# Phụ lục I: CÂU HỎI MC NGỮ PHÁP CHUNG

#### *(Kèm theo Biên bản nghiệm thu số 03/HĐTN-T3, ngày 12 tháng 12 năm 2022)*

1. Choose the correct group of words
2. AIR DISTRIBUTION SYSTEM CONDITIONED AFT CABIN
3. DISTRIBUTION SYSTEM CONDITIONED AIR AFT CABIN
4. AFT CABIN CONDITIONED AIR DISTRIBUTION SYSTEM
5. Choose the correct group of words.
6. LIGHT GENERATOR BREAKER
7. BREAKER GENERATOR LIGHT
8. GENERATOR BREAKER LIGHT
9. Choose the correct group of words.
10. CONTROL BUTTON RECLINE
11. RECLINE CONTROL BUTTON
12. RECLINE BUTTON CONTROL
13. Choose the correct group of words.
14. FUEL INTEGRAL TANK
15. FUEL TANK INTEGRAL
16. INTEGRAL FUEL TANK
17. Choose the correct group of words.
18. RIGHT OUTER WING
19. WING RIGHT OUTER
20. OUTER RIGHT WING
21. Choose the correct group of words.
22. INNER RIGHT WING TRAILING EDGE
23. TRAILING EDGE INNER RIGHT WING
24. RIGHT INNER TRAILING EDGE WING
25. Choose the correct group of words.
26. TIP RIGHT WING
27. RIGHT WING TIP
28. WING RIGHT TIP
29. Choose the correct group of words.
30. LEFT FORWARD PASSENGER DOOR
31. PASSENGER DOOR LEFT FORWARD
32. FORWARD LEFT PASSENGER DOOR
33. Choose the correct group of words.
34. SAFETY PIN GROUND NOSE GEAR
35. GROUND NOSE GEAR SAFETY PIN
36. NOSE GEAR GROUND SAFETY PIN
37. Choose the correct group of words.
38. PRESSURE LOW SWITCH WARNING
39. LOW PRESSURE WARNING SWITCH
40. WARNING SWITCH LOW PRESSURE
41. Choose the correct group of words.
42. CARGO DOOR LOCK FITTINGS
43. CARGO DOOR FITTINGS LOCK
44. FITTINGS LOCK CARGO DOOR
45. Choose the correct group of words.
46. LIGHT INNER MARKER
47. INNER MARKER LIGHT
48. MARKER INNER LIGHT
49. Choose the correct group of words.
50. LEFT HAND WING TIP FAIRING
51. TIP FAIRING LEFT HAND WING
52. LEFT HAND WING FAIRING TIP
53. Choose the correct group of words.
54. FLIGHT CREW OXYGEN SYSTEM
55. CREW FLIGHT OXYGEN SYSTEM
56. OXYGEN SYSTEM FLIGHT CREW
57. Choose the correct group of words.

