheel well
b. on the AFT bulkhead of the MLG wheel well
c. on the FWD spar of each wing
(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 68

249. What happens if the SCE has a failure?

a. The EHSV cause the spoilers actuator to retract
b. The spoilers are in damping mode
c. A/C can be dispatched under MEL intem
(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 79

250. How many channels does the SCE have?

- a. 4
- b. 3
- c. 2

(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 85

251. The rudder is powered from?

a. 2 PCUs b. 3 PCUs c. 1 PCU (B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 206

252. In normal operation, TE FLAPs get power from

a. Hydraulic system B
b. Hydraulic system A
c. System A and system B
(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 208

253. What does the LOAD RELIEF light mean?

a. Mean the flap load relief system operates
b. Mean the flap load relief system does not operate
c. Mean the flap load relief system has failure *Ref. ATA 27 - B737-MAX-DIFF Training book - page 211*

254. During alternate operation of the LE Flaps and slats

a. LE standby shutoff valve operates and LE flaps and slats cannot retract

b. LE standby shutoff valve operates and LE flaps and slats can retract

c. LE control valve operates and LE flaps and slats cannot retract

(B2) Ref. ATA 27 - B737-MAX-DIFF Training book - page 231

255. The elevator feel computer control hydraulic pressure to the dual feel actuator (changes the control column forces) by using:

a) Pitot pressure and stabilizer input.

b) Data from ADIRU.

c) Data from FCC.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 162

256. If a jam occurs in one control column

a) The pilot can not manual control the elevator

b) The breakout mechanism permits elevator input by the other column

c) The breakout mechanism permits elevator to be controlled by this control column as normal.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 165

257. Which component changes the control column forces as the airspeed changes and the

a) The elevator feel computer.

b) The elevator PCU.

c) The elevator feel and centering unit.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 186

258. What is the indication when the elevator feel shift module (EFSM) is armed or operating

a) The FEEL DIFF PRESS light on the P5 panel comes on.

b) There is no flight deck annunciation.

c) The YAW DAMPER Light on the P5 panel comes on.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 190

259. How does the pilot control the horizontal stabilizer manually and electrically?

a) The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim override switch.

b) The pilots control the horizontal stabilizer manually with the stabilizer trim switches. They control them electrically by the stabilizer trim wheels.

c) The pilots control the horizontal stabilizer manually with the stabilizer trim wheels. They control them electrically by the stabilizer trim switches.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 209

260. What is the stabilizer trim cutout switches on the control stand used for?

- a) Stop the main electrical and autopilot trim inputs to the stabilizer trim actuator.
- b) Bypass the column cutout switches if it fail.
- c) Stop the stabilizer trim wheels.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 210

261. During yaw damper operation,

- a) Feel and centering unit gives a backdrive of the rudder pedals through the rudder control system.
- b) There is no feedback to the rudder pedals.

c) Rudder PCU gives a backdrive of the rudder pedals through the rudder control system.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 238

262. During electric trim operation, the pilots move the rudder trim control on the aisle stand

a) It does not cause a backdrive of the rudder pedals to the new commanded position.

b) There is no feedback to the rudder pedals.

c) It causes a backdrive of the rudder pedals to the new commanded position.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 245

263. During landing the TE flaps fully extend

a) To increase lift and increase drag to permit slower speeds

b) To decrease lift and decrease drag to permit slower speeds

c) To increase lift and decrease drag to permit slower speeds

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 280

264. During the alternate operation, the TE flaps are

a) Mechanically controlled and electrically operated

b) Electrically controlled and electrically operated

c) Electrically controlled and hydraulically operated

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 280

265. Flap load relief operates

a) Only during normal operation of the TE flaps.

b) Only during alternate operation of the TE flaps.

c) During normal operation of the LE flaps and TE flaps.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 345

266. When the alternate flaps control switch is in the UP position

a) Hydraulically retract the trailing edge flaps.

- b) Electrically retract the leading and trailing edge flaps.
- c) Electrically retract the trailing edge flaps.

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 350

267. In the alternate operation, during extension the LE devices use hydraulic power to extend, and during retraction the LE devices

- a) Also use hydraulic power to retract.
- b) Use electric power to retract.
- c) Do not retract.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 352
- 268. For normal operation, which hydraulic power system is necessary to operate the TE flaps.
 - a) System A hydraulic power
 - b) System B hydraulic power
 - c) System A and B hydraulic power
 - (B2) Reference: ATA 27 Flight controls B737 Training book Page 355

269. How to extend the TE flaps with the LE devices retracted and disabled

- a) Manually operate the LE cruise depressurization valve and extend the TE flaps in the normal
- b) TE flaps can not be extended when LE devices retracted.
- c) Manually operate the LE flap and slat control valve and extend the TE flaps in the normal operation.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 356

270. The LE devices include

- a) One Krueger flaps and four slats on the leading edge of each wing
- b) Two Krueger flaps and three slats on the leading edge of each wing
- c) Two Krueger flaps and four slats on the leading edge of each wing
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 377

271. During the normal operation if the airplane comes near a stall condition, the autoslat function

- a) Fully extends the LE slats.
- b) Retract the LE slats.
- c) Keeps LE slats on position and fully extends the TE flaps.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 377

272. If two or more LE devices move away from their commanded position

- a) The LE UCM detection function changes the operation mode from normal to alternate.
- b) The LE UCM detection function gives command to retract all LE devices for re-operation.
- c) The LE UCM detection function stops the LE normal operation.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 429

273. You can do tests of the LE flaps and slats with builtin test equipment (BITE) in

- a) FCC
- b) FSEU
- c) SMYD

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 438

274. The leading edge flaps and slats position indicating system controls

- a) The LE devices annunciator panel.
- b) The LE FLAPS TRANSIT light and the LE FLAPS EXT light.

- c) The LE devices annunciator panel, the LE FLAPS TRANSIT light and the LE FLAPS EXT light.
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 438

275. If the autoslat function is not available

- a) The autoslat fail light shows on the flight controls panel on the P5 overhead panel.
- b) A warning massage shows on ECAM
- c) A cautiion message shows on ECAM
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 458

276. Which computers calculate the autoslat commands?

- a) FSEU
- b) SMYD.
- c) FCC

(B2) Reference: ATA 27 Flight controls - B737 Training book - Page 458

277. The two red TAKEOFF CONFIG lights come on

- a) When the airplane is in a dangerous condition during takeoff or the ground spoiler interlock valve
- b) Only when the airplane is in a dangerous condition during takeoff
- c) The airplane is in takeoff config
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 468

278. The takeoff warning function is in

- a) PSEU
- b) FCC
- c) SMYD
- (B2) Reference: ATA 27 Flight controls B737 Training book Page 470

ATA 28:

279. Where is the Emergency Fuel Shutoff battery

- a. P6 panel
- b. P5 panel
- c. P7 panel
- (B2) Ref. ATA 28 B737-MAX-DIFF Training book page 8

280. What does the ENG FUEL FLOW alert message show?

a. It shows that the FMC predicted fuel flow is different than the indicated fuel flow at power settings

b. It shows that the fuel level is low in all tanks
c. It shows that the fuel pressure is low
(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

281. When does the FUEL DISAGREE message show?

a. It shows when the FMC and the FQPU do not agree

- b. It shows when the FMC and the initial flight plan do not agree
- c. It shows when the FQPU and the initial flight plan do not agree

(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

282. When does the USING RSV FUEL message show?

a. It shows when predicted fuel at the destination is less than the FMC calculates for reserve fuel

b. It shows that the fuel feed is from the reserve tanks
c. It shows that the total fuel is too low
(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

283. When does the INSUFFICIENT FUEL message show?

a. It show when predicted fuel shows less than 2000 lbs at the destination b. It show when predicted fuel shows less than 1000 lbs at the destination c. It show when predicted fuel shows less than 3000 lbs at the destination (B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

284. Where is the CONFIG message shown?

a. On the engine indication display of the MAX display system
b. On Refuel panel.
c. On P7 Glareshield PNL
(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

285. When does the IMBAL message show?

a. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is in the air

b. When there is a difference of 500 lbs between main tank 1 and main tank 2 and the A/C is in the air

c. When there is a difference of 1000 lbs between main tank 1 and main tank 2 and the A/C is on ground

(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 18

286. Where is the FQPU located?

a. Above the ceiling, forward of the FWD cargo compartment door

b. Above the ceiling, aft of the FWD cargo compartment door c. In the E&E Bay

(B2) Ref. ATA 28 - B737-MAX-DIFF Training book - page 20

287. When a tank is overfill

- a) The fuel quantity indication on P15 refueling panel flashes on and off at one second interval
- b) The fuel quantity indication in flight compartment flashes on and off at one second interval
- c) The fuel quantity indication on P15 refueling panel and in flight compartment flashes on and off at
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 71

288. A manual override plunger on each valve permits

- a) Manual operation
- b) Stop refuel in emergency
- c) To isolate the refuel manifold and fuel feed manifold
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 73

289. When does the refueling valve open light comes on?

- a) When the refueling valve opened
- b) When there is power to the refueling valve solenoid
- c) When there is power to the refueling valve solenoid and refueling valve opened
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 77

290. The defuel system permits

a) Pressure defuel of each tank and suction defuel of main tank 1 and main tank 2

- b) Pressure defuel of each tank and suction defuel of center tank
- c) Pressure defuel and suction defuel of each tank
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 83

291. The main tank fuel boost pump LOW PRESSURE light comes on when

- a) The fuel boost pump pressure is low or the boost pump switch is in the OFF position
- b) The boost pump pressure is low and the boost pump switch is in the ON position
- c) The boost pump pressure is low and the boost pump switch is in the ON position or the boost pump
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 92

292. Where is the crossfeed valve located?

- a) Left wing rear spar
- b) Right wing rear spar
- c) In main wheel well forward bulkhead
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 107

293. The crossfeed VALVE OPEN light is dim when

- a) Crossfeed valve is open
- b) Crossfeed valve is in transit
- c) Crossfeed valve is close
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 109

294. The emergency fuel shutoff battery supplies for

- a) Engine fuel spar valve and APU fuel shutoff valve
- b) Engine fuel spar valve and crossfeed valve
- c) Engine fuel spar valve, APU fuel shutoff valve and crossfeed valve

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 115

295. The airplane has

- a) One water scavenge ejector pump for each tank
- b) Two water scavenge ejector pump for each tank
- c) One water scavenge ejector pump for each main tank and two for center tank

(B2) Reference: ATA 28 Fuel system - B737 Training book - Page 117

296. The fuel quantity of auxiliary tanks show

- a) On their own indicator on the P15 refuel control panel
- b) On the main tank indicator on the (P15) refuel control panel, when the isolation valve panel control
- c) On the center tank indicator on the (P15) refuel control panel, when the isolation valve panel control
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 135

297. Where is the FQPU located?

- a) Forward bulkhead of the aft cargo compartment
- b) Aft bulkhead of the forward equipment center
- c) In the EE compartment
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 141

298. When does the IMBAL message show?

a) Only when the airplane is in the air

- b) Only when the airplane is on the ground
- c) Both in the air or on the ground
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 145

299. Each main tank has

- a) Four mesuring sticks are numbered 3 to 6, inboard to outboard
- b) Five mesuring sticks are numbered 3 to 7, inboard to outboard
- c) Six mesuring sticks are numbered 3 to 8, inboard to outboard
- (B2) Reference: ATA 28 Fuel system B737 Training book Page 163

ATA 29:

300. Where is the hydraulic ground servicing system components?

- a) In the left forward corner of the mainn wheel well
- b) In the right forward corner of the mainn wheel well
- c) In the right aft corner of the mainn wheel well
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 18

301. Selecting a hydraulic ENG switch to OFF will

- a) Activate the depressurization solenoid valve which isolates pump output pressure from the main
- b) Deactivate the depressurization solenoid valve which isolates pump output pressure from the main
- c) Close the hydraulic supply shutoff valve which isolates pump output pressure from the main
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 27

302. Pulling an ENG FIRE switch will

a) Stop the fluid to the EMDP and EDP by closing the Hydraulic supply shutoff valve and deactivate the associated LOW PRESSURE light

b) Stop the fluid to the EMDP by closing the Hydraulic supply shutoff valve and de-activate the

c) Stop the fluid to the EDP by closing the Hydraulic supply shutoff valve and de-activate the *(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 27*

303. The main hydraulic reservoirs are pressurised by

- a) Air from 9th stage only
- b) Air from 5th stage only
- c) Air from pneumatic system

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 23, 35

304. The normal operating presure of the hydraulic system is

- a) 3000 PSI
- b) 3500 PSI
- c) 5000 PSI

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 23

305. When does the reservoir pressure relief valve open?

- a) When the pressure in the reservoir increase to 60-65 PSI
- b) When the pressure in the reservoir increase to 80 PSI
- c) When the air pressure in the reservoir increase to 100 PSI
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 39

306. The system B standpipe supplies hydraulic fluid to

- a) EDP and PTU
- b) EMDP and PTU
- c) EDP and EMDP

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 43

307. The hydraulic system heat exchanger remove heat by

- a) Fan air
- b) Ram air
- c) Fuel in tanks

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 60

308. The standby hydralic system supplies alternate hydraulic pressure for

a) Thrust reversers, leading edge flaps and slats

b) Thrust reversers, rudder

c) Thrust reversers, rudder, leading edge flaps and slats

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 94

309. The amber STANDBY HYD LOW QUANTITY light comes on when

a) The hydraulic fluid in the standby reservoir decreases to less than 70 percent

- b) The hydraulic fluid in the standby reservoir decreases to less than 50 percent
- c) The hydraulic fluid in the standby reservoir decreases to less than 40 percent

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 96

310. How to fill the standby hydraulic reservoir?

- a) Through "A" system
- b) Through "B" system
- c) By it own selection port

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 89

311. With FLT CONTROL A or B switch is ON and ALTERNATE FLAPS arm switch is OFF. When does the standby pump operate automatically?

- a) Airplane in the air or wheel speed more than 60 kts
- b) The force fight monitor (FFM) in the main rudder PCU finds more than 3600 PSI for more than 5
- c) Low flight control system A or B pressure
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 115

312. The hydraulic power transfer unit (PTU) system supplies alternative hydraulic pressure to

- a) The trailing edge flaps only
- b) The leading edge flaps only
- c) The leading edge flaps and slats only
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 126

313. The hydraulic power transfer unit (PTU) uses

- a) Hydraulic pressure from system A to turn the motor
- b) Hydraulic pressure from system B to turn the motor
- c) Hydraulic pressure from standby system to turn the motor

(B2) Reference: ATA 29 Hydraulic system - B737 Training book - Page 126

314. The hydraulic OVERHEAT light come on

- a) when the temperature of a main hydraulic system EMDP is more than normal
- b) when the temperature of a main hydraulic system EDP is more than normal
- c) when the temperature of a main hydraulic system reservoir is more than normal
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 144

315. Where does the main hydraulic fluid quantity indicate?

- a) In the cockpit
- b) On each reservoir
- c) In the cocpit and on each reservoir
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 147

316. When do the hydraulic LOW PRESSURE lights come on?

- a) When the hydraulic pump pressure is less than 1300 psi
- b) When the hydraulic pump pressure is less than 1600 psi
- c) When the hydarulic pump pressure is less than 2000 psi
- (B2) Reference: ATA 29 Hydraulic system B737 Training book Page 160

ATA 30:

317. Can the Wing anti-ice operate in-flight or on ground?

- a. The WAI system can operate in flight or on the ground.
- b. The WAI system can operate in flight only.
- c. The WAI system can operate on ground only.

