ANSWER KEY

1. Which lights go off when the gear is retracted? **Answer: B. Turn Of and Wing** Explanation: The lights that go off when the gear is retracted are the Turn Off and Wing lights.
2. Which colour code is correct for push button switches? **Answer: C. WHITE - temporary operation : GREEN - normal operation** Explanation: The correct color code for push button switches is WHITE for temporary operation and GREEN for normal operation.
3. "Below the passenger door window is a red CABIN PRESSURE light which ... **Answer: A. ... flashes if there is residual cabin pressure."** Explanation: The red CABIN PRESSURE light below the passenger door window flashes if there is residual cabin pressure.
4. "Set on LO, the actual pack flow may be ... **Answer: B. ... NORM due to APU bleed supplying."** Explanation: When set on LO, the actual pack flow may be normal (NORM) due to APU bleed supplying.
5. "The MAN V/S CTL switch is ... **Answer: C. ... operative in the MAN pressurisation mode: - hold up to OPEN the safety valve."** Explanation: The MAN V/S CTL switch is operative in the MAN pressurisation mode and should be held up to OPEN the safety valve.
6. What is displayed on the COND S.D. if the primary channel of the Zone Controller has failed? **Answer: A. "ALTN MODE"** Explanation: If the primary channel of the Zone Controller fails, "ALTN MODE" is displayed on the COND S.D.
7. What are the Fan Air Valve and pre-cooler used for? **Answer: A. Initial cooling of air after entering the pack.** Explanation: The Fan Air Valve and pre-cooler are used for the initial cooling of air after entering the pack.
8. The Trim Air Valves: **Answer: C. Mix fresh air from the packs with recirculated cabin air.** Explanation: The Trim Air Valves mix fresh air from the packs with recirculated cabin air.
9. With the PACK FLOW selector to NORM, what will the actual flow be? **Answer: C. NORM or HI.** Explanation: With the PACK FLOW selector set to NORM, the actual flow can be either NORM or HI.
10. The Avionics Vent System has two "conditions" - GROUND and FLIGHT. When does the transition from GROUND to FLIGHT occur? **Answer: C. At 100 kts. on the take-off roll.** Explanation: The transition from GROUND to FLIGHT condition in the Avionics Vent System occurs at 100 knots on the take-off roll.
11. Regarding the A/THR indications on the FMA, which is true? **Answer: C. ATHR in blue - [ACTIVE (actual thrust is limited by TLA)]** Explanation: A/THR in blue indicates that the Autothrust system is active and the actual thrust is limited by the Thrust Lever Angle (TLA).
12. When can both Autopilots be engaged at the same time? **Answer: D. After G/S capture.** Explanation: Both Autopilots can be engaged at the same time after the G/S (Glideslope) capture.
13. The APU has been switched off, it has not stopped. Why is this? **Answer: B. The Air Intake Flap failing to close.** Explanation: The APU continues to run when switched off due to the Air Intake Flap failing to close.
14. "The APU may be started ... **Answer: D. ...throughout the normal flight envelope."** Explanation: The APU may be started throughout the normal flight envelope.
15. What happens when the APU MASTER switch is selected to on? **Answer: B. The APU Intake Flap opens and the starter motor engages when the flap is fully open.** Explanation: When the APU MASTER switch is turned on, the APU Intake Flap opens, and the starter motor engages when the flap is fully open.

16. What does the AVAIL light on the START switch indicate? **Answer: B. APU electrical power can be used.** Explanation: The AVAIL light on the START switch indicates that APU electrical power can be used.
17. When does the APU starter engage? **Answer: D. When the START SW is pressed on.** Explanation: The APU starter engages when the START switch is pressed on.
18. On the overhead, when should AUDIO SWITCHING be selected to CAPT 3? **Answer: B. The Captain's ACP has failed.** Explanation: AUDIO SWITCHING should be selected to CAPT 3 when the Captain's Audio Control Panel (ACP) has failed.