**A.** CONTROL HANDLE SPOILER

**B.** SPOILER CONTROL HANDLE

**C.** CONTROL SPOILER HANDLE

1. Choose the correct group of words.

**A.** RIGHT UPPER TRAILING EDGE

**B.** UPPER RIGHT TRAILING EDGE

**C.** TRAILING EDGE UPPER RIGHT

1. Choose the correct group of words.

**A.** NOSE GEAR INTERPHONE BOX

**B.** NOSE GEAR BOX INTERPHONE

**C.** INTERPHONE BOX NOSE GEAR

1. Choose the correct group of words.

**A.** AFT BULKHEAD PRESSURE

**B.** AFT PRESSURE BULKHEAD

**C.** PRESSURE BULKHEAD AFT

1. Choose the correct group of words.

**A.** DISPLAY LOWER UNIT

**B.** LOWER DISPLAY UNIT

**C.** DISPLAY UNIT LOWER

1. Choose the correct group of words.
2. GEAR MAIN DOORS
3. DOORS MAIN GEAR

**C.** MAIN GEAR DOORS

1. Choose the correct group of words.
2. LIGHTING EXTERIOR CONTROL PANEL
3. CONTROL PANEL EXTERIOR LIGHTING
4. EXTERIOR LIGHTING CONTROL PANEL
5. Choose the correct group of words.
6. POWER GROUND RECEPTACLE ACCESS DOOR
7. GROUND POWER RECEPTACLE ACCESS DOOR
8. ACCESS DOOR GROUND POWER RECEPTACLE
9. Choose the correct group of words.
10. CABIN SYSTEM TEST AND COCKPIT
11. CABIN SYSTEM AND COCKPIT TEST
12. COCKPIT AND CABIN SYSTEM TEST
13. Choose the correct group of words.
14. MAIN AIR EXTRACTION DUCT
15. DUCT AIR MAIN EXTRACTION
16. EXTRACTION DUCT MAIN AIR
17. Choose the correct group of words.
18. CARGO CEILING FORWARD COMPARTMENT PANELS
19. FORWARD CEILING COMPARTMENT CARGO PANELS
20. FORWARD CARGO COMPARTMENT CEILING PANELS
21. Choose the correct group of words.
22. REVERSE OPERATION OR NORMAL THRUST
23. NORMAL REVERSE OR THRUST OPERATION
24. NORMAL OR REVERSE THRUST OPERATION
25. Choose the correct group of words.
26. ONE PIECE CONICAL STRUCTURE
27. ONE STRUCTURE CONICAL PIECE
28. ONE CONICAL PIECE STRUCTURE
29. Choose the correct group of words.
30. APU SHUTDOWN PUSHBUTTON SWITCH EMERGENCY
31. APU EMERGENCY SHUTDOWN PUSHBUTTON SWITCH
32. APU PUSHBUTTON SWITCH EMERGENCY SHUTDOWN
33. Choose the correct group of words.
34. BULK CARGO LOWER DECK COMPARTMENT
35. LOWER DECK BULK CARGO COMPARTMENT
36. BULK CARGO COMPARTMENT LOWER DECK
37. Choose the correct group of words.
38. PIPE SHROUD DRAINAGE TRIM FUEL
39. FUEL TRIM PIPE SHROUD DRAINAGE
40. FUEL PIPE TRIM DRAINAGE SHROUD
41. Choose the correct group of words.
42. DEFUEL REFUEL ISOLATION VALVES
43. REFUEL DEFUEL VALVES ISOLATION
44. REFUEL DEFUEL ISOLATION VALVES
45. Choose the correct group of words.
46. INTERCHANGEABLE FIXED BODY SERVO CONTROLS
47. FIXED SERVO CONTROLS INTERCHANGEABLE BODY
48. FIXED INTERCHANGEABLE BODY SERVO CONTROLS
49. Choose the correct group of words.
50. SEALED IGNITION LEAD CONDUIT
51. CONDUIT SEALED IGNITION LEAD
52. IGNITION LEAD CONDUIT SEALED
53. Choose the correct group of words.
54. AIR BLEED SYSTEM SUPPLY ENGINE
55. BLEED AIR SYSTEM ENGINE SUPPLY
56. ENGINE BLEED AIR SUPPLY SYSTEM
57. Choose the correct group of words.
58. GREEN FIRE SHUT-OFF VALVE
59. FIRE SHUT-OFF GREEN VALVE
60. SHUT-OFF VALVE GREEN FIRE
61. Choose the correct group of words.
62. BRISTLE SOFT NON-METALLIC BRUSH
63. NON-METALLIC SOFT BRISTLE BRUSH
64. SOFT BRUSH NON-METALLIC BRISTLE
65. Choose the correct group of words.
66. ELECTRICAL POWER EMERGENCY PUSHBUTTON SWITCH
67. EMERGENCY ELECTRICAL POWER PUSHBUTTON SWITCH
68. PUSHBUTTON SWITCH EMERGENCY ELECTRICAL POWER
69. Choose the correct group of words.
70. FLIGHT CONTROL ELECTRICAL SYSTEM
71. ELECTRICAL FLIGHT CONTROL SYSTEM
72. ELECTRICAL FLIGHT SYSTEM CONTROL
73. Choose the correct group of words.
74. DOWN LOADING AND UP SYSTEM DATA
75. SYSTEM LOADING UP AND DOWN DATA
76. UP AND DOWN DATA LOADING SYSTEM
77. Choose the correct group of words.
78. 3.5 INCH DISK DRIVE UNIT
79. DISK DRIVE UNIT 3.5 INCH
80. UNIT DISK DRIVE 3.5 INCH
81. Choose the correct group of words.
82. FLOOR PROXIMITY EMERGENCY ESCAPE PATH
83. EMERGENCY ESCAPE PROXIMITY FLOOR PATH
84. FLOOR PROXIMITY ESCAPE PATH EMERGENCY
85. Choose the correct group of words.
86. ROUND TYPE SEAL HOSE
87. ROUND HOSE TYPE SEAL
88. SEAL TYPE ROUND HOSE
89. Choose the correct group of words.
90. CARGO COMPARTMENT DOOR FORWARD BRACKET HINGE
91. FORWARD CARGO COMPARTMENT DOOR HINGE BRACKET
92. CARGO COMPARTMENT DOOR FORWARD HINGE BRACKET
93. Bird strikes can damage the fan blades
94. The fan is damaged bird strikes.
95. The fan can damaged by bird strikes.
96. The fan can be damaged by bird strikes.
97. The servos are powered by three hydraulic systems.
98. The servos power three hydraulic systems.
99. Three hydraulic systems power the servos.
100. Three hydraulic systems are powered by the servos.
101. A device monitors voltage and frequency.
102. Voltage and frequency is monitored by a device.
103. Voltage and frequency are monitored by a device.
104. Voltage is monitored by a device and frequency.
105. Smoke is detected by an optical sensor.
106. An optical sensor detects smoke.
107. An optical sensor is detected smoke.
108. An optical sensor is detecting smoke.
109. The catering truck brings the beverages to the aircraft.
110. The beverages to the aircraft is brought by the catering truck.
111. The beverages to the aircraft are bring by the catering truck.
112. The beverages to the aircraft are brought by the catering truck.
113. A wire connects the unit to the ground.
114. The unit is connected to the ground by a wire.
115. The ground is connected to a wire by the unit.
116. The unit to the ground connects a wire.