(B2) Ref. ATA 30 - B737-MAX-DIFF Training book - page 12

318. Where is the engine anti-ice valve located?

- a. 12 o'clock position of the engine fancase
- b. 2 o'clock position of the engine fancase
- c. 5 o'clock position of the engine fancase

(B2) Ref. ATA 30 - B737-MAX-DIFF Training book - page 36

319. Each DWHCU controls electric heat to two windows, these are

a. Left windshield 1 + right side window 2 and Right windshield 1+ left side window 2
b. Left windshield 1 + right side window 1 and Right windshield 2 + left side window 2
c. Left windshield 1 + right winshield 1 and Left side window 2 + right side window 2
(B2) Ref. ATA 30 - B737-MAX-DIFF Training book - page 44

320. How to reset the window heat system after an OVHT TEST?

- a. Momentarily put the switches to the OFF position, then put the switches to ON position
- b. Put the switches to RST position
- c. The system will reset automatically
- (B2) Ref. ATA 30 B737-MAX-DIFF Training book page 48

321. How does DWHCU control the heating temperature of the windows?

a. Via 2 sensors: 1 primary and 1 spare. In case the primary sensor is lost, DWHCU automaically selects the spare.

b. Via 3 sensors: 2 primary and 1 spare. In case the primary sensors are lost, DWHCU automaically selects the spare.

c. Via 1 sensor, in case the sensor is lost, A/C is dispatched without window heating per MEL. (B2) Ref. ATA 30 - B737-MAX-DIFF Training book - page 50

322. The inlet cowl anti-ice valve is

- a) Electrically controlled and pneumatically operated bufferfly valve
- b) Electrically controlled and operated bufferfly valve
- c) pneumatically controlled and operated bufferfly valve
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 32

323. When does the amber COWL ANTI-ICE light come on?

- a) When the duct pressure downstream of the valve is too low
- b) When the duct pressure downstream of the valve is too high
- c) When the duct pressure upstream of the valve is too high

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 30

324. When does the amber TAI message on the CDS show?

- a) When the switch is in the on position and the cowl TAI valve is opened
- b) When the switch is in the close position and the cowl TAI valve is closed
- c) When the switch and the valve positon do not agree for more than 8 seconds
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 38

325. Which probes does the probe anti-ice system supply for?

- a) Angle of attack sensor, total air temperature probes, pitot probe
- b) Total air temperature probes, pitot probe, static ports
- c) Angle of attack sensor pitot probe, static ports
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 40

326. When the PROBE HEAT switch in AUTO position

- a) The probes are heated automatically when engines are started
- b) The probes are heated automatically when airplane is in air
- c) The probes are heated automatically when ice detector detects an ice condition
- (B2) Reference: ATA 30 Ice and Rain Protection system B737 Training book Page 56

327. When use push the TAT TEST switch

- a) The TEMP PROBE light stay off if the probe does not have heat
- b) The TEMP PROBE light stay off if the probe has heat
- c) The TEMP PROBE light on if the probe has heat

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 56

328. For window heat, How to reset an overheat condition?

a) Push the OVHT/PWR TEST switch on P5 panel to the PWR TEST position

b) Push the OVHT/PWR TEST switch on P5 panel to the OVHT position

c) Momentarily put the WINDOW HEAT switch to OFF position then return the switch to ON

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

329. How many WHCUs are installed on this airplane?

a) 2 WHCU, each WHCU controls the heat to 2 windows

b) 3 WHCU, each WHCU controls the heat to 2 windows

c) 4 WHCU, each WHCU controls the heat to 1 window

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 68

330. The window heat switches must be

a) ON to make a PWR or OVHT test

b) OFF to make a PWR or OVHT test

c) ON to make a PWR test only

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61-62

331. The OVERHEAT lights give an indication of overheat condition for

- a) No. 1 windows
- b) No. 1 and 2 windows
- c) No. 1, 2 and 3 windows

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

332. When overheat condition occurs

- a) The WHCUs removes and locks out power to the window until the window cools and the system is
- b) The WHCUs removes and locks out power to the window until the window cools
- c) The WHCUs removes and locks out power to the window until you do the OVHT test

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 61

333. Which statment is incorrect about the windshield sensor switches?

a) The windshield sensor switches let you change the primary sensor to the spare sensor

- b) The windshield sensor switches are for no.1 windows only
- c) The windshield sensor switches are on the P5 panel in the flight compartment

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 68

334. Both windshield wipers are controlled by

- a) One selector
- b) Their own repective selectors
- c) Their own repective toggle switch

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 90

335. The water and toilet drain anti-ice system

- a) Operate automatically when power is on the airplane
- b) Operate manually by swtich on P5 panel
- c) Operate automatically when engine running

(B2) Reference: ATA 30 Ice and Rain Protection system - B737 Training book - Page 96-101

ATA 31:

336. How many display (total) are on P1 and P3 instrument panels?

- a. 5
- b. 2

c. 4

(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 19

337. How much time is necessary for the DPC to complete the power-up BIT?

- a. 90 Seconds
 b. 120 Seconds
 c. 60 Seconds
 (B2) Ref. ATA 31 B737-MAX-DIFF Training book Page 26
- 338. How is the brightness of the DUs controlled?
 - a. Automatically only

b. Manually only

c. Automatically and manually (B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 30

339. How you can show VSD data on the ND?

a. Use the WPT push button on the EFIS control panel
b. Use the DATA push button on the EFIS control panel
c. Use the VSD button on the EFIS control panel
(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 49

340. Which ND mode can show the VSD format?

a. MAP b. PLN c. VOR (B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 49

341. What is another function of a DPC?

a. To send and receive data for other system
b. To make OMF report
c. To calculate flight legs
(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 59

342. When does the amber DSPLY SOURCE 1 message shows?

a. when the DISPLAYS - SOURCE switch is in the ALL ON 1 position.
b. when display processor computer 1 does not supply display data to the display units.
c. when there is a DPC 2 failure
(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 85

343. How is fiber-optic cross-talk condition shown?

a. OFF (Cyan lines, boxes and text) ACTIVE (green lines, boxes and text) FAILED (red lines, boxes and text)

b. ACTIVE (green lines, boxes and text) FAILED (amber lines, boxes and text) INACTIVE (dim white lines boxes and text)

c. NORM (dim green lines, boxes and text) FAILED (amber lines, boxes and text) inactive (dim white lines boxes and

text)

(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 119

344. When does the amber MAINT light come on the ground?

a. when the MAINT CTRL PGS menu is selected

b. when a system fault occurs and turns on a Scheduled Maintenance Task Messages.

c. when a system fault occurs and turns on a status message.

(B2) Ref. ATA 31 - B737-MAX-DIFF Training book - Page 170

345. How many DU INOP if 2 GG fail?

- a) 2 display unit
- b) 4 display unit
- c) All display unit operate normally

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 107

346. When does the CDS FAULT message show?

- a) The airplane is on ground with one engine off or both engines off
- b) The airplane is on ground

c) The airplane is in air

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 115

347. Which is the correct sequuence of priority with the most important message first?

- a) CDS MAINT, CDS FAULT, DSPLY SOURCE
- b) CDS FAULT, CDS MAINT, DSPLY SOURCE
- c) DSPLY SOURCE, CDS FAULT, CDS MAINT
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 116

348. What does the BULK ERASE function use for?

- a) Erase all inflight faults in the memory of the display electronics unit (DEU)
- b) Erase intermittent faults in the memory of the display electronics unit (DEU)
- c) Erase current status faults in the memory of the display electronics unit (DEU)
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 130

349. When control panel select switch is in the BOTH-ON 1 position

- a) The first officer EFIS control panel controls the captain and the first officer displays
- b) The captain EFIS control panel controls the captain and the first officer displays
- c) The left ADIRU signals connect to the WXR R/T

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 108

350. When does amber DISPLAY CONTROL PANEL message show?

a) When left or right EFIS control panel fails

- b) Only when right EFIS control panels fail
- c) Only when left EFIS control panels fail

(B2) Reference: ATA 31 Indicating/Recording system (2 of 3) - B737 Training book - Page 115

351. In normal condition, When DISPLAY SOURCE SELECTOR switch is in the AUTO position

- a) DEU 2 controls the right outboard, right inboard, and center lower display units
- b) DEU 2 controls the left outboard, left inboard, and center upper display units
- c) DEU 2 controls all six display units
- (B2) Reference: ATA 31 Indicating/Recording system (2 of 3) B737 Training book Page 106

352. The flight data recorder

- a) Records airplane parameters and system data for the last 25 hours of operation
- b) Records airplane parameters and system data for the last 120 minutes of operation
- c) Records airplane parameters and system data for the last 60 minutes of operation
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 4

353. When does the flight recorder OFF light come on?

- a) The flight data acquisition fails, the flight data recorder fails
- b) The flight data recorder system is not in operation.
- c) The flight data acquisition fails, the flight data recorder fails and the flight data recorder system is not in operation.
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 34

354. Where is the location of FDR?

a) In the fwd cabin ceiling near the fwd entry door

b) In the mid cabin ceiling near the emergency exit hatch

c) In the aft cabin ceiling near the aft entry door

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 18

355. When does the FDR gets 115V AC?

- a) Engine 1 or Engine 2 is running or the airplane is in the air.
- b) The TEST/NORMAL switch is in the TEST position
- c) Engine 1 or Engine 2 is running or the airplane is in the air and the TEST/NORMAL switch is in the TEST position
- (B2) Reference: ATA 31 Indicating/Recording system (3 of 3) B737 Training book Page 20

356. How long does the ULB can operate under water?

- a) A minimum of 30 days
- b) A minimum of 60 days
- c) A minimum of 90 days

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 26

357. Where is the location of FDAU?

- a) On the E3-1 shelf in the EE compartment
- b) On the E3-2 shelf in the EE compartment

c) On the E2-2 shelf in the EE compartment

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 12

358. When does the FDAU send to the printer?

- a) Automatically
- b) When it gets command
- c) Automatically and when it gets command

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 64

359. The captain clock sends date and time data to

- a) The FMC 1, the FDAU, and the voice recorder
- b) The FMC 2, the FDAU, and the voice recorder
- c) The FMC1, FMC 2, the FDAU, and the voice recorder

(B2) Reference: ATA 31 Indicating/Recording system (3 of 3) - B737 Training book - Page 80

- 360. When does the OVHT/DET light on the left system annunciator lights to come on? a) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP, CARGO FIRE Det INOP
 - b) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP.

 - c) ENG 1 OVERHEAT, ENG 2 OVERHEAT, APU Det INOP, CARGO FIRE Det INOP, Wheel
 - (B2) Reference: ATA 31 Indicating/Recording system (1 of 3) B737 Training book Page 6

361. When does the aural warning module make the continuous horn sound?

- a) When the aural warning module receives a discrete input from PSEU for a landing warning
- b) When the aural warning module receives a discrete input from PSEU for a takeoff warning
- c) When the aural warning module receives a discrete input from cabin altitude panel for cabin altitude
- (B2) Reference: ATA 31 Indicating/Recording system (1 of 3) B737 Training book Page 24

362. Which sound does the aural warning module make when receives discrete inputs from the left or right ADIRU for an overspeed warning?

a) The wailer sound

b) The clacker sound

c) The HI/LO chime sound

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 24

363. For the aural waring module, which is the correct sequuence of the sounds from most

a) Intermittent horn, steady horn, wailer

b) Steady horn, intermmitent horn, wailer

c) Wailer, steady horn, intermittent horn

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 30

364. How to stop fire bell warning?

a) Push the bell cutout switch or the master caution light

b) Push the master caution light or the fire warning light

c) Push the bell cutout switch or the fire warning light

(B2) Reference: ATA 31 Indicating/Recording system (1 of 3) - B737 Training book - Page 39

ATA 32:

365. How many positions does the landing gear control lever have with the detent?

a. two positions with detents: UP and DN.

b. three positions with detents: UP, OFF and DN.

c. two positions with detents: UP and OFF.

(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

366. If the lever lock solenoid fails in the locked position, how do you move the control lever to the UP position?

a. Use the LOCK OVRD button on the control lever module

b. Apply greater force to break the locking mechanism

c. Manually deactivate the lock solenoid with a circuit breaker at P6 CB panel.

(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 38

367. What does the landing gear transfer valve control?

a. It controls hydraulic pressure for the landing gear.

b. It controls the switching of hydraulic pressure from system A to system B for alternate

landing gear retraction and alternate nose wheel steering operation.

c. It controls extension and retraction of the landing gear

(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 45

368. Which function isolates the gear circuits from supply pressure during cruise?

a. auto-off function

b. continuous monitoring function
c. air control function
(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 53

369. What prevents a steering command if there is a loss of cable tension in the nose wheel steering system?

a. The rotary actuator

b. The left steering wheel

c. The broken cable compensator

(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 72

370. Which menu will let you see status of the PSEU and its associated sensors?

a. MAINT CTRL PGS
b. ONBD MAINT
c. MAINT DATA PGS
(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 119

371. How many types of ground tests are there for the PSEU?

a. Operational test only
b. three types: Operational test, LRU Replacement Test and Self Test
c. two types: Operational test and LRU Replacement Test
(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 130

372. How to extend and retract the two-position tail skid for test, repair, or inspection purposes?

a. Using the tail skid extend special function in OMS.

b. Access the tail skid actuator through the section 48 access and blowout door, and then operate it manually.

c. Using Air/Gnd Override function in PSEU.