19. For the ACP, which is true? **Answer: C. The RESET key transfers associated ACP (1 or 2) operation to ACP3** Explanation: The RESET key on the ACP transfers associated ACP operation to ACP3.
20. On the ACP, what does an amber light on a Transmission Key indicate? **Answer: D. SELCAL operation or a call from maintenance or the cabin.** Explanation: An amber light on a Transmission Key on the ACP indicates SELCAL operation or a call from maintenance or the cabin.
21. What are the correct actions if RMP 1 fails? **Answer: C. Switch it off: use RMP 3 or RMP 2.** Explanation: If RMP 1 fails, the correct actions are to switch it off and use RMP 3 or RMP 2.
22. Which is true of the AC ESS Bus in the event of an AC BUS 1 FAULT? **Answer: B. It can be powered from AC BUS 2, if so selected.** Explanation: In the event of an AC BUS 1 FAULT, the AC ESS Bus can be powered from AC BUS 2 if selected.
23. What is the effect of selecting the GEN1 LINE to OFF? **Answer: B. GEN 1 is fed directly onto the AC ESS BUS.** Explanation: Selecting GEN1 LINE to OFF feeds GEN 1 power directly onto the AC ESS BUS.
24. What happens if, in flight, with the hydraulic Blue System inoperative (fluid loss), the MAN ON switch (on the EMER ELEC PWR panel) is pressed? **Answer: B. The Emergency Generator will be driven directly by the RAT.** Explanation: Pressing the MAN ON switch in this scenario will cause the Emergency Generator to be driven directly by the RAT.
25. The aircraft is on the chocks. All sources (Engine, APU and External Power) are ON. Which of the following is true? **Answer: D. If the APU is shut down, the External Power will supply the network.** Explanation: If the APU is shut down while all sources are ON, the External Power will supply the aircraft's network.
26. **Answer: A** Explanation: Cabin Signs and Lighting will illuminate above 11,000 feet cabin altitude, regardless of the SEAT BELTS and NO SMOKING switch positions.
27. **Answer: B** Explanation: The duration of the Passenger Oxygen supply is 20 minutes.
28. **Answer: C** Explanation: If the slide does not auto-inflate after opening a door with the slide armed, the correct action is to recycle the Door Control Handle.
29. **Answer: C** Explanation: A fire warning is triggered by fire detection by Loops A and B together (Engine).
30. **Answer: A** Explanation: Following an engine fire, AGENT pushbutton lights will illuminate as SQUIB when FIRE switch is pushed; DISCH when squib has fired.
31. **Answer: A** Explanation: In Normal Law configuration, the pitch limits are +30° (+25° at low speed) and -15°, and the roll limit is 67°.
32. **Answer: A** Explanation: In alpha prot, the sidestick controls alpha.
33. **Answer: C** Explanation: In Alternate Law, V WARNING replaces Alpha prot, indicating the possibility of stalling the aircraft.
34. **Answer: A** Explanation: In the event of SFCC 1 total failure, SLATS will be inoperative.

35. **Answer: C** Explanation: MECH BACK-UP occurs with the loss of G and Y hydraulics, allowing aircraft control with stab and rudder.
36. **Answer: C** Explanation: A SPEED BRK memo on the EWD indicates in amber that there is partial or total speedbrake failure.
37. **Answer: A** Explanation: "VFE NEXT is the limiting speed for going from CONFIG1 to CONFIG2 in flight."
38. **Answer: B** Explanation: If a spoiler has failed, the system compensates by inhibiting the symmetrical spoiler on the other wing.
39. **Answer: D** Explanation: A-LOCK (alpha lock) indicates that slats are locked in Config 1 due to high angle of attack; reduce the angle of attack to retract the slats.
40. **Answer: A** Explanation: In normal flight, sidestick deflection demands load factor in pitch and rate of roll in roll.
41. **Answer: C** Explanation: A/C on GND - Flap Lever Position 1 means SLATS are 1 and FLAPS are 1.