117. The control cables are activated by the outboard control valve quadrant.
118. The outboard control valve quadrant is activated the control cables
119. The outboard control valve quadrant actives the control cables
120. The outboard control valve quadrant activates the control cables
121. **T**he C/B must be safetied
122. You must safe the C/B.
123. You must safety the C/B.
124. You must be safed the C/B
125. You must set the master switch to OFF.
126. The master switch must be set to OFF
127. The switch must be set to OFF by the master
128. The master switch must set to OFF by you.
129. The length of the fuselage is 37.57 m.
130. The fuselage is 37.57 m long
131. 37.57 m length is the fuselage
132. The fuselage’s long is 37.57 m
133. 3000 psi hydraulic fluid/the metering valve/to the actuator/directs
134. 3000 psi hydraulic fluid directs the metering valve to the actuator
135. The metering valve directs 3000 psi hydraulic fluid to the actuator
136. 3000 psi hydraulic fluid directs to the actuator the metering valve
137. Entering the system/to prevent oil/seals/are installed
138. Seals entering the system are installed to prevent oil
139. To prevent oil seals are installed entering the system.
140. Seals are installed to prevent oil entering the system.
141. controls/to dampen yaw axis movement/the yaw damper system/the rudder.
142. To dampen yaw axis movement the yaw damper system controls the rudder
143. The yaw damper system controls the rudder to dampen yaw axis movement
144. The rudder controls the yaw damper system to dampen yaw axis movement.
145. a signal/the sensor/to turn on the red warning/provides.
146. The sensor provides a signal to turn on the red warning
147. A signal provides the sensor to turn on the red warning
148. To turn on the red warning the sensor provides a signal
149. the push-button/the system/pushing/resets.
150. The push-button resets the system pushing
151. Pushing the system resets the push-button
152. Pushing the push-button resets the system
153. the valve/opens and closes/to control the fuel flow/an electrical motor.
154. An electrical motor opens and closes the valve to control the fuel flow
155. To control the fuel flow the valve opens and closes an electrical motor
156. The valve opens and closes an electrical motor to control the fuel flow
157. the bleed air temperature/a pre-cooler/controls.
158. Controls the bleed air temperature a pre-cooler.
159. The bleed air temperature a pre-cooler controls.
160. A pre-cooler controls the bleed air temperature.
161. with two fasteners/the seat unit/to the seat track/an attachment fitting/attaches.
162. The seat unit with two fasteners to the seat track an attachment fitting attaches.
163. An attachment fitting with two fasteners to the seat track attaches the seat unit.
164. An attachment fitting attaches the seat unit to the seat track with two fasteners.
165. inhibits/ an electronic device/ of several transmitters/ the simultaneous selection.
166. The simultaneous selection inhibits of several transmitters an electronic device.
167. An electronic device inhibits the simultaneous selection of several transmitters.
168. An electronic device of several transmitters the simultaneous selection inhibits.
169. the 115 V 400 Hz current/ the exciters/ to enable ignition/ into high voltage, pulsating current/ transform.
170. The exciters transform the 115 V 400 Hz current into high voltage, pulsating current to enable ignition.
171. To enable ignition into high voltage, pulsating current transform the 115 V 400 Hz current the exciters.
172. To enable ignition into high voltage, pulsating current transform the exciters the 115 V 400 Hz current.
173. from the engine HP compressor/by a heat exchange process/cools/the pre- cooler/the hot air.
174. The hot air cools the pre-cooler from the engine HP compressor by a heat exchange process.
175. The pre-cooler cools the hot air from the engine HP compressor by a heat exchange process.
176. Cools the hot air by a heat exchange process the pre-cooler from the engine HP compressor.
177. to open the valve/necessary/a minimum upstream pressure of 8 psig/is
178. minimum upstream pressure of 8 psig is necessary to open the valve.
179. To open the valve is necessary a minimum upstream pressure of 8 psig.
180. A minimum upstream pressure of 8 psig is to open the valve necessary.
181. Comprises/extending from frame 1 to frame 24/ the lower section of the fuselage/3 skin panels.
182. The lower section of the fuselage comprises 3 skin panels extending from frame 1 to frame 24.
183. 3 skin panels extending from frame 1 to frame 24 comprises the lower section of the fuselage.
184. The lower section of the fuselage extending from frame 1 to frame 24 comprises 3 skin panels.
185. to drive the valve/if the other motor does not operate/permits/the gear system/one motor.
186. To drive the valve if the other motor does not operate the gear system permits one motor.
187. If the other motor does not operate the gear system permits to drive the valve one motor.
188. The gear system permits one motor to drive the valve if the other motor does not operate.
189. the position/two switches/according to a logic/give.
190. According to a logic two switches give the position.
191. Two switches give the position according to a logic.
192. Give two switches the position according to a logic.
193. Choose the correct sentence:

**A.** The flight controls shall be cycled before take-off.

**B** The flight controls shall cycled before take-off

**C.** The flight controls shall cycle before take-off.

1. Choose the correct sentence:
2. Both wheels need change if the damage to the tire is not serious.
3. Both wheels need not be changed if the damage to the tire is not serious.
4. Both wheels need be changed if the damage to the tire is not serious.
5. Choose the correct sentence:
6. The oil level be replenished after each flight.
7. The oil level replenish after each flight.
8. The oil level should be replenished after each flight.
9. **C**hoose the correct sentence:
10. The main gear could be towed from the aircraft.
11. The aircraft towed from the main gear.
12. The aircraft could be towed from the main gear.
13. Choose the correct sentence:
14. Stabilizer position indicated by trim indicators.
15. Stabilizer position is indicated by trim indicators.
16. Stabilizer position indicates by trim indicators.
17. Choose the correct sentence:
18. Aileron Trim switches must be operated together.
19. Aileron Trim switches must operated together.
20. Aileron Trim switches must operate together.
21. Choose the correct sentence:

**A.** The air intakes must be inspected for any damage.

**B.** Any damage must be inspected for the air intakes.

**C.** The air intakes inspect any damage.

1. Choose the correct sentence:
2. The weather image displays on the ND.
3. The ND display the weather image.
4. The weather image may be displayed on the ND.
5. Choose the correct sentence:
6. The rudder pedals adjust a screw.
7. The rudder pedals can be adjusted with a screw.
8. A screw can be adjusted with the rudder pedals.
9. Temperatures drop below zero tomorrow. Careful - it’ll be icy!
10. is will probably
11. will probably
12. are will probably
13. Temperatures will probably drop below zero tomorrow. Careful - It …. icy!
14. will be
15. is will be
16. are will be
17. It ….. us about five hours to drive from Frankfurt to Hamburg.
18. will take
19. is will take
20. are will take
21. It will take us about five hours to drive …. Frankfurt …. Hamburg.
22. from/to
23. in/on
24. from/in
25. It will take us ….. five hours to drive from Frankfurt to Hamburg. A.on

B.about C.in

1. I’ll help you with your work, if you ….. It won’t take long if we do it together. A.to want

B.want C.wants

1. I…. you with your work, if you want. It won’t take long if we do it together.
2. is will help
3. ’ll help
4. is will to help
5. I’ll help you with your work, if you want. It won’t if we do it together.
6. take tim
7. take day
8. take long
9. I visit New York at last.
10. am going to
11. is going to
12. are going to
13. I pick up the tickets today
14. am going to
15. is going to
16. are going to
17. I’m going …. visit New York at last. A.in

B.to C.on

1. I’m going pick up the tickets today
2. in
3. to C.on
4. …. he going to take the job in Berlin? A.Am

B.Is

C.Are

1. Is he going….take the job in Berlin? A.in

B.to C.on

1. Is he going to take the job …. Berlin?
2. in
3. to
4. on
5. I…. to buy the car. I think I’ll wait till next year.
6. am not going
7. not am going
8. am not go
9. I ... buy the car. I think I’ll wait till next year.
10. is not going to
11. are not going to
12. am not going to
13. I …. buy the car. I think I’ll wait till next year.
14. am not going to
15. not am going to
16. am not go to
17. I’m not going ... buy the car. I think I’ll wait till next year.
18. in
19. to
20. on
21. He …. leaving Frankfurt tomorrow to take an A340 course in Toulouse.
22. am
23. is
24. are
25. He ……. Frankfurt tomorrow to take an A340 course in Toulouse.
26. am leaving
27. are leaving
28. is leaving
29. He is leaving Frankfurt tomorrow ….. take an A340 course in Toulouse.
30. in
31. to
32. on
33. He is leaving Frankfurt tomorrow to take …. A340 course in Toulouse.
34. a
35. an
36. the
37. He is leaving Frankfurt tomorrow to take an A340 course ... Toulouse.
38. in
39. to
40. on
41. He is ….. Frankfurt tomorrow to take an A340 course in Toulouse.
42. leave
43. leaves
44. leaving
45. We ….. playing tennis this afternoon. Are you coming to watch . A.am

B.is C.are

1. We tennis this afternoon. Are you coming to watch?
2. am playing
3. is playing
4. are playing
5. We are playing tennis afternoon. Are you coming to watch?
6. a
7. an
8. this
9. We are playing …. this afternoon. Are you coming to watch?
   1. a tennis
   2. the tennis
   3. tennis
10. We are playing tennis this afternoon. you coming to watch?
    1. Am B.Is

C.Are

1. We are playing tennis this afternoon. Are you …. to watch?
   1. Come
   2. Comes
   3. coming
2. We are playing tennis this afternoon. Are you coming …. watch?
   1. to
   2. in
   3. on
3. We are playing tennis this afternoon. Are you coming …. ?
   1. to a watch
   2. to the watch

C.to watch

1. They …. meeting on Wednesday to discuss the problem.
   1. am B.is C.are
2. They …. on Wednesday to discuss the problem.
   1. am meeting
   2. is meeting
   3. are meeting
3. They are meeting …. Wednesday to discuss the problem. A.in

B.to C.on

1. They are meeting on Wednesday …. the problem.
   1. to discuss
   2. the discuss C.discuss
2. They are meeting on Wednesday to discuss …..