(B2) Ref. ATA 32 - B737-MAX-DIFF Training book - Page 175

373. When does the alternate extend solenoid valve energize?

a) When the landing gear control lever moves to the DOWN position

b) When the landing gear control lever moves to the OFF position

c) When you open the manual extension access door

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 95

374. Which component removes up pressure from the MLG actuator when a damaged, spinning tire moves into the main landing gear wheel well

a) The frangible fitting

b) The hydraulic fuse

c) The transfer cylinder

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 101

375. Which component gives a time delay to permit the LDG to unlock before the LDG actuator

a) The transfer cylinder

- b) The sequence valve
- c) The selector valve
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 100,126

376. With manual extension, the LDG extends to down and locked position by

- a) Standby hydraulic system
- b) Hydraulic accumulator
- c) By airloads and gravity

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 155, 163

377. The normal steering limits of the NLG is

- a) 70 degees
- b) 78 degrees
- c) 90 degrees
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 167

378. Movement of the steering wheel

- a) Does not permit a back-drive of the rudder pedals
- b) Permit a back-drive of the rudder pedals when airplane in air
- c) Permit a back-drive of the rudder pedals when airplane on ground
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 173

379. Which component permits the rudder system to move freely when the steering system can not

- a) The steering disconnect switch
- b) The shear rod
- c) The torque tube
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 173

380. If you tow the airplane and turn the nose wheels more than 78 degrees, you must

- a) Disconnect the taxi light wire bundle
- b) Disconnect the steering wheel
- c) Disconnect the torsion links

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 186

381. When can you towing the airplane without steering lockout pin?

- a) When hydraulic system A is completely removed
- b) When hydraulic system B is completely removed
- c) When hydraulic system A and B are completely removed

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 186

382. What happen if the tail strike has a large force?

- a) The wear shoe rubs on the runway to absorb the force
- b) The frangible cartridge crushes to absorb the force
- c) The force shears the fuse pin

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 193

383. The frangible cartridge must be replace when

- a) Green part of the placard is not visible
- b) The wear shoe wears to wear dimples
- c) The fuse pin shears
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 193

384. Two-position tail skid actuator can be operated

- a) Manually only
- b) Automatically only
- c) Manually or automatically
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 195

385. The hydraulic pressure to operate the two- position tail skid actuator comes from

- a) Stanby hydraulic system
- b) Hydarulic system A
- c) Hydraulic system B
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 197

386. If the PSEU finds a sensor failure, the sensor status is

a) Set to target far

- b) Set to target near
- c) Blank
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 209, 211

387. If the PSEU senses a non-dispatchable fault, the amber PSEU light on the P5 panel comes on

- a) The PSEU fault light goes off when the fault is corrected, or the parking brake is set, or both engines
- b) The PSEU fault light goes off when the parking brake is set, or both engines are shut down
- c) The PSEU fault light goes off when the fault is corrected
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 229

388. Which PSEU system sends parking brake set on ground signals?

- a) System 1
- b) System 2
- c) System 1 & 2
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 232-233

389. On the airplane has active mid cabin emergency exit doors (MCEED) which component controls the two position tail skid?

a) PSEU
b) SPSEU 1
c) SPSEU 2
(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 243

390. The mid cabin emergency exit doors (MCEED) are controlled by

a) SPSEU 1
b) SPSEU 2
c) SPSEU 1 & 2
(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 243

391. How many main gear up and locked sensors are installed on this airplane?

- a) Two sensors, one for each main LDG
- b) Four sensors, Two for each main LDG
- c) Six sensors, three for each main LDG
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 261

392. The LDG red position lights control by

- a) PSEU system 1
- b) PSEU system 1 or 2
- c) PSEU system 1 & 2
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 271, 275

393. With gear is not down and lock, the aural warning module gives the continuous horn sound when

- a) Flap position is from 0 to 10 units
- b) Flap position is from 15 to 25 units
- c) Flap position is more than 25 units

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 277

394. The normal brake system uses

a) Hydraulic system A pressure

b) Hydraulic system B pressure

c) Hydraulic system A & B pressure

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 298

395. During landing gear retraction, which brake system gets pressure to operate the brakes?

a) The normal brake system

b) The alternate brake system

c) The parking brake system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 298

396. The brake pressure indicator shows brake pressure from

a) System B and the accumulator

b) System A and the accumulator

c) The accumulator only

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 299, 301

397. The accumulator isolation valve closes when

a) Only the system A supplies pressure

b) Only the system B supplies pressure

c) System A&B supply pressure

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 317

398. The brake system relief valve opens when

a) The pressure in the brake accumulator is more than 3100 psi

b) The pressure in the brake accumulator is more than 3500 psi

c) The pressure in the brake accumulator is more than 3800 psi

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 319

399. The amber BRAKE TEMP light come on when

a) The brake temperature is more than 5.0

- b) The brake temperature is more than 6.0
- c) The brake temperature is more than 7.0

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 337, 339

400. Which component receives inputs from the brake temperature sensors and supplies an analog

a) Brake system control unit (BSCU)

b) Brake temperature monitoring uint (BTMU)

c) Brake system monitoring unit (BSMU)

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 337, 345

401. The parking brake light come on

a) When the parking brake shutoff valve is closed

- b) When the parking brake shutoff valve is opened
- c) Regardless the parking brake shut off valve position
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 363

402. The antiskid system controls metered brake pressure from

- a) The hydraulic brake system
- b) The autobrake system
- c) The hydraulic brake system and the autobrake system

(B2) Reference: ATA 32 Landing gear - B737 Training book - Page 370

403. Autobrake pressure limit is 3000 psi when

- a) Autobrake select switch in position 2
- b) Autobrake select switch in position 3
- c) Autobrake select switch in MAX position
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 377

404. How many antiskid valves are installed on this airplane?

- a) Two valves in normal hydraulic brake system and two valves in alternate hydraulic brake system
- b) Four valves in normal hydraulic brake system and two valves in alternate hydraulic brake system
- c) Four valves in normal hydraulic brake system and four valves in alternate hydraulic brake system
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 387

405. The autobrake system releases the RTO autobrakes if they were applied and disarms the

- a) AUTOBRAKE select switch to the RTO position or two air/ground systems are in the air mode
- b) AUTOBRAKE select switch to the RTO position or two air/ground systems are in the ground mode
- c) AUTOBRAKE select switch to the OFF position or two air/ground systems are in the air mode
- (B2) Reference: ATA 32 Landing gear B737 Training book Page 413

ATA 33:

406. How many types of LED light assemblies in passenger compartment?

- a. Two types: RGBW and WWA.
- b. Three types: RGBW, WWA and Incandescent
- c. Three types: RGB, White and Amber.

(B2) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 10

407. Where is the switch that controls electric power to the passenger compartment lights?

a. That is the CAB/UTIL switch, on the P5-13 overhead panel.

b. That is the CAB/UTIL switch, on the FWD ACP panel.

c. That is the CAB/UTIL switch, on P18-1 panel.

(B2) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 13

408. What type of window lights?

a. fluorescent
b. WWA
c. RGBW
(B2) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 48

409. The emergency lights operate when:

a. emergency light system is on.

b. There is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position.

c. Emergency light system is on or there is a loss of airplane DC power and the P5 forward overhead panel EMER EXIT LIGHTS switch is in the ARMED position. (B2) Ref. ATA 33 - B737-MAX-DIFF Training book - Page 102

410. How long does the battery pack supply emergency lights?

- a) More than 10 minutes
- b) More than 15 minutes
- c) More than 20 minutes

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 172

411. The emergency exit light switch on the P5 panel is in the ARM position, when does the power supply make the emergency lights come on?

- a) Attendant panel emergency exit switch is in the ON position or 28v DC bus 1 voltage decreases
- b) Attendant panel emergency exit switch is in the ON position or an AC transfer bus1 loss power
- c) Attendant panel emergency exit switch is in the ON position or an AC transfer bus 2 loss power
- (B2) Reference: ATA 33 Lights system B737 Training book Page 172

412. When does the lavatory occupies light come on?

- a) The lavatory door locks and the 28v ac transfer bus 1 is on
- b) The 28v ac transfer bus 1 is on
- c) The 115v ac transfer bus 1 is on

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 98

413. The lavatory mirror lights

- a) Control by ON/OFF switch on fwd attendant panel
- b) Come on bright when the lavatory door closes and locks
- c) Working with DIM and BRIGHT mode of ceiling lights

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 98

414. What is incorrect about floodlights?

- a) Can operate in two modes: normal and standby
- b) Not all floodlights can operate in standby mode
- c) You can adjust the intensity from the floodlight in any mode
- (B2) Reference: ATA 33 Lights system B737 Training book Page 46

415. The standby compass light get power from

- a) 28 VDC BAT BUS
- b) 28 VDC HOT BAT BUS
- c) 28VAC transfer bus
- (B2) Reference: ATA 33 Lights system B737 Training book Page 38

416. The standby lights

- a) Get power from the standby bus when transfer bus 2 can not supply power to the light
- b) Get power from the transfer bus 1 when transfer bus 2 can not supply power to the light

c) Get power from the standby bus when transfer bus 1 can not supply power to the light (B2) Reference: ATA 33 Lights system - B737 Training book - Page 32

417. How do you test the annunciators and lighted push-botton switches?

a) Use the MD&T switch on P1 panel

- b) Use the MD&T switch on P2 panel
- c) Use the MD&T switch on P5 panel
- (B2) Reference: ATA 33 Lights system B737 Training book Page 58

418. With the FASTEN SEAT BELT switch is in the AUTO, when do the FASTEN SEAT BELT

- a) The trailing edge flaps limit switch is in the UP position or the landing gear lever switch is in the
- b) The trailing edge flaps limit switch is in the UP position or the landing gear lever switch is in the
- c) The trailing edge flaps limit switch is in the NOT UP position or the landing gear lever switch is in
- (B2) Reference: ATA 33 Lights system B737 Training book Page 88

419. Which statement is correct about the NO SMOKING sign?

- a) The NO SMOKING switch on P5 panel does not effect the NO SMOKING lights
- b) The NO SMOKING signs are on only when the NO SMOKING switch in ON position
- c) The NO SMOKING signs are off when the NO SMOKING switch in OFF position
- (B2) Reference: ATA 33 Lights system B737 Training book Page 88

420. Which dome light has an emergency light for the flight compartment?

- a) The dome light at P6 panel
- b) The dome light at P18 panel
- c) The dome light at P5 panel
- (B2) Reference: ATA 33 Lights system B737 Training book Page 42

421. When does the amber passenger and lavatory call light come on?

- a) When a passenger pushes the passenger call switch on the PSU
- b) When a passenger pushes the call switch in a lavatory
- c) When the crew member call another crew member
- (B2) Reference: ATA 33 Lights system B737 Training book Page 100

422. The main wheel well lights are controlled by

a) The wheel well lights switch on the P5 forward overhead panel or the two-position toggle switch on the P19 external power panel

b) The wheel well lights switch on the P5 forward overhead panel or the two-position toggle switch in the left main wheel well

c) The two-position toggle switch in the left maint wheel well or the two-position toggle switch on the P19 external power panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 114

423. When the switch is in the EXTEND position the retractable landing light will

a) Only extends until the full extend limit switch opens

- b) Extends until the full extend limit switch opens and the light is on
- c) Retracts and is off

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 140

424. When do the white anti-collision lights come on?

a) When the POSITION switch on P5 panel in the STROBE & STEADY position

b) When the WING switch on P5 panel in the STEADY position

c) When the ANTI-COLLISION switch on P5 panel in the ON position

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 148

425. How to get access to lower anti-collission light power supply?

a) Removal of the passenger compartment ceiling panel

b) Remove the left ram air inlet duct access panel

c) Removal of the cargo compartment ceiling panel

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 150

426. Which statement is incorrect about the reading lights?

a) The lights are in a serial circuit. The loss of one light will affect the other lights

b) The lights are in a parallel circuit. The loss of one light will not affect the other lights

c) To operate the reading light, use the switch on the passenger service unit (PSU)

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 84

427. When you turn on the nose wheel well light by the switch on P19 panel

a) You can use the wheel well switch on P5 panel to turn off the light

b) Only the switch on P19 panel can turn off the light

c) You can use the wheel well switch on P5 panel or switch on P19 panel to turn off the light

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 114

428. When do the position lights come on?

a) When the POSITION switch in the STEADY or STROBE & STEADY position

b) Only when the POSITION switch in the STEADY position

c) Only when the POSITION switch in the STROBE & STEADY position

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 144

429. Which statement is correct about the momentary lighted push-button switch?

a) It changes condition when you push the cap assembly and changes back to its original condition when you remove the pressure

b) It changes condition when you push the cap assembly and stays in that condition until you push it again

c) It changes condition when you push the cap assembly and stays in that condition when you remove the pressure

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 18

430. Which are the functions of the aft attendant control panel?

a) Passenger compartment lighting control, Environment, Maintenance, Passenger services

b) Passenger compartment lighting control, Environment, Maintenance

c) Passenger compartment lighting control, Environment, Passenger services

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 67

431. Which ACP you can check the potable water quantity?

a) The FWD ACP

b) The AFT ACP

c) The FWD ACP and the AFT ACP

(B2) Reference: ATA 33 Lights system - B737 Training book - Page 68

432. When the MD&T switch is in the DIM position

- a) Relay R34 energizes and power and ground goes through the zener diodes
- b) Relay R33 energizes and supplies power and ground to make all of the indicating lights come on
- c) Relays R33 and R34 are deenergized and make all indicating lights come on
- (B2) Reference: ATA 33 Lights system B737 Training book Page 60

ATA 34:

433. Where is the WXR radar processor?

a. The forward equipment compartment

b. The Electronic Equipment Compartment.

c. The forward bulkhead behind the nose radome. (B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 14

434. Where is the WXR receiver- transmitter?

a. in the forward equipment compartment
b. in a cavity on the left side of the WXR antenna drive
c. in the Electronic Equipment Compartment.
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 14

435. What voltage does WXR Radar Processor send to the power supply in the WXR receiver- transmitter?

a. 115V AC b. 28V DC c. 200V DC (B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 40

436. Between what range are the PWS alerts (caution and warning) fully activated?

a. from 50 feet to 400 feet RA.
b. from 1200 feet to 1800 feet RA.
c. from 400 feet to 1200 feet RA.
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 59

437. What are the function of the IMMR?

a. ILS, GPS, GNSS, VOR/MB
b. ILS, EGPWS, GPS, VOR/MB
c. GPS, GNSS, VOR/ADF, ILS
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

438. How many type of multi-mode receivers (MMRs) available on the 737 MAX?

a. Two types: the Collins manufactured MMR or the Honeywell manufactured 3G IMMR b. Three types: the Collins manufactured MMR, the Collins manufactured IMMR or the Honeywell manufactured 3G IMMR c. Just one types: the Honeywell manufactured 3G IMMR

(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 76

439. Where is the integrated multi-mode receivers?

a. in the forward equipment compartmentb. in the EE compartment

c. in the vertical stabilizer (B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 81

440. On which IMMRs is the marker beacon function available?

a. only IMMR 1.
b. both IMMR.
c. on IMMR 2.
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 100

441. Where is the head-up display computer?

a. over the pilot's head
b. on the E4-1 electronic equipment shelf
c. inside electronic panel
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 116

442. What is the power source for HUD to operate?

a. 115v AC from XFR BUS 1 and XFR BUS 2
b. +/-15v DC from the overhead unit.
c. 28v DC from bus 1 and bus 2.
(B2) Ref. ATA 34 - B737-MAX-DIFF Training book - Page 120

443. When AC power is not available, ADIRU will operate on DC power from the 28v dc sw hot battery bus

a) The left and right ADIRU will continue to operate on DC power until the battery power is less than 18v dc

b) The right ADIRU will continue to operate on DC power until the battery power is less than 18v dc, the left ADIRU will turn off after 5 minutes operation on DC power

c) The left ADIRU will continue to operate on DC power until the battery power is less than 18v dc, the right ADIRU will turn off after 5 minutes operation on DC power

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 51

444. True airspeed does not show on the ND until

- a) TAS is more than 100 kts
- b) TAS is more than 90 kts
- c) TAS is more than 80 kts