42. **Answer: D** Explanation: In Alternate LAW, it is possible to stall the aircraft.
43. **Answer: C** Explanation: During acceleration on initial climb-out (Config. 1 + F) with no movement of the flap handle, both FLAPS and SLATS will retract at 210 kts.
44. **Answer: A** Explanation: If both pilots push and hold the take-over pushbuttons on the sidesticks, the last pilot to press a button has priority.
45. **Answer: B** Explanation: On the FLT CTL SD, the ailerons have two neutral indications to show the tolerances when only one Aileron Jack is operative.
46. **Answer: C** Explanation: If a bank angle of 45° is exceeded with autopilot/autothrust off, the Flight Director and its associated FMAs are no longer displayed.
47. **Answer: B** Explanation: Regarding the Sidestick Priority Lights on the Glareshield, a red arrow may or may not be accompanied by a green light.
48. **Answer: D** Explanation: "F" speed at take-off on the IAS strip represents the minimum speed for selecting one more stage of flaps.
49. **Answer: C** Explanation: At the top right of the NAV Display in ARC mode, the computed data concerning the TO Waypoint is displayed.
50. **Answer: D** Explanation: After Takeoff, SRS (FMA) changes to CLB when passing thrust reduction altitude.

51. **Answer: D** Explanation: To join an ILS on an intercept heading, the FPV will be lined up with the actual aircraft track.
52. **Answer: C** Explanation: On the PFD, the selected heading can be displayed as a triangle or digits.
53. **Answer: A** Explanation: The speed trend arrow on the PFD indicates the direction the speed should be adjusted to achieve the required speed.
54. **Answer: B** Explanation: If the IAS is a "split" triangle, it indicates a speed constraint.
55. **Answer: C** Explanation: To display the WHEEL page on the ECAM CTL PANEL, you need to transfer the SD to the F/O (or CAPT) using the SWTG PANEL.
56. **Answer: C** Explanation: SRS stands for Safety Reference System.
57. **Answer: A** Explanation: The REFUELG memo appears when the END Light illuminates steady green.
58. **Answer: B** Explanation: If both booster pumps in the centre tank fail, the SD shows amber XX replacing the CTR tank quantity indications.
59. **Answer: C** Explanation: When the first inner tank level reaches 750 kg, one transfer valve in each wing will open.

60. **Answer: B** Explanation: With all tanks full and the MODE selector in AUTO, the centre tank pumps will stop when the flaps are extended.
61. **Answer: B** Explanation: An amber line through last two digits of a fuel figure signifies an inaccurate quantity indication.
62. **Answer: B** Explanation: When the aircraft is being refuelled, the Fuel Used (engine S.D.) goes to zero.
63. **Answer: B** Explanation: With fuel in the centre tank but both centre booster pumps failed, an FOB quantity indicating pulsing will be displayed on the EWD.
64. **Answer: B** Explanation: With the BLUE switch at AUTO, the Blue pump will operate after both engines have been started.
65. **Answer: C** Explanation: The PTU is used as a back-up following a leak in the Green or Yellow systems.
66. **Answer: B** Explanation: On the HYD overhead panel, a pump FAULT light will remain illuminated until maintenance action has been taken.
67. **Answer: A** Explanation: Hydraulic systems G and Y have fluid shutoff valves operated by the engine fire switches to isolate fluid from fire.
68. **Answer: B** Explanation: After the first engine start, the Blue pump stops until the second engine has been started.
69. **Answer: B** Explanation: With the Yellow Electric pump not switched ON, it will operate automatically if the yellow system pressure falls below 2500 p.s.i.
70. **Answer: C** Explanation: The RAT can be restored below 100 kts.
71. **Answer: B** Explanation: Icing conditions in flight are defined as TAT 10℃ down to SAT minus 30℃.
72. **Answer: B** Explanation: If both Wing and Engine Anti-ice are lost, Wing Anti-ice is ON, and Engine anti-ice is OFF.