A. a problem

B. an problem

C. the problem

1. Our plane …. at 06:30 the next morning.
   1. arrives
   2. is arrive
   3. are arrive
2. Our plane arrives …. 06:30 the next morning.
   1. at
   2. in
   3. on
3. Our plane arrives at 06:30 the …. morning.
   1. in
   2. next
   3. on
4. Our plane …. at 06:30 the next morning.
   1. arrives
   2. arrive
   3. arrived
5. When …. the ferry depart from Dover?
   1. do
   2. does
   3. are
6. When does the ferry depart ….. Dover?
   1. in
   2. on
   3. from
7. When does the ferry …. Dover?
   1. depart in
   2. depart on
   3. depart from
8. The next bus …. Heidelberg leaves this afternoon at 15:10.
   1. in
   2. to
   3. on
9. The next bus to Heidelberg …. this afternoon at 15:10.
   1. leave
   2. leaves
   3. to leave
10. The next bus to Heidelberg leaves this afternoon …. 15:10. A.in

B.on C.at

1. The next bus to Heidelberg leaves ... afternoon at 15:10.
   1. that
   2. the
   3. this
2. What is VARIG?
   1. VARIG the South American airline
   2. VARIG is an South American airline
   3. VARIG is a South American airline
3. What is GE?
   1. GE is a engine manufacturer
   2. GE is an engine manufacturer
   3. GE are an engine manufacturer
4. Who is this man?
   1. He is a foreman
   2. He is an foreman
   3. He are a foreman
5. What is Suaheli?
   1. Suaheli is an language
   2. Suaheli is a language
   3. Suaheli is the language
6. What kind of a plane is this?
   1. This plane is an long-range aircraft
   2. This plane are a long-range aircraft
   3. This plane is a long-range aircraft
7. What is this woman’s job?
   1. She is flight attendant
   2. She is an flight attendant
   3. She is a flight attendant
8. What is ’LAX’?
   1. LAX is destination in Lufthansa’s network
   2. LAX is a destination in Lufthansa’s network
   3. LAX is an destination in Lufthansa’s network
9. Who am I?
   1. You are a English teacher
   2. You is a English teacher
   3. You are an English teacher
10. What is this?
    1. This is an uniform
    2. This is a uniform
    3. This is uniform
11. What is AIRBUS?
    1. AIRBUS are an airplane manufacturer
    2. AIRBUS is an airplane manufacturer
    3. AIRBUS is a airplane manufacturer
12. What is the first of May?
    1. first of May is an holiday
    2. first of May is a holiday
    3. first of May is holiday
13. What is ’FRA - MIA’?
    1. FRA – MIA is an flight leg
    2. FRA – MIA is the flight leg
    3. FRA – MIA is a flight leg
14. Who is ’007’?
    1. 007 is a British Secret Service employee
    2. 007 is an British Secret Service employee
    3. 007 are a British Secret Service employee
15. What type of a plane is a ’jumbo’?
    1. Jumbo is a BOEING 747
    2. Jumbo are a BOEING 747
    3. Jumbo is an BOEING 747
16. What is ECAM?
    1. ECAM is aabbreviation
    2. ECAM is an abbreviation
    3. ECAM are an abbreviation
17. What is ’NCE’?
    1. NCE is an European three-letter code
    2. NCE is a European three-letter code
    3. NCE is European three-letter code
18. What is Chile?
    1. Chile is an long and narrow country
    2. Chile is a long and narrow country
    3. Chile are an long and narrow country
19. What is Heathrow?
    1. Hearthrow are a London airport
    2. Hearthrow is an London airport
    3. Hearthrow is a London airport
20. What is this building?
    1. This building is a maintenance hangar
    2. This building is an maintenance hangar
    3. This building is maintenance hangar
21. What is ATA 32?
    1. ATA 32 is an chapter with details on ’Landing Gear’
    2. ATA 32 is a chapter with details on ’Landing Gear’
    3. ATA 32 a chapter with details on ’Landing Gear’
22. This engine is powerful.
    1. It is a powerful engine
    2. It are a powerful engine
    3. they is a powerful engine
23. Susan is a pilot.
    1. She is a pilot
    2. He are a pilot
    3. It is a pilot
24. The tires are worn
    1. He are worn
    2. They are worn.
    3. They is worn
25. Mr. Kant and Mrs. Farmer are foremen.
    1. She is foremen
    2. He is foremen
    3. They are foremen
26. Some airplanes are in the hangar.
    1. He is in the hangar
    2. They are in the hangar
    3. It is in the hangar
27. That module is new.
    1. It is a new module
    2. He is a new module
    3. They are a new module
28. These rivets are old.
    1. It is old
    2. It is old rivets
    3. They are old rivets
29. My colleague Peter is on board of ’ZA’
    1. He is on board of ZA
    2. It is on board of ZA
    3. They is on board of ZA
30. CPT is a South African destination.
    1. It is a South African destination
    2. They are a South African destination
    3. It is an South African destination
31. APU and CSD are abbreviations.
    1. It is abbreviations
    2. They is abbreviations
    3. They are abbreviations
32. Lars Schneider is a pilot at Lufthansa.
    1. They are a pilot at Lufthansa
    2. He is a pilot at Lufthansa
    3. He is an pilot at Lufthansa
33. The new fasteners are in a box.
    1. It is fasteners in a box
    2. They are fasteners in a box
    3. They is fasteners in a box
34. Elevators move up and down.