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 77

445. Where does the Flight Path Vector (FPV) flag show?

a) It will show on the PFD or ND when attitude data from the ADIRU is invalid and the FPV switch is selected on the EFIS control panel

b) It will show on the PFD or ADI when attitude data from the ADIRU is invalid and the FPV switch is selected on the EFIS control panel

c) It will show on the ND when attitude data from the ADIRU is invalid and the FPV switch is selected

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 93

446. Where does air data inertial reference unit (ADIRU) can not align?

- a) At a latitude more than 70.2 north or 78.25 south
- b) At a latitude more than 78.25 north or south
- c) At a latitude more than 60 north or 70.2 south

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 95

447. When mach airspeed warning system gets the overspeed warning signal from an air data

a) This signal causes the clacker sound to come on in the aural warning module

b) This signal causes the HI/LO chime sound to come on in the aural warning module

c) This signal causes the HI chime sound to come on in the aural warning module

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 159

448. The operating range of the RA is

a) Approximately -12 to 2500 feet

b) Approximately -20 to 2500 feet

c) Approximately -10 to 2500 feet

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 174

449. On WXR control panel Tilt control is

a) Only active during AUTO operation and adjusts the antenna tilt angle from +15 degrees to -15 degrees in relation to the horizon

b) Only active during manual operation and adjusts the antenna tilt angle from +15 degrees to -15 degrees in relation to the horizon

c) Only active during manual operation and adjusts the antenna tilt angle from +25 degrees to -25 degrees in relation to the horizon

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 217

450. With the 640 NM range selection on EFIS control panel

a) The WXR R/T only shows weather displays out to a maximum range of 160 NM

b) The WXR R/T only shows weather displays out to a maximum range of 240 NM

c) The WXR R/T only shows weather displays out to a maximum range of 320 NM

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 227

451. Which color does the WXR display on the ND when turbulence?

a) Yellow

b) Red

c) Magenta

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 230

452. Which one is the PWS operating range?

a) More than 0.5 NM but less than 3 NM ahead of the airplane

b) More than 0.5 NM but less than 4 NM ahead of the airplane

c) More than 0.5 NM but less than 5 NM ahead of the airplane

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 234

453. When the PWS alerts are fully enabled?

a) Between 400 feet and 1200 feet AGL

b) Above 2300 feet above ground level (AGL)

c) Above 1200 feet above ground level (AGL)

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 237

454. The PWS inhibits the generation of new PWS warnings when

a) Above 100 kts on the ground and below 50 feet AGL during takeoff and approach

- b) Above 80 kts on the ground and below 400 feet AGL in takeoff and landing
- c) Above 100 kts on the ground and below 50 feet AGL during takeoff and landing
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 237, 305

455. When does the WXR RANGE DISAGREE show?

- a) There is a difference between the EFIS CP range and the WXR R/T range
- b) There is a difference between the WXR R/T range and the FMC range
- c) There is a difference between the EFIS CP range and the FMC range
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 257, 319

456. When the VHF NAV switch on the P5 instrument switching module in NORMAL position

- a) MMR 1 supplies data for the captain displays and the first officer displays
- b) MMR 1 supplies data for the captain displays, and MMR 2 supplies data for the first officer displays
- c) MMR 2 supplies data for the captain displays and the first officer displays
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 345

457. Which VOR/MB receiver activates the MB function?

- a) Right VOR/MB receiver
- b) Left VOR/MB receiver
- c) Left and Right VOR/MB receiver
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 415

458. When a DME interrogator, an ATC transponder, or the TCAS computer transmits, it sends a suppression pulse through the suppression lines to

- a) Stop the reception of the other four units.
- b) Stop the transmittion of the other four units.
- c) Start the reception of the other four units.
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 443

459. How many satellites the GPS need in navigation mode?

- a) At least 2 satellites
- b) At least 3 satellites
- c) At least 4 satellites
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 522

460. In the Aided mode what happen if the GPS can not track any satellites for 30 seconds or more

- a) The GPS go to the altitude aided mode
- b) The GPS go to the acquisiton mode
- c) The GPS go to standby mode
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 523

461. If one GPS failure

- a) These annunciations immediately show : GPS light on the IRS mode select unit, IRS light on the left
- b) There is no annunciation in the flight compartment until you push the left or right master caution
- c) There is no annunciation in the flight compartment until you do a BITE test
(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 527

462. Which are the functions of the MMR?

- a) ILS, GPS, GLS
- b) VOR, ILS, GLS
- c) VOR, ILS, GPS, GLS

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 551

463. Which antenna receives the VHF data broadcast (VDB) signal from the ground-based

a) VHF

b) GPS

c) VOR/LOC

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 537

464. The ATC and distance measuring equipment (DME) antennas are

- a) Difference and are not interchangeable
- b) The same and are interchangeable
- c) The same but are not interchangeable
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 27

465. Which are types of interrogation signals the TCAS transmits?

- a) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode S
- b) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode C
- c) Whisper-shout for air traffic control radio beacon system (ATCRBS) transponders and Mode A

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 58

466. Where can you start the air traffic control/traffic collision avoidance system (ATC/TCAS) self-

a) From the air traffic control/traffic collision avoidance system (ATC/TCAS) control panel or from the TCAS computer front panel test switch

- b) Only from the air traffic control/traffic collision avoidance system (ATC/TCAS) control panel
- c) Only from the TCAS computer front panel test switch
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 77

467. How many GPWS modes?

a) 5 modes

b) 6 modes

c) 7 modes

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 86

468. The standby altimeter/airspeed indicator receives

a) Pitot pressure from the captain pitot probe and static pressure from the captain static ports

b) Pitot pressure from the F/O pitot probe and static pressure from the F/O static ports

c) Pitot pressure from the alternate pitot probe and static pressure from the alternate static ports

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 203

469. Which Multi-mode receiver (MMR) supplies localizer and glideslope deviation to the ISFD?

- a) MMR 1
- b) MMR 2

c) MMR 3

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 223

470. Which ADIRU supplies heading to the ISFD?

- a) ADIRU 1
- b) ADIRU 2
- c) ADIRU 1 and ADIRU 2
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 223

471. How long does the ISFD dedicated battery pack can supply to ISFD if airplane battery bus

- a) 120 mminutes
- b) 130 mminutes
- c) 150 mminutes
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 231

472. How to start the ISFD BITE?

- a) Simultaneously push and hold the APP and the ATT RST switches for at least two seconds
- b) Simultaneously push and hold the APP and the HP/IN switches for at least two seconds
- c) Simultaneously push and hold the ATT RST and the HP/IN switches for at least two seconds
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 249

473. When remove MCDU2 you must

- a) Intstall the ground lock assemblies on the landing gear and Put the control lever for the landing gear
- b) Intstall the ground lock assemblies on the landing gear and Put the control lever for the landing gear
- c) FourIntstall the ground lock assemblies on the landing gear and Put the control lever for the landing
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 373

474. Which are the primary functions of the FMC?

- a) Navigation, performance
- b) Navigation, performance, guidance
- c) Performance, guidance
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 390

475. Which GPWS mode is the highest priority?

- a) Mode 1 warning
- b) Mode 5 warning
- c) Mode 7 warning

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 148, 164

476. How many MMRs installed on B737 aircraft?

a) 1 MMR

b) 2 MMRs

c) 3 MMRs

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 337

477. When does ground crew call horn operate?

a) The a/c on ground and ADIRU on DC power or equipment cooling system fails

b) The a/c in air and ADIRU on DC power or equipment cooling system fails

c) The a/c on ground or in air and ADIRU on DC power or equipment cooling system fails

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 53

478. Each ADIRU uses

- a) 3 accelerometers to calculate inertial reference (IR) data
- b) 3 laser gyros to calculate inertial reference (IR) data
- c) 3 accelerometers and 3 laser gyros to calculate inertial reference (IR) data
- (B2) Reference: ATA 34 Navigation System (1 of 2) B737 Training book Page 34

479. When does the amber ALT DISAGREE message show at the bottom of the two altitude tapes?

- a) If the captain and first officer altitudes are different by more than 100 feet
- b) If the captain and first officer altitudes are different by more than 200 feet

c) If the captain and first officer altitudes are different by more than 300 feet

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 83

480. In normal condition the maximum operating limit speed of this aircaft is

- a) 340 knots or 0.82 mach
- b) 270 knots or 0.73 mach
- c) 350 knots or 0.82 mach

(B2) Reference: ATA 34 Navigation System (1 of 2) - B737 Training book - Page 159

481. When does the TCAS computer make the bottom directional antenna become an

- a) The PSEU supplies on-ground status to the TCAS computer
- b) The PSEU supplies in-air status to the TCAS computer
- c) The landing gear lever switch supplies landing gear down discrete to the TCAS computer
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 46

482. Which sensitivity level the TCAS computer uses when a/c altitude below 1000 feet?

- a) Level 2
- b) Level 3
- c) Level 4

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 62

483. Which is the RA traffic symbol show on ND?

a) A solid amber circle with the altitude readout is in amber text

b) A solid red square with the altitude readout is in red text

c) A solid white diamond with the altitude readout is in white text

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 67

484. When does the GPWS operate?

a) When the airplane is less than 2450 feet above the ground

- b) When the airplane is less than 2500 feet above the ground
- c) When the airplane is less than 2600 feet above the ground

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 89

485. When does the terrain data automatically show on the navigation displays?

- a) The GPWC finds terrain awareness caution or warning condition
- b) The two navigation displays are set to show weather radar data
- c) The GPWC finds terrain awareness caution or warning condition and the two navigation displays
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 96

486. What is the maximum range for terrain data?

- a) 160 NM
- b) 240 NM
- c) 320 NM

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 107

487. How to cancel mode 5 alerts?

- a) Push the aural cancel switch
- b) Push the glideslope inhibit switch
- c) Push the warning/caution switch
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 126

488. When does the aural message is AIRSPEED LOW inhibit?

- a) When on the ground or when on takeoff with the flaps not up
- b) Only when on takeoff with the flaps not up
- c) Only when on the ground

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 145

489. When does the GPWS give mode 7 warnings?

- a) When there are horizontal and vertical windshear conditions during cruise
- b) When there are horizontal and vertical windshear conditions during landing
- c) When there are horizontal and vertical windshear conditions during approach or takeoff
- (B2) Reference: ATA 34 Navigation System (2 of 2) B737 Training book Page 148

490. The standby attitude reference system

- a) Operates independently of the air data inertial reference system
- b) Operates dependently of the air data inertial reference system
- c) Operates independently of the air data inertial reference system except heading data

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 218

491. Where is the HUD computer?

- a) On the E3-1 electronic equipment shelf
- b) On the E4-1 electronic equipment shelf
- c) On the E5-1 electronic equipment shelf

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 269

492. On the HUD annunciator panel when does the HGS FAIL light on?

a) When the HUD fails in AIII mode and the airplane is below 500 feet AGL

b) When the HUD fails in AIII mode and the airplane is below 1000 feet AGL

c) When the HUD fails in AIII mode and the airplane is below 1500 feet AGL

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 278

493. The FMC 1 is the primary FMC when FMC select switch on the P5 overhead panel in a) NORMAL or BOTH-ON-LEFT

b) NORMAL or BOTH-ON-RIGHT

c) Only BOTH-ON-LEFT

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 498

494. When does the SINGLE FMC OPERATION message show in the scratch pad on the IDENT

a) If the primary FMC fails at power-up

b) If the secondary FMC fails at power-up

c) If the FMC select switch not in NORMAL position

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 397

495. How many types of aural messages that can come on during a resolution advisory (RA)?

a) 2 types : Preventive action RA and Corrective action RA

b) 3 types : Preventive action RA, Corrective action RA and Increased corrective action RA

c) 4 types : Preventive action RA, Corrective action RA, Increased preventive action RA and

(B2) Reference: ATA 34 Navigation System (2 of 2) - B737 Training book - Page 74

ATA 35:

496. The oxygen system on board the aircraft has

- a) Two separate systems, one for the flight deck and one for the cabin
- b) One single system for all oxygen requirements
- c) Three separate systems, one for the flight deck, one for the passengers and one for flight attendants
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 3

497. Normal pressure of the flight crew oxygen system is

- a) 1500 PSI at ambient temperature of 21 degree celsius
- b) 1850 PSI at ambient temperature of 21 degree celsius
- c) 2000 PSI at ambient temperature of 21 degree celsius
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 5

498. Where is the crew oxygen cylinder located?

a) In the EE compartment

- b) In the FWD cargo compartment
- c) In the AFT cargo compartment
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 11

499. When does the frangible disk break?

- a) When the cylinder pressure gets to 2400 PSIG
- b) When the cylinder pressure gets to 2500 PSIG
- c) When the cylinder pressure gets to 2600 PSIG
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 9

500. The passenger oxygen system uses

a) Oxygen generators

b) Oxygen cylinder

c) Portable oxygen generators

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 27

501. The standard oxygen generators give

- a) Oxygen for 10 minutes
- b) Oxygen for 12 minutes
- c) Oxygen for 15 minutes

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 36

502. Where are the oxygen generators and masks installed?

- a) Passenger control units, Lavatory service units
- b) Passenger control units, Attendant service units
- c) Passenger service units, Lavatory service units, Attendant service units
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 29

503. The passenger oxygen system is activated when the cabin altitude is

- a) At or above 10000 feet
- b) At or above 14000 feet
- c) At or above 15000 feet
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 43

504. For oxygen generators, Oxygen will flow to masks

- a) When you pull a mask down
- b) Immediately when the service unit deployed
- c) When you breathe in
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 27, 36

505. How to remove the restraint tool after finish the oxygen system test?

- a) Pull it to the side and then pull it down
- b) Push up on the tool and then pull it down
- c) Push up on the tool, pull it to the side, and then pull it down
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 33

506. Each passenger oxygen unit in the cabin

- a) Can be shut off once the flow of oxygen has started by cabin staff action only
- b) Cannot be shut off once the flow of oxygen has started
- c) Can be shut off by pulling any mask down a second time
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 27, 36

507. Where is the altitude pressure switch installed?

- a) In the cockpit on the P5 overhead panel
- b) In the J23 box in the EE compartment
- c) On the attendant control panel
- (B2) Reference: ATA 35 Oxygen system B737 Training book Page 43

508. The heat sensitive indicator on a generator is black mean

a) This is the normally color

b) The generator is activated and must be replaced

c) The generator is activated and must be recharge

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 36

509. Passenger oxygen in-line flow indicator

a) Changes color to green when there is oxygen flow

b) Changes color to amber when there is oxygen flow

c) Changes color to white when there is oxygen flow

(B2) Reference: ATA 35 Oxygen system - B737 Training book - Page 40

ATA 36:

510. The ASCs use these sensor inputs for bleed air management:
a. PI, P1, P2, WAI
b. PI, P1, P2, TM
c. RVDT, P1, P2, TM
(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 14

511. Which internal components are contained in one IASC?

a. Air supply controller and Pack flow and temperature controller
b. Primary circuit card assembly (CCA) and a backup CCA.
c. Power supply CCA and Pack zone CCA
(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 16

512. Which stage of the engine high stage compressors does bleed air come from? a. the 9th and 6th stages

b. the 10th and 4th stages
c. the 9th and 5th stages
(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

513. Where is the HPSOV?

a. part of the interstage duct on the right side of the engine high pressure compressor case.
b. on the engine fan case at the 7:00 position
c. on the engine core area at the 4:00 position.
(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 23

514. If the PRSOV fails in the open position, what will the IASC do?

a. The IASC will close the HPSOV and command the BLEED light to come on.

b. The IASC will close the IP check valve, modulate system pressure by HPSOV and command the BLEED light to come on.

c. command the BLEED light to come on only. (B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 32

515. Which component provides input to the IASC to adjust the FAMV to control precooler outlet temperature?

a. The manifold temperature sensor

b. The precooler control valve sensor

c. The 450F (232C) thermostat

(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 45

516. When there is a DUAL BLEED condition,

a. the PRSOV disable relay energizes and closes the PRSOV.

b. the PRSOV disable relay energizes and opens the PRSOV to full position.

c. the APU disable relay energizes and closes the APU Bleed valve.