73. **Answer: C** Explanation: Anti-ice covers outboard wing L.E., stabilizer L.E., fin L.E., and engine nacelles.
74. **Answer: D** Explanation: Engine 1 anti-ice obtains its heat directly from its own bleed or the main bleed system.
75. **Answer: B** Explanation: Green lines next to the REL indicators show serviceable anti-skid in flight and the release of brake pressure after landing.
76. **Answer: C** Explanation: Following Gravity Extension, braking will be normal, but nosewheel steering will be lost.
77. **Answer: B** Explanation: With the aircraft on the ground, the gear lever cannot be moved due to an interlock with shock absorber compression.
78. **Answer: D** Explanation: A red UNLK light on the Landing Gear indicator panel indicates that the associated gear leg is not locked in the selected position.
79. **Answer: D** Explanation: During pushback (including engine start) with the steering selector in the TOWING position, the steering will be displayed (in amber) on the Wheels SD.
80. **Answer: B** Explanation: A DECEL light illuminates with LO autobrake selected, two seconds after touchdown.
81. **Answer: B** Explanation: Landing with Autobrake MED selected, braking starts 2 seconds after spoiler deployment.
82. **Answer: B** Explanation: Pressing the DISC button on the Captain's steering handwheels disconnects the Captain's steering handwheels from the system.
83. **Answer: D** Explanation: The MEMO "N.W. STRG DISC" may appear on the EWD in amber during a pushback with an engine running.

84. **Answer: D** Explanation: Regarding Gravity Extension, if the Green hydraulic system is operating, N'wheel steering is available.
85. **Answer: B** Explanation: The IRS ALIGN lights may flash during a pre-flight check due to loss of all functions except ATT and HDG.
86. **Answer: A** Explanation: RMP No. 1 can be tuned to any radio communication equipment and outside radio aids.
87. **Answer: C** Explanation: The Captain's ND shows ILS receiver No. 2 signals only when selected to ROSE ILS.
88. **Answer: D** Explanation: When RMP tuning is in operation, the ILS receivers are tuned by their respective RMPs.
89. **Answer: C** Explanation: When landing a serviceable aircraft with Flaps 3, the correct action on the GPWS panel is to switch ON the LDG FLAP 3 switch.
90. **Answer: B** Explanation: A rapid alignment is carried out if residual groundspeed > 5 kts by setting the Rotary Selectors OFF and to NAV within 5 seconds.
91. **Answer: C** Explanation: EGPWS uses the lower setting of the Captain's and First Officer's baro settings.
92. **Answer: D** Explanation: If both FMGC's fail, VOR 2 can be tuned using RMP1 or RMP2.
93. **Answer: C** Explanation: PLAN mode (ND) is used to check flight plans, and weather radar and navaids cannot be displayed.
94. **Answer: A** Explanation: A NAV ACCURACY check is carried out by comparing VOR bearing and DME distance against "BG and DIST to" on MCDU PROG page.
95. **Answer: A** Explanation: If the radar on the ND sweeps from the centre outwards, the weather radar picture is offset due to a fault.
96. **Answer: A** Explanation: Pushing the heading knob on the FCU during a managed climb will revert to an Open Climb.
97. **Answer: C** Explanation: The cross-bleed valve operation, in auto, will open as necessary to equalize the duct pressures.
98. **Answer: C** Explanation: If GROUND H.P. AIR is connected, do not use the PACKS or mix it with ENG. BLEED AIR.
99. **Answer: B** Explanation: The FADEC system is a dual channel unit that is self-powered with the engine running.
100. **Answer: C** Explanation: Selecting FLX or TOGA automatically activates the igniters for take-off.

101. **Answer: B** Explanation: At the start of the flight, the condition of ATHR is ACTIVE on selection of TOGA or FLX power.
102. **Answer: A** Explanation: The FUEL USED indication (on the SD) is reset to zero when the associated MASTER SW is selected OFF (on ground only).