    1. They move up and down
    2. It move up and down
    3. They up and down
35. A rudder moves to the left and right.
    1. It to the left and right
    2. It moves to the left and right
    3. It moves left and right
36. English is an important language.
    1. It are an important language
    2. They are an important language
    3. It is an important language
37. Lufthansa and Iberia are airlines.
    1. It is airlines
    2. They is airlines
    3. They are airlines
38. The Jumbo Jet is a plane.
    1. It is a plane
    2. They are a plane
    3. It are a plane
39. Peter Keller is an airplane mechanic.
    1. It is an airplane mechanic
    2. She are an airplane mechanic
    3. He is an airplane mechanic
40. CFM-56 and PW2000 are engines.
    1. They are engines
    2. It are engines
    3. It is engines
41. Sandra is an electrician at LH.
    1. He an electrician at LH
    2. She is an electrician at LH
    3. It is an electrician at LH
42. This ATA chapter is for ’Navigation’.
    1. It is for navigation
    2. It is chapter Navigation
    3. It is an chapter for Navigation
43. An A319 is a modern plane.
    1. It is modern plane
    2. It is a modern plane
    3. It is an modern plane
44. NLG and MLG are abbreviations.
    1. It is abbreviations
    2. They is abbreviations
    3. They are abbreviations
45. MAD is a LH destination in Spain.
    1. It is LH destination in Spain
    2. It is a LH destination in Spain
    3. It is a RH destination in Spain
46. Susan and Carla are flight attendants
    1. They are flight attendants
    2. Susan and Carla is flight attendants
    3. Susan is flight attendants
47. Jennifer Lopez is an actress.
    1. They are an actress
    2. She is an actress
    3. He is an actress
48. Linate is an airport in Milan.
    1. It is an airport in Milan
    2. It is a airport in Milan
    3. It is airport in Milan
49. A flap is a part of an airplane.
    1. It is part of an airplane
    2. They are a part of an airplane
    3. It is a part of an airplane
50. The B747 and the B737 are American airplanes.
    1. They is American airplanes
    2. They are American airplanes
    3. It is American airplanes
51. Elevators and ailerons are primary flight controls.
    1. They is primary flight controls
    2. It is primary flight controls
    3. They are primary flight controls
52. Mrs. Smith has 4 stripes on her uniform.
    1. She has 4 stripes on her uniform
    2. She has 3 stripes on her uniform
    3. He have 4 stripes on her uniform
53. Dallas and Denver are American cities.
    1. It is American cities
    2. They are American cities
    3. They are American citie
54. Flaps and slats are control surfaces.
    1. It is control surfaces
    2. They control surfaces
    3. They are control surfaces
55. The crane is Lufthansa‘s logo.
    1. They are Lufthansa’s logo
    2. It is Lufthansa’s logo
    3. It Lufthansa’s logo
56. Winglets are at the end of the wings.
    1. They are at the end of the wings
    2. It is at the end of the wings
    3. They at the end of the wings
57. He worked MTU ten years ago
    1. in
    2. on
    3. at
58. We don’t teach… Saturdays and Sundays.
    1. in
    2. on
    3. at
59. The engine oil is… the can.
    1. in
    2. on
    3. at
60. I went to Cologne… car.
    1. in
    2. by
    3. at
61. I will meet my colleague… the terminal.
    1. in
    2. on
    3. at
62. I went to Rome… plane.
    1. by
    2. on
    3. at
63. He is cleaning the bulb… using a special liquid.
    1. in
    2. by
    3. at
64. I was here… seven o’clock.
    1. in
    2. on
    3. at
65. There are antennas……the roof.
    1. in
    2. on
    3. at
66. The carpet is… the floor.
    1. in
    2. on
    3. at
67. We don’t smoke…. our workshop.
    1. in
    2. on
    3. at
68. I get a telephone line……pushing the button.
    1. in
    2. by
    3. at
69. Passengers don’t smoke… board of Lufthansa aircraft.
    1. in
    2. on
    3. at
70. I often drink a cup of tea……the afternoon.
    1. in
    2. on
    3. at
71. There was a lot of dirt the surface.
    1. in
    2. on
    3. at
72. Books and pens are… our tables.
    1. in
    2. on
    3. at
73. We are …... a classroom LTT.
    1. in/on
    2. on/in
    3. in/at
74. The English course will end…….a Friday… 2 o’clock.
    1. in/on
    2. on/at
    3. at/on
75. There is a conversion table…….The wall.
    1. in
    2. on
    3. at
76. Some engines are made… General Electric.
    1. in
    2. on
    3. at
77. Lufthansa keeps its planes in good condition… checking them regularly.
    1. in
    2. by
    3. at
78. We have job tickets, so we can come to work… public transportation.
    1. in
    2. by
    3. at
79. The manuals are written… BOEING.
    1. in
    2. on
    3. by
80. Many of my colleagues live Frankfurt.
    1. in
    2. on
    3. at
81. We spend our lunch time… the canteen.
    1. in
    2. on
    3. at
82. Adjust the fastener… turning it.
    1. in
    2. on
    3. by
83. There are many pages and illustrations….the manuals.
    1. in
    2. on
    3. by
84. He came to the base quickly… taking his car and not the train.