(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 57

517. What categories of pneumatic system faults?

a. two categories: Hard faults and Schedule Maintenance Faults.
b. three categories: No dispatch, Category 1 and Category 2.
c. two categories: Hard faults and Status level faults.
(B2) Ref. ATA 36 - B737-MAX-DIFF Training book - Page 71

518. The precooler get the cooling air from

a) Ram air

- b) Fan air
- c) 3th stage bleed air

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 40

519. The pneumatic duct pressure indicator

- a) Indicates the pressure in left pneumatic duct
- b) Indicates the pressure in right pneumatic duct
- c) Indicates the pressure in left and right pneumatic duct

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 14, 72

520. The APU bleed air system supplies bleed air to the pneumatic manifold

- a) When airplane on ground
- b) When airplane in air
- c) When airplane on ground or in air up to 17000 feet

(B2) Reference: ATA 36 Pneumatic system - B737 Training book - Page 62

ATA 38:

521. The aircraft water system is supplied by

- a) Two water tanks located either side of the aft cargo compartment
- b) A single water tank located behind the aft cargo compartment
- c) One main water tank with separate tanks for the toilets

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 11, 22

522. When you drain the potable water system, you must drain water from

- a) Water service panel and foward galley
- b) Water service panel and aft lavatory
- c) Water service panel and forward lavatory

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 11, 24

523. Where is the water service panel?

- a) At aft section of the fuselage, bottom left side
- b) At forward section of the fuselage, bottom left side
- c) At aft section of the fuselage, bottom right side
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 16

524. When you install a different standpipe, you must also change

- a) The water quantity transmitter adapter cable
- b) The service panel water quantity indicator
- c) The water level sensor
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 22, 40

525. The forward lavatory drain valve

a) Lets the water drain from the forward lavatory and galley drain lines

b) Lets the water drain from the forward lavatory and galley supply lines

c) Lets the water drain from the forward lavatory supply lines and drain lines

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 26

526. For the water heater, when does the pressure relief valve open?

a) Pressure in water heater is more than 80 psig

b) Pressure in water heater is more than 100 psig

c) Pressure in water heater is more than 140 psig

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 34

527. After overheat switch opens

a) It will automatically close when temperature below 40 degree celsius

b) It will automatically close when temperature below 50 degree celsius

c) You must manually reset the overheat switch

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 36

528. Where can you check the potable water quantity?

- a) At the forward attendant panel
- b) At the forward and aft attendant panels
- c) At the aft attendant panel and water service panel

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 38

529. Water tank pressurisation is supplied by

- a) The pneumatic system or an air compressor
- b) The pneumatic system or a water pump

c) A water pump or an air compressor

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 48

530. The water tank pressure regulator keeps the air pressure from the pneumatic system to

- a) A limit of 30 psig
- b) A limit of 35 psig
- c) A limit of 40 psig

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 53

531. When does the water tank pressure relief valve open?

- a) When pressure in pneumatic supply line increases to 50 psig
- b) When pressure in pneumatic supply line increases to 60 psig
- c) When pressure in pneumatic supply line increases to 90 psig

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 54

532. The water tank air compressor gets air from

- a) A muffler above the ceiling of the cargo compartment
- b) A muffler below the floor of the cargo compartment
- c) A muffler above the ceiling of the passenger compartment
- (B2) Reference: ATA 38 water and waste system B737 Training book Page 65

533. When does the waste water in the forward waste water system drain through the forward

- a) When airplane on ground
- b) When airplane in air
- c) Both on ground and in air

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 72

534. If the flush valve fails in the open position, how to close it?

a) Pull the manual shutoff handle to close the manual shutoff valve

b) Push the manual shutoff handle to close the manual shutoff valve

c) Push the FCU maintenance switch and hold it in for two seconds

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 96

535. Where is the vacuum blower?

a) In the aft cargo compartment behind the aft bulkhead

- b) In the aft cargo compartment on the left side
- c) In the aft cargo compartment on the right side

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 106

536. The vacuum blower barometric switch opens when

- a) The altitude is above 16000 feet
- b) The altitude is below16000 feet
- c) The airplane is on ground

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 108

537. Which equipment supplies overheat protects for the vacuum blower?

- a) The Flush control module
- b) The logic control module
- c) The thermal switches

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 106, 110

538. Where is the waste service panel?

- a) At aft section of the fuselage, bottom left side
- b) At forward section of the fuselage, bottom left side
- c) At aft section of the fuselage, bottom right side

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 116

539. On the logic control module, the SENSOR J2 light flashing mean

- a) Tank is above full
- b) Tank full or sensor disconnected
- c) Sensor fouled or failed BIT

(B2) Reference: ATA 38 water and waste system - B737 Training book - Page 141

ATA 46:

540. What is the primary LRU of the Onboard Network System?

a. NFS b. DPC c. ONS (*B2*) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 06

541. Where is the NFS?

a. FWD cargo compartment
b. E&E compartment
c. FWD equipment compartment
(B2) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 16

542. What sends the ICAO aircraft ID to the NFS?

a. The left ATC transponder
b. The FMCs
c. The DPCs
(B2) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 20

543. What type of interface an EEC have with the NFS?

a. ARINC 818
b. Ethernet (ARINC 615A)
c. ARINC 429
(B2) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 20

544. What makes FDE/Fault Data Correlation?

a. ABC b. OMF c. CMC (*B2*) *Ref. ATA 46 - B737-MAX-DIFF Training book - Page 31*

545. What calculates flight legs?

a. OMF b. FMS c. MDS (*B2*) *Ref. ATA 46 - B737-MAX-DIFF Training book - Page 33*

546. The airplane is on the ground, the OMF transitions or increments the flight leg

a. only when starter air valve transitions from closed to open.

b. only when one or more engines are running and the last door transitions from open to closed.c. when starter air valve transitions from closed to open or when one or more engines are

running and the last door transitions from open to closed. Ref. ATA 46 - B737-MAX-DIFF Training book - Page 33

547. Which main menu will let you see flight deck effects sub menus?

a. Extended MAINT
b. LINE MAINT
c. OTHER FUNCTIONS *Ref. ATA 46 - B737-MAX-DIFF Training book - Page 50*

548. What does the FAULTGUIDANCE sub menu function show?

a. Diagnostic data to test

b. Quick reference to start BITE or troubleshooting procedures

c. Preconditions to show the test initiation screen

(B2) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 70

549. To connect to the airplane, the portable maintenance device (PMD) must have

a. the security certificates or the approved software

b. the approved software

c. the approved software and security certificates (B2) Ref. ATA 46 - B737-MAX-DIFF Training book - Page 98

550. Where do the EFB DUs get power?

- a) Left DU receives 115V ac power from the CAPT EFB circuit breaker
- b) Right DU receives 115V ac power from the F/O EFB circuit breaker

c) 28V dc power from the onside EU

(B2) Reference: ATA 46 Information system - B737 Training book - Page 10

ATA 47:

551. The purpose of the nitrogen genetation system

- a) Decreases the oxygen contents of the air in the center fuel tank
- b) Increases the oxygen contents of the air in the center fuel tank
- c) Increases the oxygen contents of the air in the main fuel tanks
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 5

552. The nitrogen generation system uses the air from

- a) The NGS compressor
- b) The pneumatic system
- c) 5th stage engine bleed air

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 12

553. When the bleed air pressure is more than 67 psi, the nitrogen generation system controller

- a) Closes the NGS shutoff valve (SOV)
- b) Closes the overtemperature shutoff valve (OTSOV)
- c) Closes the NGS shutoff valve (SOV) and the overtemperature shutoff valve (OTSOV)
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 16

554. The NGS shutoff valve is

- a) Electrically-controlled, pneumatically- actuated modulating and shutoff valve
- b) Pneumatically-controlled and actuated modulating and shutoff valve
- c) Electrically-controlled and actuated modulating and shutoff valve
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 18, 20

555. Where is the NGS heat exchanger?

- a) In the left ram air duct compartment
- b) In the right ram air duct compartment
- c) In the forward cargo compartment right side

(B2) Reference: ATA 47 Nitrogen generation system - B737 Training book - Page 24

556. If the nitrogen generation system controller (NGSC) has a failure

- a) The thermal switch will close the overtemperature shutoff valve at temperature of 280F (138C)
- b) The thermal switch will open the overtemperature shutoff valve at temperature of 280F (138C)
- c) The thermal switch will close the NGS shutoff valve at temperature of 280F (138C)
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 34, 59

557. On the operability indicator, the DEGRADE blue light come on mean

- a) The system is temporarily serviceable, but in a decreased capacity and no maintenance is necessary
- b) The system is temporarily serviceable, but you must manually close and lock the nitrogen generation
- c) The system is serviceable and no maintenance is necessary
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 66

558. Where is the BITE display unit?

- a) In the forward section of the left air conditioning compartment
- b) In the forward section of the right air conditioning compartment
- c) In the air conditioning distribution compartment
- (B2) Reference: ATA 47 Nitrogen generation system B737 Training book Page 68

ATA 49:

559. How many positions does the retractable air inlet door have?

- a. 03 position: fully open, partially open, and fully close.
- b. 02 position: open and close.
- c. 04 position: fully open (90°), open 60°, open 30° and close.
- (B2) Ref. ATA 49 B737-MAX-DIFF Training book Page 16

560. When you select the APU MAINT POWER to the TEST position on the maintenance control page,

a. the APU ECU only energizes when you select the APU switch to START or ON.

b. the APU ECU starts a self-test.

c. the APU ECU energizes for maintenance.

(B2) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 22

561. Where do you see the maintenance data page for the APU (for example EGT, APU HOURS...)?

a. from the MAINT CTRL PGS selection of the MAX display system.

b. from the MAINT DATA PGS selection of the MAX display system.

c. from the ONBD MAINT selection of the MAX display system.

(B2) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 24

562. These lights on the AC systems, generator, and APU module (P5) show fault conditions a. FAULT, OVERSPEED, LOW OIL PRESSURE, DOOR.

b. FAULT, OVERSPEED, LOW OIL PRESSURE, MAINT. c. FAULT, OVERSPEED, HI OIL TEMP, MAINT. *(B2) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 26*

563. What function do you reset the electronic control unit (ECU) logic after one of these protective shutdowns occurs?

a. The APU ice break logic

b. The APU limited restart function

c. ECU self-test after resetting the circuit breaker.

(B2) Ref. ATA 49 - B737-MAX-DIFF Training book - Page 31

564. The start power unit

- a) Changes 115v ac electrical power to 270v ac power
- b) Changes 28v dc electrical power to 270v ac power
- c) Changes 115v ac or 28v dc electrical power to 270v dc power

(B2) Reference: ATA 49 APU - B737 Training book - Page 55

565. The maximum start sequence for the SPU and SCU is

a) Three starts, one after the other, followed by 5 minutes cool down period

b) Four starts, one after the other, followed by 5 minutes cool down period

c) Three starts, one after the other, followed by 15 minutes cool down period

(B2) Reference: ATA 49 APU - B737 Training book - Page 55

566. The APU bleed air is used for

a) Main engine start, Air conditioning, Pressurization.

b) Main engine start, Air conditioning, Anti-ice

c) Main engine start, Air conditioning, Pressurization, Anti-ice

(B2) Reference: ATA 49 APU - B737 Training book - Page 65

567. The inlet guide vanes actuator

a) Uses fuel pressure from the FCU to move the vanes

b) Uses bleed air pressure to move the vanes

c) Uses hydraulic pressure to move the vans

(B2) Reference: ATA 49 APU - B737 Training book - Page 74

568. The APU load compressor has

a) Two pressure sensors these are: Total pressure (PT) sensor, Differential pressure (DP) sensor

- b) Two pressure sensors these are: Inlet pressure (P2) sensor, Total pressure (PT) sensor
- c) Three pressure sensors these are: Inlet pressure (P2) sensor, Total pressure (PT) sensor, Differential
- (B2) Reference: ATA 49 APU B737 Training book Page 79

569. If the APU shutdown due to low oil pressure condition, which amber lights will illuminate?

- a) LOW OIL PRESSURE (P5), MASTER CAUTION (P7), APU annunciator (P7)
- b) LOW OIL PRESSURE (P5), FAULT (P5), MASTER CAUTION (P7)
- c) FAULT (P5), MASTER CAUTION (P7), APU annunciator (P7)

(B2) Reference: ATA 49 APU - B737 Training book - Page 98

570. Where is the APU ECU?

- a) On the E3-3 shelf in the EE compartment
- b) On the right side in the aft cargo compartment aft of the aft cargo door
- c) In the APU compartment
- (B2) Reference: ATA 49 APU B737 Training book Page 9, 107

571. When does the temperature control valve allow oil to bypass the apu oil cooler?

- a) If the oil temperature is less than 60C
- b) If the oil temperature is less than 50C
- c) If the oil temperature is less than 40C
- (B2) Reference: ATA 49 APU B737 Training book Page 93

572. When APU oil quantity is approximately 3.8 quarts

a) The blue MAINT light on the P5 panel comes on and the LOW message shows on the APU oil

b) The blue MAINT light on the P5 panel comes on and the ADD message shows on the APU oil

c) The amber LOW OIL PRESSURE light on the P5 panel comes on and the ADD message shows on the APU oil quantity page of the CDU

(B2) Reference: ATA 49 APU - B737 Training book - Page 99

573. The APU ECU get power from

a) 28 VDC BAT BUS

b) 28 VDC HOT BAT BUS

c) 28 VDC switched HOT BAT BUS

(B2) Reference: ATA 49 APU - B737 Training book - Page 109

574. When the oil level is at (low oil quantity) LOQ

a) There is sufficient oil in the APU for 30 to 50 hours of operation

b) There is sufficient oil in the APU for 30 hours of operation

c) There is sufficient oil in the APU for 50 hours of operation

(B2) Reference: ATA 49 APU - B737 Training book - Page 118

575. How to deactivate the MAINT light for low oil quantity?

a) Use the CDU IDENT/CONFIG page 2

b) Open the CB of the MAINT switch

c) Use the CDU IDENT/CONFIG page 1

(B2) Reference: ATA 49 APU - B737 Training book - Page 118-119, 136

576. Which statement is incorrect?

a) Replacement of the APU ECU does not cause loss of the data that is in the DMM

b) You can remove the data memory module and the APU ECU at the same time

c) When replacing the data memory module, replace it with a blank module

(B2) Reference: ATA 49 APU - B737 Training book - Page 147

ATA 52:

577. The doors on the airplane includes

a) Entry doors, service doors, emergency exit doors, cargo doors

b) Airstair door, miscellaneous access doors

c) All of above

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 5

578. The cargo doors can operate

a) Manually

b) Electrically

c) Hydraulically

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 99

579. To open the cargo door from inside the airplane use must

a) Turn the handle clockwise to unlatch the door

b) Pull and turn the handle counterclockwise to unlatch the door

c) Pull and turn the handle clockwise to unlatch the door

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 110

580. How many mid cabin emergency exit door on B737-900ER

a) Two

b) Four

c) None

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 41

581. Where is the IDG oil reservoir access door

a) On the right forward engine fan cowl

b) On the left forward engine fan cowl

c) On the bottom of thrust reverser

(B2) Reference: ATA 52 Doors (1 of 2 - B737 Training book - Page 114

582. The flight compartment door lock switch has 3 position

a) UNLKD, AUTO, DENY

b) UNLKD, AUTO, LOCKED

c) ACCEPT, AUTO, DENY

(B2) Reference: ATA 52 Doors (1 of 2 - B737 Training book - Page 145

583. The mid cabin emergency exit door can be closed

a) With outside handle only

b) With inside handle only

c) With inside or outside handle

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 73

584. The emergency exit door keeps in open position by

a) Counterbalance assembly

b) Hydraulic snubber

c) None of the above

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 89

585. The mid cabin emergency exit door locks when

a) Three or more of the entry/service doors are closed, either engine is running (N2 >50%)

b) Air/ground logic is in air mode or both left and right thrust levers are advanced more than 53

c) Three or more of the entry/service doors are closed, either engine is running (N2 >50%),

air/ground logic is in air mode or both left and right thrust levers are advanced more than 53 degrees (TRA)

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 69

586. Before remove the door lining and insulation panel you must remove

a) The emergency escape slide

b) The door assist handles and the control handle

c) The emergency escape slide, the door assist handles and the control handle

(B2) Reference: ATA 52 Doors (1 of 2) - B737 Training book - Page 11

587. How to get access to manual drive input, in case the electric motors of forward airstair door

- a) Remove the normal motor
- b) Remove the standby motor
- c) None of the above

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 13

588. In normal mode airstair operations

- a) The normal motor drives the actuator to open and close the airstair door
- b) The standby motor drives the actuator to open and close the airstair door
- c) The normal and standby motors together drive the actuator to open the airstair door and only

normal motor drives the actuator to close the airstair door

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 15

589. The airstair operates in standby mode when

a) There is a supply of AC and DC power

- b) Failure of all electric circuits
- c) The AC power is not aviable or there is a failure in the normal circuits

(B2) Reference: ATA 52 Doors (2 of 2) - B737 Training book - Page 22

ATA 51-57:

590. The primary structrure transmits

- a) Flight, ground or pressure loads
- b) Flight, ground or internal loads
- c) Flight, ground, pressure or internal loads

(B2) Reference: ATA 51 Structures - B737 Training book - Page 18

591. The secondary structure includes

- a) Radome, airstair, leading edge, stabilizer tip, fairing, cowling, doors
- b) Radome, airstair, leading edge, stabilizer tip, fairing, cowling, skin
- c) Radome, airstair, leading edge, stabilizer tip, fairing, cowling
- (B2) Reference: ATA 51 Structures B737 Training book Page 18

592. Except high strength to weight ratio, the composite materials also provide improvements of

- a) Fatigue protection, Corrosion protection, Sonic Resistance
- b) Fatigue protection, Corrosion protection, Aerodynamic surfaces
- c) Fatigue protection, Corrosion protection, Sonic Resistance, Aerodynamic surfaces
- (B2) Reference: ATA 51 Structures B737 Training book Page 20

593. Which components attach to the wing structure?

- a) Engine nacelle/pylon, Flight control surfaces, Wing tip
- b) Engine nacelle/pylon, Flight control surfaces, Main landing gear
- c) Engine nacelle/pylon, Flight control surfaces, Main landing gear, Wing tip
- (B2) Reference: ATA 51 Structures B737 Training book Page 34

594. Most of the material in the wing is

- a) Composite
- b) Aluminum
- c) Titanium
- (B2) Reference: ATA 51 Structures B737 Training book Page 34

595. Which rib is the divider between the main tank and the surge tank?

- a) Rib 20
- b) Rib 22

c) Rib 25

(B2) Reference: ATA 51 Structures - B737 Training book - Page 38

596. The winglet are made of

- a) Graphite spars, aluminum ribs and skins
- b) Aluminum spars, ribs and skins
- c) Graphite spars, ribs and skins
- (B2) Reference: ATA 51 Structures B737 Training book Page 42

597. The elevator is made of

- a) Aluninum
- b) Composite
- c) Compsite and aluminum
- (B2) Reference: ATA 51 Structures B737 Training book Page 46, 60

598. The aerodynamic surfaces of the airplane fall into

- a) Two categories of aerodynamic smoothness. They are critical, and non-critical
- b) Three categories of aerodynamic smoothness. They are extra-critical, critical, and non-critical
- c) Four categories of aerodynamic smoothness. They are ultra-critical, extra-critical, critical, and non-
- (B2) Reference: ATA 51 Structures B737 Training book Page 64

599. Extra Critical aerodynamic surfaces are

- a) Those near static pressure ports, pitot probes and angle of attack sensors
- b) Those near static pressure ports, pitot probes, angle of attack sensors and radome
- c) Those near static pressure ports, pitot probes, angle of attack sensors and engine inlet cowls
- (B2) Reference: ATA 51 Structures B737 Training book Page 64, 66

600. How many general types of repairs that can be used to restore the load-carrying capability on

- a) Two types: External rough repair and Inetrnal flush repair
- b) Three types: External rough repair, External clean repair and Internal flush repair
- c) Four types: External rough repair, External clean repair, Internal rough repair and Internal clean
- (B2) Reference: ATA 51 Structures B737 Training book Page 78

601. The advantages of the internal flush repair are

- a) No aerodynamic penalty, visually inspectable and sealed by the cabin differential pressure
- b) No aerodynamic penalty, visually inspectable and not detract from the airplane appearance
- c) No aerodynamic penalty, visually inspectable, not detract from the airplane appearance and sealed
- (B2) Reference: ATA 51 Structures B737 Training book Page 78

602. The flight compartment number 2 window is

- a) A fixed window and can not open
- b) A sliding window and can open from inside only
- c) A sliding window can open from inside and outside
- (B2) Reference: ATA 56 Windows B737 Training book Page 12

603. For passenger cabin window, which panes are structural?

a) Inner and outer panes

b) Inner and middle panes

c) Outer and middle panes

(B2) Reference: ATA 56 Windows - B737 Training book - Page 15

604. On B737-900ER, the mid cabin emergency exit door window is

a) Laminated glass

- b) The prismatic viewer is held in place by the mounting rings and 3 attachment points to the door
- c) The plug type window with inner, outer and middle panes
- (B2) Reference: ATA 56 Windows B737 Training book Page 19

J. QUESTION BANK FOR CFM LEAP-1B (B737MAX) CAT A (ENGINE)

1. Where are the ignition exciters?

a. On the engine core

b. On the fan case

c. In the lower bifurcation section of the bottom of the aft fan case Ref: ATA 74 - B737-MAX-DIFF Training book - Page 13

2. Where is the T12 sensor?

a. Engine inlet

b. Engine LP turbine case
c. Engine accessory gearbox *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 15*

3. How many stages are in the HPC?

a. 10 b. 12 c. 9 *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 28*

4. What are the fan blade characteristic of this engine?

a. There are 18 wide chord carbon fiber composite blades with titanium leading edges b. There are 22 wide chord carbon fiber composite blades with titanium leading edges c. There are 18 titaniumblades with tedlar leading edges *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 22*

5. The engine nameplate is on?

a. Left fan case

b. Right fan case aft of the oil tank

c. Front of the engine, downtream from the air inlet cowl *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 07*

6. The purpose of the anti leakage valve?

a. Keep the oil in the oil tank when the engine is startb. Determine the leaking of oil

c. Keep the oil in the oil tank when the engine is shut-down Ref: ATA 79 - B737-MAX-DIFF Training book - Page 35

7. The oil level sensor sends the oil quantity data directly to

a. EECs

b. DPCs

c. DU

Ref: ATA 79 - B737-MAX-DIFF Training book - Page 37

8. If the engine oil quantity is low?

a. Indication will be in reverse video

b. "LO" message appears

c. Indication will be in reverse video with LO message appears Ref: ATA 79 - B737-MAX-DIFF Training book - Page 41

9. The function of the sync lock, which answer is not True?

a. Locks the sync shafts to prevent operation of the hydraulic actuators when there is no T/R deploy signal

b. A manual drive for manually operating the hydraulic actuators

c. A secondary lock for the T/R translating sleeves, manual deploy and stow the T/R translating sleeves

Ref: ATA 78 - B737-MAX-DIFF Training book - Page 25

10. Oil fiter location?

a. Inside Lubrication Unit
b. On the left of oil tank
c. On the right of oil tank *Ref: ATA 79 - B737-MAX-DIFF Training book - Page 13*

11. Primary excitation for EEC is?

a. IDG
b. PMA
c. APU Generator *Ref: ATA 73 - B737-MAX-DIFF Training book - Page 33*

12. Which is engine cowling opening interference when leading egde slats extend

a. OTBD FAN COWL
b. INBD FAN COWL
c. OTBD and INBD FAN COWL *Ref: ATA 71 - B737-MAX-DIFF Training book - Page 10*

13. Which valves can be dispatched locked closed

a. LPTACC
b. HPTACC and MTACC
c. LPTACC and HPTACC *Ref: ATA 75 - B737-MAX-DIFF Training book - Page 18 and 24*

14. The blue "ENG VALVE CLOSED" light is dim when?

a. HPSOV is in transit
b. HPSOV is open
c. HPSOV is closed and has a close command *Ref: ATA 73 - B737-MAX-DIFF Training book - Page 09*

15. Which of these lets you operate the T/Rev when the airplane is on the ground and the engine not in operation

a. OMF b. MCDU c. EAU Ref: ATA 78 - B737-MAX-DIFF Training book - Page 58

16. Which indication shows when the Air/Gnd data for T/Rev system is not available to the engine from the display processing computer (DPC)

a. "REVERSER LIMITED" light
b. "REVERSER AIR/GND" light
c. "REVERSER COMMAND" light *Ref: ATA 78 - B737-MAX-DIFF Training book - Page 69*

17. Which sensor on the PSS (pressure subsystem)?

a. P0 b. P12 c. P25 *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 15*

18. What is indication if EGT exceedence when EEC is not powered

a. RED box on EI page
b. The WHITE box flashes
c. ENGINE FAIL message *Ref: ATA 77 - B737-MAX-DIFF Training book - Page 25*

19. Modulated Turbine Cooling (MTC) valve max open when?

a. Take off Phase
b. Take off and Climb Phase
c. Cruise Phase *Ref: ATA 75 - B737-MAX-DIFF Training book - Page 54*

20. N1 speed sensor locates at?

a. On the AGB at the 7 o'clock position
b. Fan hub frame at the 2 o'clock position
c. 5 o'clock position of the fan hub *Ref: ATA 77 - B737-MAX-DIFF Training book - Page 12*

21. How many EGT sensors on each engine?

- a. 4
- b. 6

c. 8

Ref: ATA 77 - B737-MAX-DIFF Training book - Page 22

22. Which of these sensor is NOT a LRU?

a. No.1 Bearing Accelerometer
b. The turbine center frame (TCF) Accelerometer
c. The alternate No.1 Bearing Accelerometer *Ref: ATA 77 - B737-MAX-DIFF Training book - Page 35*

23. Each fan cowl has 2 rods

a. HOR and SDOS
b. 2 HOR
c. 2 SDOS *Ref: ATA 71 - B737-MAX-DIFF Training book - Page 14*

24. The LEAP 1B engine is?

a. Low-bypass ratio, dual-rotor, turbofan engine
b. High-bypass ratio, dual-rotor, turbofan engine
c. Low-bypass ratio, dual-rotor *Ref: ATA 70 - B737-MAX-DIFF Training book - Page 05*

25. Engine thrust of LEAP 1B is?

a. between 23,000 lb - 27,900 lb and settings must be compatible with the airplane models
b. between 24,000 lb - 27,900 lb
c. between 25,000 lb - 27,900 lb *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 09*

26. The LPC has?

a. 3 boosters stages
b. 1 fan and 3 boosters stages
c. three-stage compressor *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 10*

27. Which bearing support N1?

a. No 1, 2, 3 b. No 3, 4 c. No 1, 2, 5 *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 13*

28. The blue "ENG VALVE CLOSED" light shows the position of?

a. LPSOV b. VSV c. HPSOV

Ref: ATA 73 - B737-MAX-DIFF Training book - Page 95

29. The main fuel pump has?

a. a low pressure and a high pressure pump
b. a low pressure pump and scavenge pump
c. a high pressure pump *Ref: ATA 73 - B737-MAX-DIFF Training book - Page 18*

30. The starter air valve (SAV) is?

a. electrically controlled and pneumatically operated

b. electrically controlled and operated

c. pneumatically controlled and electrically operated

Ref: ATA 80 - B737-MAX-DIFF Training book - Page 13

31. How to access the SAV?

a. Open the right fan cowl
b. Open the left fan cowl
c. Open the T/R cowl *Ref: ATA 80 - B737-MAX-DIFF Training book - Page 09*

32. How many scavenge pumps in the lubrication unit?

a. 4 b. 7

c. 8

Ref: ATA 79 - B737-MAX-DIFF Training book - Page 17

33. The purpose of supply oil filter?

a. Removes unwanted material from the scavenge oil
b. Removes and holds unwanted material from the supply oil
c. Prevents the contamination of the upstream oil circuit *Ref: ATA 79 - B737-MAX-DIFF Training book - Page 19*

34. How many types of scavenge screen plugs?

a. only 1 type

b. 3 types

c. 2 types: single stage and double stage strainers Ref: ATA 79 - B737-MAX-DIFF Training book - Page 25

35. Before you start work on the ignition system you must make sure that?

a. The ignition exciters are de-energized
b. The APU is off
c. Start levers in cut off position *Ref: ATA 74 - B737-MAX-DIFF Training book - Page 13*

36. The "ENG VALVE CLOSED" light comes on bright when?

a. HPSOV is close b. HPSOV is open

c. HPSOV is in transit or is not in the commanded position Ref: ATA 73 - B737-MAX-DIFF Training book - Page 09

37. The ALTN light is on when?

a. EECs found some faults

b. Engines are starting

c. EECs operate in an alternate mode

Ref: ATA 73 - B737-MAX-DIFF Training book - Page 10

38. Prevent operation of the fwd thrust lever and the rev thrust lever at the same time by a?

a. Thrust lever lock pawl

b. Thrust lever resolver
c. Thrust lever interlock solenoid *Ref: ATA 76 - B737-MAX-DIFF Training book - Page 07*