103. **Answer: C** Explanation: During an Auto Start, the loss of the N2 grey background signifies the end of the start sequence.
104. **Answer: C** Explanation: The indication of Amber N1 during takeoff may be ignored.
105. **Answer: B** Explanation: Each FADEC has three channels.
106. **Answer: A** Explanation: In flight, the crew is advised that the engines are spooled down when "ADVISORY" is displayed on the ENG. S.D.
107. **Answer: C** Explanation: After Take-Off, the ATHR becomes ACTIVE at the Thrust Reduction altitude.
108. **Answer: C** Explanation: During a manual start, the MAN START pushbutton opens the start valve, and it must be selected OFF to close the start valve.

109. **Answer: A** Explanation: On the approach to land, selecting Config.1 automatically activates the igniters.
110. **Answer: B** Explanation: An imminent change of thrust is highlighted by TLA movements on the N1 gauge.
111. **Answer: D** Explanation: Regarding an AUTO START, igniter operation alternates A/B at each start.
112. **Answer: B** Explanation: If there is no ignition during an automatic start cycle, FADEC will activate the other igniter if no EGT is detected after 30 seconds.
113. **Answer: A** Explanation: The maximum demonstrated crosswind for takeoff is 29 knots (gusting 38 knots).
114. **Answer: B** Explanation: The maximum wind speed for door operation is 65 knots.
115. **Answer: A** Explanation: The limiting speed for selecting the gear down is 220 knots.
116. **Answer: C** Explanation: The maximum runway slope is +/-2%.
117. **Answer: C** Explanation: The maximum acceleration (G) limits are Clean -1g to +2.5g and flaps extended -1g to +2g.
118. **Answer: A** Explanation: The maximum speed for starter engagement is 20% N1.
119. **Answer: A** Explanation: The minimum speed for use of full reverse thrust is 50 knots.
120. **Answer: B** Explanation: The maximum speed for FLAP 3 is 185 knots.
121. **Answer: B** Explanation: The maximum cabin pressure differential is Positive 8.6 psi, Negative 1.2 psi.
122. **Answer: A** Explanation: The limiting factor for opening the Ram Air Valve is aircraft altitude at or below 10,000 ft.
123. **Answer: A** Explanation: The maximum EPR with the park brake ON is 1.05.
124. **Answer: B** Explanation: The maximum demonstrated crosswind for landing is 33 knots (Gusting 37 knots).
125. **Answer: C** Explanation: The maximum speed for flight with the side window open is Green Dot.
126. **Answer: B** Explanation: The limiting speed with the gear down locked is 280 knots.
127. **Answer: B** Explanation: The limiting altitude for use of APU bleed is 20,000 feet.
128. **Answer: B** Explanation: The maximum altitude for APU start on batteries only is 20,000 feet.
129. **Answer: A** Explanation: The maximum EGT at TOGA THR is 710°C.
130. **Answer: A** Explanation: The correct starter limitation is that the maximum speed for starter engagement is 20% N2 (recommended 10%).
131. **Answer: B** Explanation: The maximum speed for FLAP FULL is 185 knots.
132. **Answer: D** Explanation: The maximum speed for the use of windscreen wipers is 250 knots.
133. **Answer: D** Explanation: The limiting groundspeed for the tires is 198 knots.
134. **Answer: C** Explanation: The minimum fuel for take-off is 1500 kg.

135. **Answer: B** Explanation: In the MEL "remarks or Exceptions" column, an asterisk (*) signifies maintenance action is required.
136. **Answer: A** Explanation: In the MEL "remarks or Exceptions" column, the number (0) signifies that the aircraft may be flown back to base for rectification.
137. **Answer: C** Explanation: In the event of brakes failing during an RTO, the correct action is to apply maximum foot brakes, and activate the SPEED BRAKES FULL if necessary.