    1. in
    2. on
    3. by
85. Remove all dirt the structure.
    1. from
    2. of
    3. to
86. I need my airline ID-card… enter the Lufthansa base.
    1. from
    2. of
    3. to
87. The A340 has a range… 12,800 kilometers.
    1. from
    2. of
    3. to
88. fly you need a ticket.
    1. from
    2. of
    3. to
89. I am… Germany.
    1. from
    2. of
    3. to
90. He removed the old carpet… the floor.
    1. from
    2. of
    3. to
91. The fuel consumption older engines is quite high.
    1. from
    2. of
    3. to
92. The module is damaged, so we must remove it… the system
    1. from
    2. of
    3. to
93. Keep away running engines.
    1. from
    2. of
    3. to
94. It will take about an hour… replace these valves
    1. from
    2. of
    3. to
95. This plane is flying… Frankfurt to Chicago at 1 o’clock.
    1. from
    2. of
    3. to
96. The Fokker 50 has a cruising speed… 510 km/h.
    1. from
    2. of
    3. to
97. Electricians inspect the electrical parts…..the airplanes.
    1. from
    2. of
    3. to
98. This part is made………Titanium.
    1. from
    2. of
    3. to
99. Examine the part make sure that its condition is o.k.
    1. From
    2. Of
    3. to
100. The airplanes have their pre-flight check… each flight.
     1. after
     2. before
     3. behind
101. The bus terminal is… the airport terminal.
     1. after
     2. before
     3. in front of
102. Passengers go on board… they have checked in.
     1. after
     2. before
     3. behind
103. Seat row 6 is… seat row 5.
     1. in front of
     2. before
     3. behind
104. the English course I go home directly.
     1. after
     2. before
     3. behind
105. landing the passengers pick up their luggage.
     1. After
     2. Before
     3. Behind
106. The cockpit in Lufthansa’s B747s is… the First Class on the upper deck.
     1. in front of
     2. before
     3. behind
107. installing the rivets, recheck their seat.
     1. after
     2. before
     3. behind
108. Take everything away from the inlet of the engine… you start the engine.
     1. in front of
     2. before
     3. behind
109. beginning the repair work I read the working instructions.
     1. after
     2. before
     3. behind
110. Usually you find the Economy Class… the Business Class.
     1. after
     2. before
     3. behind
111. …. ten flight attendants in its cabin crew.
     1. There are
     2. There is
     3. Have
112. a lower and an upper ruder in the A/C B737.
     1. There are
     2. There is
     3. There was
113. Last year, one flight per day from Hamburg to Milan.
     1. There is
     2. There was
     3. There were
114. six airlines in the Star Alliance when it was founded.
     1. There are
     2. There was
     3. There were
115. After the first lesson today, there (are / were / will be) a 30 minute break.
     1. are
     2. were
     3. will be
116. There (is / are / were) a life vest under each seat.
     1. is
     2. are
     3. were
117. There (is / are / was) shelves in our workshop for the storage of oxygen cylinders.
     1. is
     2. are
     3. was
118. There (are / is / was) four CFM56--5C engines on Lufthansa’s A340--300s.
     1. are
     2. is
     3. was
119. ( ) the part within the necessary tolerances.
     1. do adjust
     2. do not adujst
     3. Adjust
120. ( ) this fluid for refilling if it is not approved.
     1. take
     2. do not take
     3. do take
121. ( ) oxygen cylinders against extreme temperatures.
     1. do not protect
     2. Protect
     3. did protect
122. Never ( ) the cabin doors open without safeties.
     1. leave
     2. do not leave
     3. did leave
123. ( ) tag the part for better identification.
     1. care
     2. carefully
     3. never
124. the flat wheel from the axle.
     1. remove
     2. jack
     3. drive
125. Do not the test switch while the test is in progress.
     1. Install
     2. push
     3. remove
126. the surface of the fuselage for cracks.
     1. Inspect
     2. test
     3. remove
127. parking brake before pushback.
     1. set up
     2. test
     3. set
128. Always the locking pins before flight.
     1. remove
     2. set
     3. install
129. gloves to protect your hands.
     1. set up
     2. bring
     3. wear
130. the tire pressure before flight.
     1. Inspect
     2. check
     3. set
131. use the improper tools for the job.
     1. do
     2. do not
     3. did
132. re-use a deformed cotter pin.
     1. do
     2. do not
     3. did
133. How often a month you have night shift.
     1. do
     2. does
     3. do not
134. The A340--600 a very long airplane.
     1. am
     2. is
     3. are
135. The smaller AIRBUSes the planes which fly Lufthansa’s domestic routes.
     1. am
     2. is
     3. are
136. All my colleagues in this classroom mechanics
     1. am
     2. is
     3. are
137. The A320, A319, and the B737 ( ) between Frankfurt and Hamburg.
     1. flies
     2. fly
     3. does not fly
138. Men and women who (serve / do not serve / serves) the passengers on board are called flight attendants.
     1. serve
     2. do not serve