39. Which oil sumps are vented?

a. A, B and C sumps
b. A sump
c. B and C sumps *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 13*

40. What kinds of main engine bearings?

a. Ball

b. Roller

c. Ball and Roller

Ref: ATA 72 - B737-MAX-DIFF Training book - Page 13

41. How many stages are in the HPT?

a. 2 b. 3 c. 4 *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 32*

42. How many stages are in the LPT?

a. 5 b. 6 c. 7 *Ref: ATA 72 - B737-MAX-DIFF Training book - Page 34*

43. When N2 is at idle, the VSVs are in?

a. Transit
b. Close position
c. Open position *Ref: ATA 75 - B737-MAX-DIFF Training book - Page 34*

44. The function of VBV valve?

a. lets part of the LPC discharge air bypass into the secondary airflow b. helps prevent compressor stalls

c. controls the amount of cooling air flow to the stage 1 HPT stator blades *Ref: ATA 75 - B737-MAX-DIFF Training book - Page 42*

45. The function of MTC valve?

a. lets part of the LPC discharge air bypass into the secondary airflow b. helps prevent compressor stalls

c. controls the amount of cooling air flow to the stage 1 HPT stator blades Ref: ATA 75 - B737-MAX-DIFF Training book - Page 52

46. The function of TBV valve?

a. lets part of the LPC discharge air bypass into the secondary airflow

b. opens during engine deceleration and others condition to help prevent compressor stalls c. controls the amount of cooling air flow to the stage 1 HPT stator blades

Ref: ATA 75 - B737-MAX-DIFF Training book - Page 46

47. The function of SB/BAI valve?

a. controls HPC 7th stage bleed air

b. start bleed during in-flight starts
c. prevents ice at the booster (LPC) inlet *Ref: ATA 75 - B737-MAX-DIFF Training book - Page 63*

48. How many cascade segments on each T/R?

a. 15 b. 7 c. 8 *Ref: ATA 78 - B737-MAX-DIFF Training book - Page 30*

49. The "REVERSER AIR/GND" light comes on when?

a. reverse thrust is selected with the airplane in the air mode and the related engine is running b. thrust reverser air/gnd data is not available to the eng from the DPCs

c. system has loss of position indication *Ref: ATA 78 - B737-MAX-DIFF Training book - Page 75*

50. The amber "REVERSER COMMAND" annunciator light comes on when?

a. reverse thrust is selected with the airplane in the air mode and the related engine is running
b. thrust reverser air/gnd data is not available to the eng from the DPCs
c. system has loss of position indication *Ref: ATA 78 - B737-MAX-DIFF Training book - Page 77*

K. QUESTION BANK FOR CFM LEAP-1B (B737MAX) CAT B1 (ENGINE)

ATA 70-80:

1. The LEAP-1B is

a. an axial flow, twin-spool turbo fan engine with an ultra-high bypass ratio b. a high bypass ratio, dual roto, turbo fan engine

c. an ultra-high bypass ratio, dual roto, turbo fan engine

Reference: ATA 00 Introduction/standard practices - B737-MAX-DIFF Training book - Page 27

2. At Idle power, the Inlet hazard area is

a. 3.2m radius around and 4m behind the inlet

b. 3.2m radius around and 1.4m behind the inlet

c. 2.3m radius around and 4m behind the inlet

Reference: ATA 00 Introduction/standard practices - B737-MAX-DIFF Training book - Page 29

3. Major components are on the right side of the engine

a. EECs,Oil tank, Bleed ducts and valves

b. EECs, FMU SCU, HPTACC/LPTACC

c. AGB, Ignition system, FMU, SCU, HPTACC/LPACC

Reference: ATA 70 Introduction/standard practices - B737-MAX-DIFF Training book - Page

4. Oil tank access door is on

a. the left fan cowl

b. the right fan cowl c. the right thurst reverser *Reference: ATA 71 Power Plant - B737-MAX-DIFF Training book - Page 8*

5. How many latch sercure each fan cowl

a. 3 latches
b. 4 latches
c. 5 latches *Reference: ATA 71 Power Plant - B737-MAX-DIFF Training book - Page 12*

6. Each fan cowl panel have

a. 2 fixed hold open rods (HOR)
b. 1 HOR and 1 SDOS
c. 1 fix HOR and 1 telescopic HOR *Reference: ATA 71 Power Plant - B737-MAX-DIFF Training book - Page 14*

7. How many tension latch of Thrust reverser

a. 7 latchesb. 8 latches

c. 9 latches

Reference: ATA 71 Power Plant - B737-MAX-DIFF Training book - Page 16

8. Which AMM ATA chapter for Leakage Limit specification of engine a. ATA 05

b. ATA 71 c. ATA 70 *Reference: ATA 71 Power Plant - B737-MAX-DIFF Training book - Page 26*

9. The engine nameplate is o n

a. the right fan case
b. the left fan case
c. the right fan cowl door *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 7*

10. Thrust rating data is selected by

a. EECs
b. data entry plug
c. Fadec *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 7*

11. The major modules of LEAP-1B ares

- a. fan, core, LPC, HPC, combustion, HPT, LPT
- b. fan, core, combustion, low pressure turbine

c. fan, core and low pressure turbine major module

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 10

12. How many stages of HPC

- a. 6 stages
- b. 8 stage

c. 10 stage

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 10

13. Accessory Drive has these minor modules and assblies

a. IGB, TGB, AGB, No3 bearing assembly, RDS, TS

b. IGB, TGB, AGB
c. AGB, No3 bearing assbembly, IDG, RDS, TS *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 11*

14. C sump has

a. 1 roller bearing (number 4)

b. 1 roller bearing (number 5)

c. 2 ball bearing (2B,3B0 and 2 roller bearing (1R,3R0 *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 13*

15. Station 25 (T25 sensor) is at

a. engine inlet

b. high pressure compressor outlet

c. high presssure compressor inlet

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 15

16. Fan blades are made from

a. composite with titanium leading edges

b. carbon fiber composite

c. titanium

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 22

17. HPC stage 7 give air for

a. nacelle/booster anti-ice, eductor valve, cooling of the HPT stage 2 nozzles, and HPT internal cooling

b. ECS, internal cooling of the turbine center farme and the LPT c. transient bleed valve and ECS *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 28*

18. Center vent tube gives and overboard vent for

a. C sump

b. A sump

c. B sump

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 37

19. LPTACC system puts cooling air on the outer serface of the LPT case. This system take air from

a. fan air

b. HPC 7 stage c. HPT 4 stage *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 39*

20. Main function of the turbine rear vane module are

a. Direct and ensure a smooth aerodynamic airflow. Support the exhaust system module and center vent tube

b. Ventilate the front sump. Seal the rear of the engine

c. All above

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 43

21. The component transmits mechanical energy from the HPC front shaft to the radial drive shaft is

a. IGB

b. TGB

c. RDS

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 45

22. The Transfer Shaft transmits mechanical energy from the TGB to

a. IGB

b. AGB

c. RDS

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 45

23. Where is the AGB

a. on the fan frame module of the engine, at the 8:00 position
b. on the left side of fan frame engine
c. on the engine fan case at the 4:00 position *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 47*

24. How many borescope inspection ports

a. 22

b. 18

c. 8

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 51

25. What is the system use sensors in different positions in the engine to do onboard engine balancing?

a. ACMS

b. SOAP

c. AVM

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 53

26. EECs control the engine fuel and control system

a. 2 EECs, 2 channels, 1 channel control each flight, another standby

b. 2 EECs, 1 channel, 1 EEC control each flight, another standby

c. 2 EECs, 2 channel, 2 channels control each flight at the same time

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 9

27. ENG VALVE CLOSED light is on dim, it's meaning

a. HPSOV is closed and has a close command

b. HPSOV is in transit or is not in commanded position

c. HPSOV is open and has an open command

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 9

28. Pressure fuel (bypass and low pressure fuel) from the main fuel/oil heat exchanger will a. return to fuel tank

b. return to the main fuel pump

c. go to SCU Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 14

29. The main fuel pump supplies pressurized fuel for engine operation. There is

a. a low pressure fuel pump and a scavenge fuel pump

b. a low pressure fuel pump and a high pressure fuel pump inside

c. a high pressure fuel pump

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 18

30. The main fuel/oil heat exchanger (MHX) receives fuel from

a. the SCU

b. the main fuel pump

c. the FMU

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 20

31. How many nozzles the pilot primary main non-enriched (PPMNE) circuit supply fuel to

a. 4

b. 14 c. 10

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 24

32. Combustion fuel goes to the FMU, FMU sends metered fuel to

a. SCU

b. the valves in the engine air system c. Fuel nozzles *Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 28*

33. PMA is normal electrical power supply for the EECs when the N2 rotor speed is

a. above 8.5% b. above 50% c. above 85% *Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 40*

34. Where is two EEC computers

a. left side of the engine fan case

b. right side of the engine fan case

c. in EE compartment Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 46

35. The engine control system has two modes of operation :

a. dual channel or single channel operation
b. normal mode or alternate mode
c. active channel and standby channel *Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 46*

36. The system that read the data entry plug data and send the data to the EEC channels

a. PSS

b. DPCs

c. PSEU

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 50

37. Color of EEC ALTN light

a. amber b. white c. red

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 54

38. Purpose of T25 temperature sensor

a. supplies HPC outlet temperature data to EECs

b. supplies HPC inlet temperature data to EECs

c. supplies inlet total temperature data to EECs

Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 60

39. Purpose of T12 temperature sensor

a. supplies fan inlet total temperature data to EECs

b. supplies HPC outlet temperature data to EECs c. supplies HPC inlet temperature data to EECs *Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 62*

40. Power sources of EEC 1 are

a. PMA

b. PMA, AC Transfer bus 1, AC standby bus 1 (channel A only)

c. PMA, AC tranfer bus 1 Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 68

41. FUEL FLOW digital display will counter to zero when

a. RESET position is set or when electrical power to the DPCs is removed and reconnected b. RESET positon is set

c. USED positon is set and hold for more than 30 seconds *Reference: ATA 73 Engine Fuel and Control - B737-MAX-DIFF Training book - Page 95*

42. Each engine has

a. two ignition systems that operate independently

b. two ignition systems that operate dependently
c. one ignition system *Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 5*

43. Start switch and the ignition selector switch supply inputs to the

a. EECs channel A
b. EECs channel B
c. DPCs *Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 7*

44. The engine air system valves and actuators is controlled by

a. FMU **b. SCU** c. HCU *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 7*

45. The system that controls the amout of air in the primary gaspath

a. TBV

b. VSV

c. VBV

Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 7

46. The system that makes sure the airflow through the HPC is smooth at all engine speeds

a. VSV

b. TBV

c. VBV

Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 7

47. These active clearance control (ACC) vavle ares on

a. the right side of engine core section

b. the left side of engine core section

c. at 12:00 positon of engine core section

Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 10

48. HPTACC valve is operated by

a. EEC channel A

b. EEC channel B

c. EEC channel in control

Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 18

49. 2 LVDTs on HPTACC vavle will send electrical signal

a. all for EEC channel A
b. one for EEC channel A, one for EEC channel B
c. all for EEC channel B *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 20*

50. HPTACC position show on the EPCS

a. MAINT DATA PGS b. MAINT CTRL PGS c. STATUS *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 20*

51. LPTACC vavle is operated by

a. hydraulic b. oil pressure c. servo fuel *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 24*

52. LPTACC position show on the EPCS

a. MAINT DATA PGS b. MAINT CTRL PGS c. STATUS *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 26*

53. Purpose of VSV

a. keep FOD out of the HPC

b. prevents damage to engine and improves engine stability

c. give better compressor operation and helps to prevent an HPC stall Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 34

54. When N2 is at idle, VSV position is

a. Open **b. Closed** c. Half open *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 34*

55. Which menu does the position of VSV show on

a. MAINT DATA PGS b. MAINT CTRL PGS c. STATUS *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 34*

56. Purpose of VBV

a. prevent an HPC stall during engine starts and during engine acceleration/deceleration b. control amout of air that goes into the HPC, keep FOD out of the HPC, prevents damage to engine and improves engine stability

c. give better compressor operation and helps to prevent an HPC stall *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 42*

57. VBV doors are more closed when

a. N1 increase

b. N1 decrease
c. during engine deceleration and thrust reverser operation *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 42*

58. Purpose of TBV

a. prevent an HPC stall during engine starts and during engine acceleration/deceleration

b. prevents damage to engine and improves engine stability

c. give better compressor operation and helps to prevent an HPC stall *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 48*

59. Which vavle decrease HPC air loads during windmill engine start and prevents ice formation on the booster inlet

a. TBV

b. VBV

c. SB/BAI

Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 58

60. Air inlet to start bleed/booster anti-ice (SB/BAI) valve come from

a. LPC 3rd stage

b. HPC 7th stage

c. LPC 5th stage Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 58

61. Air inlet to the LTPTACC/HPTACC come from

a. LPC 3rd stage
b. fan air
c. HPC 7th stage *Reference: ATA 75 Bleed Air - B737-MAX-DIFF Training book - Page 62*

62. How many Thrust Lever Resolver

a. 4, 2 for ech engine
b. 2, one for each engine
c. 2 for engine left *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 7*

63. For each engine, thrust levers supply a thrust command signal to the EECs through

a. Thrust Level Angle

b. Thrust Level Resolver

c. ASM and gearbox assmblies *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 7*

64. The components that limits the range of motion of a rever thrust lever is

a. Reverse Thrust Interlock Solenoids

b. Thrust Level Resolver c. ASM and gearbox assmblies *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 7*

65. How many Reverse Thrust Interlock Solenoids

a. 4 - 2 for ech engine

b. 2 - one for each engine

c. 1 - located in the auto-throttle assembly

Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 7

66. What is the purpose of Reverse Thrust Interlock Solenoids

a. change the mechanical forward and reverse thrust lever position to an annalog electrical signal

b. supply signals to different aircraft and engine systems and components c. limit the range of motion of a reverse thrust lever

Reference: ATA 76 *Engine Control - B737-MAX-DIFF Training book - Page 7*

67. What is the purpose of Thrust Level Resolver

a. change the mechanical forward and reverse thrust lever position to an annalog electrical signal

b. supply signals to different aircraft and engine systems and components

c. limit the range of motion of a reverse thrust lever *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 7*

68. Where is the start levers of engine

a. Control Stand
b. FWD overhead panel (P5)
c. AFT aisle stand (P8) *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 9*

69. What is the purpose of Thrust Lever Lock Pawl

a. connects the crank with the clutch pack and the resolver in the auto throttle assembleb. the autothrottle system move the resolver and the thrust levers

c. prevents the operation of the forward thrust lever and the reverse thrust lever at the same time

Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 13

70. How many position of Start Levers

a. 2 - IDLE and CUTOFF
b. 2 - START amd OFF
c. 3 - START, IDLE and CUTOFF *Reference: ATA 76 Engine Control - B737-MAX-DIFF Training book - Page 17*

71. Where is the EECs

a. left side of the engine fan case
b. right side of the engine fan case
c. right side of the engine core *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 7*