138. **Answer: A** Explanation: The correct initial actions to start an emergency descent following rapid decompression (structural failure) are to set FCU: ALT - Select lower and PULL, HDG - turn left or right and PULL, and SPD - PULL.
139. **Answer: A** Explanation: Following a TCAS "CLIMB" message, the initial actions include turning the A/P OFF, selecting TOGA power, and setting VERT SPD to the Green Band.
140. **Answer: A** Explanation: The correct initial actions with unreliable IAS on takeoff before SLAT retraction are to turn the A/P OFF and not move the FLAPS.
141. **Answer: A** Explanation: The initial actions in the event of a GPWS alert including "PULL UP" are to set the A/P ON, use TOGA power, and select V/S 3000 ft/min.
142. **Answer: D** Explanation: The correct action to leave the cockpit in an emergency is to leave via a sliding window using either escape rope.
143. **Answer: A** Explanation: In the event of a rejected takeoff at more than 72 knots, the correct sequence of actions is to call "STOP," apply REVERSE THR MAX, and use maximum foot brakes.
144. **Answer: A** Explanation: After receiving a "WINDSHEAR" warning, the correct initial actions are to set TOGA power and follow the FD pitch demand.
145. **Answer: A** Explanation: If there is a loss of braking when Autobrake is selected OFF after selecting MAX REVERSE, the correct action is to recycle the A/SKID & NW STEERING switch and use the brakes normally.
146. **Answer: A** Explanation: The correct sequence of actions on the FCU to start an emergency descent (structural failure) is to select lower ALT and PULL, turn the HDG knob left or right and PULL, and then pull the SPEED knob and adjust MACH/SPEED target.
147. **Answer: B** Explanation: After receiving a TCAS "Descend, descend now" message, the correct action is to turn the A/P OFF, turn the ATHR OFF, and increase the rate of descent from the present value.
148. **Answer: B** Explanation: The correct immediate actions with speed indications unreliable above THR RED ALT are to set CLB THR: above FL 100, set pitch +5°, and below FL 100 set pitch +10°.
149. **Answer: C** Explanation: The initial actions in the event of a GPWS alert which includes "PULL UP" are to turn the A/P OFF, both FDs OFF, and set the vertical speed to the Green area.

150. **Answer: D** Explanation: The correct action to leave the cockpit in an emergency is to leave via a sliding window using either escape rope.
151. **Answer: D** Explanation: After calling "STOP" during an RTO (Rejected Takeoff), if brake response is not appropriate for runway conditions, full manual braking should be applied and maintained.
152. **Answer: B** Explanation: When airborne and after selecting TOGA power following a "WINDSHEAR" warning, the initial action is to pull the sidestick fully aft and raise the gear (if down).
153. **Answer: C** Explanation: The lowest authorized minima for a CAT II Auto-land are DH 141 ft & RVR 450 m.
154. **Answer: C** Explanation: For CAT IIIa approach, the minimum visual references required at DH include any combination of two centerline/runway edge/TDZ lights.
155. **Answer: A** Explanation: You are clear of the "sensitive" area when the green/yellow alternating centerline lights become green only.
156. **Answer: D** Explanation: The optimum flap setting to use for landing is minimum, in order to improve forward vision.
157. **Answer: C** Explanation: Flashing yellow lights on each side of the taxiway indicate that you are approaching a taxiway intersection.
158. **Answer: A** Explanation: If the RVR falls below minima after commencing an approach, an immediate go-around is required.
159. **Answer: A** Explanation: Runway center lighting is white until 900m remaining, red and white until 300m, and then red.
160. **Answer: C** Explanation: In a fail-operational flight control system, below alert altitude, a manual landing can be executed if visual conditions permit.
161. **Answer: A** Explanation: The authorized lowest minima for a CAT IIIa Approach are DH 100 ft & RVR 200m.
162. **Answer: A** Explanation: For CAT III operations with no DH, the minimum visual references required include at least one centerline and one edge light each side being visible.
163. **Answer: D** Explanation: If TDZ RVR is not available but crew assessment is, takeoff is allowed when both Mid Point and Stop End RVR are in limits.
164. **Answer: B** Explanation: The optimum touchdown point on the runway is marked by large white painted rectangles on the runway surface.
165. **Answer: B** Explanation: Inside the OM (Outer Marker) radio silence applies. Communications are limited to RVR reports only.
166. **Answer: C** Explanation: You are clear of the "obstacle-free" zone when you pass a special notice identifying the edge of the obstacle-free zone.
167. **Answer: B** Explanation: If ATC reports LVPs (Low Visibility Procedures) are in force, you must follow LVPs during CAT I approaches.
168. **Answer: D** Explanation: In a fail-passive flight control system, following a failure of any component, there is no significant out of trim condition or deviation of flight path, but the pilot must fly the aircraft manually after the failure.
169. **Answer: B** Explanation: If the ECAM Upper DU fails, the SD/Status page can be displayed on the lower ECAM DU by a momentary press on the associated ECAM Control Panel push-button switch.
170. **Answer: B** Explanation: On the E/WD, the magenta LDG INHIBIT appears automatically below 2000 feet radio altitude.

171. **Answer: C** Explanation: Pressing the ECAM control panel RCL push-button switch for more than 3 seconds will recall any cancelled cautions.
172. **Answer: B** Explanation: On the SYSTEM DISPLAY, the appearance of the ELECTRICS page automatically with no other caution or warning indications indicates an ADVISORY condition.
173. **Answer: B** Explanation: Pressing the EMER CANC button on the ECAM control panel transfers EWD Amber Warnings to the STATUS page.
174. **Answer: B** Explanation: Regarding ECAM, master cautions (amber) are always accompanied by amber messages on EWD.
175. **Answer: C** Explanation: When the gear is selected down on the approach, the STS page appears on the LOWER ECAM display if there is a malfunction showing on the STS page.
176. **Answer: C** Explanation: Metric altitude can be seen on the PFD.
177. **Answer: A** Explanation: In the event of the Captain's left EFIS failure, pushing the button on the Captain's panel (outboard of the EFIS screens) displays the PFD on the Captain's right EFIS screen.
178. **Answer: D** Explanation: On the ECAM E/WD, the "TO INHIBIT" memo disappears automatically after takeoff at 1500 ft or 2 minutes after lift-off.
179. **Answer: C** Explanation: Secondary failures are identified by a star (*) against them.
180. **Answer: B** Explanation: The green arrow on the EWD at bottom **centre** signify? **Answer: B** Explanation: The green arrow on the EWD at bottom center signifies that there is more information available. To access it, you should press the CLR button.
181. **How can cancelled cautions be returned to the system? Answer: B** Explanation: Pressing the RCL (Recall) button on the ECAM control panel for more than three seconds will return any previously cancelled cautions to the system.
182. **To review the procedure at the end of ECAM, what should you do? Answer: A** Explanation: To review the procedure at the end of ECAM, press the RCL (Recall) button on the ECAM control panel for less than three seconds.
183. **If the upper ECAM screen fails, now can you view the WHEEL S.D.? Answer: A** Explanation: If the upper ECAM screen fails, you can select the DMC switch to CAPT 3, then press the WHEEL button to view the WHEEL S.D. on the lower ECAM display.
184. **What SD is displayed during the T/O roll? Answer: B** Explanation: During the takeoff roll, the WHEEL S.D. (System Display) is displayed.
185. **During an approach, in managed speed, the speed bug automatically goes to a speed higher than V indicated on the MCDU PERF page. Why? Answer: A** Explanation: The "local" (IRS) wind is giving a smaller headwind component than that entered in the PERF page, causing the speed bug to be set higher.
186. **What will the FMA (lateral) immediately show in the event of a Go-Around? Answer: B** Explanation: In the event of a Go-Around, the FMA (Flight

Mode Annunciator) will immediately show "G/A TRK," indicating the initial track of the Go-Around procedure.