72. Trim balance procedure uses the vibration data from

a. the No.1 bearing and the turbine center frame accelerometers b. the No.1 bearing accelerometer

c. the turbine center frame accelerometer *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 7*

73. EGT and the engine vibration indication show

a. when aircraft have electric power
b. only when the EECs have electric power
c. when start engine *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 7*

74. N1 speed sensor supplies the speed signal to

a. EECs b. DPCs c. EECs and DPCs *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 12*
75. N2 speed sensor supplies the speed signal to

a. EECs and DPCs
b. DPCs
c. EECs and DPCs *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 14*

76. To show N1 and N2, DPCs use inputs

a. from EECs, and the analog signals directly from the speed sensors if the EECs do not supply a digital input

b. from EECs only
c. directly from the speed sensors *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 16*

77. In Flight, the THRUST Alert Message

a. will show continuously, no flash
b. will flashes for 10 seconds, then show continously
c. will flashes *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 17*

78. In the takeoff and the landing, THRUST Alert Message

a. will show continuously, no flash
b. will flashes for 10 seconds, then show continously
c. no show *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 17*

79. In cruise flight, FUEL FLOW alert message will show when

a. fuel flow more than threshold
b. have the diffence between the indicated fuel flow and the expected fuel flow
c. the diffence between the indicated fuel flow and the expected fuel flow is more than the threshold limit for 5 minutes

Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 17

80. EGT system has

a. 4 sensors

b. 8 sensors

c. 12 sensors

Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 20

81. The maximum limit for EGT during an engine start on the ground

a. The EGT redline limit

b. The EGT start redline limit

c. The EGT maximum continuous amber limit Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 24

82. The No.1 bearing accelerometer data goes to

a. EEC channel A

b. EEC channel B

c. both EEC channels *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 33*

83. The turbine center frame accelerometer data goes to

a. EEC channel A
b. EEC channel B
c. both EEC channels *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 33*

84. Where is the turbine center frame accelerometer

a. at the forward of engine on the turbine center frame
b. at the aft end of engine on the turbine center frame
c. at the 5:00 o'clock of the turbine center frame *Reference: ATA 77 Engine Indicating - B737-MAX-DIFF Training book - Page 35*

85. Each T/R half has

a. 5 Blocker door
b. 10 Blocker door
c. 15 Blocker door *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 21*

86. Which T/R actuator has LVDT

a. bottom actuator
b. center actuator
c. top actuator *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 25*

87. The location of the T/R upper sync shaft

a. is near the deploy hyraulic tube, between the upper and center actuators
b. is inside the deploy hyraulic tube, between the upper and center actuators
c. is inside the stow hyraulic tube, between the upper and center actuators *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 25*

89. The T/R hyraulic actuators has lock mechanisms

a. Upper and Middle b. Lower and Middle c. Lower and Upper *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 27*

90. How many deactivation point on each T/R translating sleeve

a. 1 b. 2 c. 3

Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 34

91. Location of the T/R control valve

a. on the keel beam in the main landing gear wheel well

b. on the right fan case of engine c. on the top engine fan case *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 54*

92. Which hydraulic system that power for T/R

a. Hydraulic system A

b. Hydraulic system B

c. Hydraulic system A for T/R 1, system B for T/R 2. Standby system backup Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 60

93. REVERSER COMMAND light comes on in flight. That mean :

a. thrust resolver gives reverse thrust signals to the EEC while the airplane is airbone

b. the related thrust reverser assemblyy is not fully functional

c. there is no thrust reverser air/ground protection for one or two engine

Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 69

94. The oil debris monitoring system (ODMS) sensor captures frromagnetic particles that are present in

a. the supply oil

b. the scavenge oil

c. the vent oil

Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 29

95. ODMS unit will send signal that is larger than the threshold to

a. EEC channel A

b. EEC channel B c. both channel of EECs *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 31*

96. Function of the oil eductor valve

a. increases engine forward sump pressurization
b. decrease engine forward sump pressurization
c. increases engine aft sump pressurization *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 33*

97. Oil level sensor sends the oil quantity data to

a. EECs

b. DPCs c. EECs and DPCs *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 37*

98. LO message appear when

a. Oil quantity goes below 4 quarts for more than 35 seconds and low oil quantity inhibit is not active

b. Oil quantity goes below 8 quarts for more than 35 seconds and low oil quantity inhibit is not active

c. Oil quantity goes below 4 quarts for more than 35 seconds *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 41*

99. LOW OIL PRESSURE message display when

a. the oil pressure < 45 psi b. the oil pressure is less than the red line limit c. the oil pressure < 5 psi *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 43*

100. The oil temperature sensors measure oil temperature at

a. in oil tank
b. the outlet to the AGB
c. the inlet to the AGB *Reference: ATA 79 Oil - B737-MAX-DIFF Training book - Page 45*

101. The starter air valve (SAV) closes and removes bleed air fom the Air turbine starter (ATS) when

a. at approximately 60% N2
b. N2 > 8.5%
c. N1 > 60% *Reference: ATA 80 Engine Starting - B737-MAX-DIFF Training book - Page 45*

L. QUESTION BANK FOR CFM LEAP-1B (B737MAX) CAT B2 (ENGINE)

ATA 70-80:

1. Which are the hazard around the engine in operation?

a. Inlet suction, exhaust heat, engine noise.

b. Outlet suction, exhaust velocity, engine noise.

c. Inlet suction, exhaust heat, exhaust velocity, engine noise.

Reference: ATA 70 Introduction/standard practices - B737-MAX-DIFF Training book - Page 09

2. What is the purpose of the SDOS?

a. Holds the fan cowl closed

b. Reduces the force to close the fan cowl

c. Reduces the force to open the fan cowl

Reference: ATA 71 Power plant - B737-MAX-DIFF Training book - Page 12

3. Which latches help you draw the thrust reverser halves together during closing?

a. Latches 3 and 4

b. Latches 4 and 5 c. Latches 5 and 6 *Reference: ATA 71 Power plant - B737-MAX-DIFF Training book - Page 16*

4. Which T/R Tension latches have different grip lengths?

a. Latches 3 and 4
b. Latches 5, 6 and 7
c. Latches 3,4,5 and 6 *Reference: ATA 71 Power plant - B737-MAX-DIFF Training book - Page 16*

5. How many stages are in the HPC?

a. 9 b. 10 c. 12 *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 10*

6. Which sensor mesures the high pressure compressor inlet temperature?

a. T12 sensor

b. T25 sensor

c. T30 sensor

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 15 or ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 60

7. What are the fan blade characteristic of this engine?

a. There are 18 wide chord carbon fiber composite blades with titanium leading edges

b. There are 22 wide chord carbon fiber composite blades with titanium leading edges

c. There are 18 titaniumblades with tedlar leading edges

Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 24

8. Which HPC stage supplies bleed air for nacelle/booster anti-ice?

a. Stage 4
b. Stage 7
c. Stage 10 *Reference: ATA 72 Engine - B737-MAX-DIFF Training book - Page 28*

9. Which sensor mesures the main fuel/oil heat exchanger (MHX) fuel circuit for a bypass condition?

a. MHX differential pressure sensor

b. MHX inlet pressure sensor

c. MHX outlet pressure sensor

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 20

10. Which component calculate fuel flow schedule?

- a. EECs b. SCU
 - c. FMU

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 24, 95

11. The pilot primary main enriched (PPME) circuit supplies fuel to

a. 4 fuel nozzles
b. 14 fuel nozzles
c. 18 fuel nozzles *Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 24*

12. Which component control the electronic overspeed (EOS) and thrust control malfunction accommodation (TCMA) protections?

a. EECs b. SCU c. FMU *Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 29*

13. When do the EECs usually change control channel?

a. Power up
b. Engine start
c. Power down *Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 46*

14. When does the PMA supply electrical power for EEC?

a. When N2 speed is above 8.5%

b. When N2 speed is above 12%
c. When N1 speed is above 8.5% *Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 40, 66*

15. The engine control system has

a. Two modes of operation: dual channel operation or single channel operation

b. Two modes: active or standby

c. Two modes: normal or backup

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 46

16. What supplies engines pressure and data entry plug data to EECs?

a. EMU

b. PSS

c. DPC

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 50

17. EECs go to the soft alternate mode

a. When total air pressure is not valid

b. When you move the EEC switch to alternate position

c. When one EEC fail

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 54, 75

18. What does the data entry plug connect to?

a. EEC A

b. EEC B

c. PSS

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 52

19. What are the engine idle control modes?

a. high and low

b. ground, flight, approach

c. ground, flight, ecs, approach Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 72

20. How many EECs N1 reference speed?

a. 4

b. 5

c. 6

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 74

21. What are the EEC operation mode?

a. normal and standby

b. normal, soft alternate and hard alternate

c. normal, standby, soft alternate and hard alternate

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 74

22. What contains the components to control the fuel flow to the fuel manifold and fuel nozzle?

a. FMU

b. SCU c. HMU Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 80

23. Which component calculate fuel used?

a. EEC

b. DPC

c. FMU

Reference: ATA 73 Engine fuel and control - B737-MAX-DIFF Training book - Page 95

24. What sends the start switch and ignition selector switch position to the EECs?

a. EMU

b. FMU

c. DPC

Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 07

25. What gives power to the exciter?

a. Ignition select switch

b. EEC

c. DPC

Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 07

26. When will the ignition system get power?

- a. When the N1 speed is more that 18%
- b. When the N2 speed is more that 6%

c. When the fuel control switch is set to IDLE/RUN

Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 07

27. What are the ignition system power sources?

a. AC STANDBY bus and HOT BAT bus

b. AC TRANSFER bus and AC STANDBY bus

c. AC TRANSFER bus and HOT BAT bus Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 07

28. When start selector switch in FLT position

a. Both igniters operate regardless the ignition selector switch position when engine start inflight

b. The selected igniter operates when engine start onground c. The selected igniter operates when engine start inflight *Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 17,20*

29. Which start selector switch position causes selected igniter operate continuously?

a. FLT

b. CONT

c. GND Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 17

30. Which conditions make the igniters come on with the start selector switch set to OFF/AUTO

a. During flameout protection

b. When the anti-ice system is selected ON

c. During the landing phase when the flaps are more than 5 units *Reference: ATA 74 Ignition - B737-MAX-DIFF Training book - Page 20,21*

31. Which position of the VSVs and IGVs when N2 is at idle?

- a. Close
 - b. Open
 - c. Midle

Reference: ATA 75 Bleed air - B737-MAX-DIFF Training book - Page 34

32. The VBV door are closed when

a. Engine deceleration and thrust reverser operation b. Nlis above 80%

c. N1 is below 80%

Reference: ATA 75 Bleed air - B737-MAX-DIFF Training book - Page 42

33. What air does the TBV sends to the turbine rear frame?

a. HPC 10th stage
b. HPC 9th stage
c. HPC 8th stage *Reference: ATA 75 Bleed air - B737-MAX-DIFF Training book - Page 48*

34. Which valve decreases HPC air loads during windmill engine start and prevent ice formation on the booster inlet?

a. SB/BAI b. TBV c. VBV *Reference: ATA 75 Bleed air - B737-MAX-DIFF Training book - Page 58*

35. Which component give the position of SB/BAI valve to EECs?

a. RVDT
b. LVDT
c. EECs don't need positon feedback *Reference: ATA 75 Bleed air - B737-MAX-DIFF Training book - Page 60*

36. How many thrust lever resolver assemblies are in the engine control system?

a. One for each engine
b. Two for each engine
c. Three for each engine *Reference: ATA 76 Engine controls - B737-MAX-DIFF Training book - Page 07*

37. What is the recerse thrust TRA range?

a. 0-3.0 TRA

b. 36.0-82.5 TRA

c. 24.0-8.0 TRA

Reference: ATA 76 Engine controls - B737-MAX-DIFF Training book - Page 15

38. Which EEC channel the reverse thrust interlock solenoid is connected to?

a. EEC channel A

- b. EEC channel B
- c. EEC channel A and B

Reference: ATA 76 Engine controls - B737-MAX-DIFF Training book - Page 21

39. The speed sensor has

a. Two electrical connectors, one for each EEC channel

b. Two electrical connectors, one for EECs and one for DPCs

c. Three electrical connectors, one for each EEC channel and one for DPCs

Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 12, 14

40. What do the EGT sensors mesure?

a. The temperature at the stage one nozzle of the LPT
b. The temperature at the exhaust
c. LPT discharge air *Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 20*

41. What is the maximum temperature limit for the EGT during an engine start on the ground?

a. 750 degrees C

b. 1013 degrees C c. 1038 degrees C *Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 24*

42. Which component record exceedance data?

a. EECs

- b. DPCs
 - c. EMU

Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 27

43. How can you research a recorded exceedance?

a. Use the MAINT CTRL PAGES

b. Use the OMF

c. Use the MAINT DATA PAGES

Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 27

44. Which vibration value from accelerometers does the MDS show for each engine?

a. The lowest

b. The highest c. The average

Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 37

45. The EEC channel A gets number 1 bearing vibration data from?

a. The number 1 bearing accelerometer b. The EEC chanel B

c. The EEC channel B or the number 1 bearing accelerometer *Reference: ATA 77 Engine indicating - B737-MAX-DIFF Training book - Page 40*

46. Which T/R actuator has a LVDT?

a. Top b. Middle c. Bottom *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 25*

47. Which light shows that the related thrust reverser is not fully fucntional?

a. REVERSER LIMITED b. REVERSER AIR/GND c. REVERSER COMMAND *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 68*

48. Which light shows that a thrust resolver gives reverse thrust signals to the EEC while the airplane is airborne?

- a. REVERSER LIMITED
- b. REVERSER AIR/GND
- c. REVERSER COMMAND

Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 68

49. When REV shows green mean?

a. The T/Rs for related engine are fully deployed

b. The T/Rs for related engine are fully stowed and locked c. The T/Rs for related engine are in transit *Reference: ATA 78 Exhaust - B737-MAX-DIFF Training book - Page 68*

50. What monitors ODMS data?

- a. EEC channel A
- b. EEC channel B

c. EEC channel A and B *Reference: ATA 79 Oil- B737-MAX-DIFF Training book - Page 31*

51. What is the position of the sump eductor valve when the engine is shutdown?

a. Close position

b. Middle position

c. Open position

Reference: ATA 79 Oil- B737-MAX-DIFF Training book - Page 33

52. How is the SAV position monitored?

a. By pressure switches

b. By pressure sensors

c. By position sensors Reference: ATA 80 Engine starting- B737-MAX-DIFF Training book - Page 13

53. When can you move the start lever to IDLE/RUN during an engine start?

a. When the engine goes to maximum motoring speed

b. The MOTORING message goes away and the engine goes to maximum motoring speed c. When the engine goes 25% N2 speed *Reference: ATA 80 Engine starting- B737-MAX-DIFF Training book - Page 20*

Reference. ATA 60 Engine starting- D757-MAX-DIFT Training 000k - 1

54. What N2 speed will the BRS use motor the engine?

a. ~15%

b. ~18%

c. ~22%

Reference: ATA 80 Engine starting- B737-MAX-DIFF Training book - Page 22