     3. serves
139. What (do / does / does not) an upholsterer do at Lufthansa?
     1. do
     2. does
     3. does not
140. David is an A320 co-pilot. He short haul routes.
     1. Flies
     2. Fly
     3. does fly
141. The electricians the systems during the night-stop
     1. Press
     2. do press
     3. presses
142. The pilot the landing gear during the approach
     1. extends
     2. extendes
     3. extend
143. Lufthansa engines in Sydney.
     1. overhaul
     2. do not overhaul
     3. overhauls
144. If you the word, you can ask somebody who it.
     1. Know/ did know
     2. do not know/ knows
     3. does not know/ knows
145. If you see a British Airways A320 in Hamburg, you know it to London.
     1. did fly
     2. flying
     3. is flying
146. If a person listens at the classroom door, he knows we English
     1. are learning
     2. did not learn
     3. learns
147. That aircraft to Chicago at one o’clock
     1. are flying
     2. is flying
     3. am flying
148. A lot of apprentices repair work on various aircraft now
     1. is doing
     2. am doing
     3. are doing
149. The men in blue overalls in the hangar. Let’s look what they
     1. is working/ are doing
     2. are working/ am doing
     3. isn't working/ is doing
150. Two mechanics that system for faults.
     1. am checking
     2. are checking
     3. is checking
151. Approximately 160 of the planes in the fleet at the moment.
     1. are flying
     2. is flying
     3. am flying
152. Today the planes to the West, because the wind from there.
     1. Take off/ comes
     2. taking off/ come
     3. are taking off/ is coming
153. My wife because we children.
     1. do not work/ has
     2. work/ had
     3. does not work/ have
154. The B727 in service until 1992.
     1. was
     2. were
     3. are
155. More than 90 million people our passengers in 2010.
     1. was
     2. were
     3. are
156. There several basic types of aircraft in service now.
     1. are
     2. were
     3. was
157. When did he the deformed washers?
     1. work
     2. worked
     3. is working
158. He the people the structural repair workshop yesterday.
     1. Show
     2. Shaw
     3. showed
159. They a new car last year.
     1. buy
     2. bought
     3. buoyed
160. They on holiday in Sweden last week.
     1. be
     2. are
     3. were
161. our boss at the ILA in Berlin last year?
     1. had
     2. were
     3. was
162. there a special reason to go to Paris?
     1. are
     2. was
     3. were
163. Where do you work?
     1. We work at Lufthansa
     2. We work in Lufthansa
     3. We work by Lufthansa
164. The airplane could not land ……fog.
     1. because
     2. between
     3. due to
165. To decrease consumption, weight, money, etc
     1. Vacuum
     2. Slide
     3. Save
166. Independent.
     1. Portable
     2. Self-contained
     3. Vacuum
167. Metal cover for protection, etc
     1. Muffler
     2. Stainless steel
     3. Shroud
168. Steel with chromium and nikel that resists corrosion
     1. Muffler
     2. Stainless steel
     3. Shroud
169. To move longitudinally.
     1. Spray
     2. Slide
        1. Pinch.
170. To vaporize
     1. Spray
     2. Vacuum
     3. Flush
171. Filter.
     1. Basin
     2. Strainer
     3. Shroud
172. Negative pressure.
     1. Self-contained
     2. Strainer
     3. Vacuum
173. What you discard.
     1. Waste
     2. Waste bin
     3. Toilet
174. Where you discard objects.
     1. Waste
     2. Waste bin
     3. Toilet
175. A valve that prevent return flow.
     1. Check valve
     2. Return valve
     3. Flow valve
176. Generator driven by the engine.
     1. Engine driving generator
     2. Engine driven generator
     3. Engine drive generator
177. A disc that can be ejected.
     1. Popped-out disc
     2. Burst (safety) disc
     3. Ejected disc
178. Control by electricity.
     1. Electrically controlled
     2. Electrical control
     3. Electricity control
179. A fastener that can be quickly disconnected.
     1. Quickly disconnected fastener
     2. Quick disconnecting fastener
     3. Quick disconnect fastener
180. Used to hold cups.
     1. Cups holder
     2. Cup holder
     3. Cup hold
181. Wire to safety fasteners.
     1. Safety wire
     2. Safe wire
     3. Fastener safe wire
182. After the flight.
     1. After landing
     2. Post flight
     3. Aircraft on ground
183. Sticks by itself.
     1. Self-stick
     2. Self-Adhesive
     3. Sticker
184. Mounted on the pylon .
     1. Engine mount
     2. Pylon mount
     3. Pylon-mounted
185. The task consists … the removal of any corrosion.
     1. In
     2. Of
     3. With
186. The retrofit consists … replacing the faulty items.
     1. In
     2. Of
     3. With
187. The unit consists … a bowl, a spray ring and a frame.
     1. In
     2. Of
     3. With
188. Testing consists … following the procedure.
     1. In
     2. Of
     3. With
189. The test Kit consists … a case, test cards and a multimeter.
     1. In
     2. Of
     3. With
190. The A321 is ... the A320
     1. longer than
     2. longer
     3. than longer
191. The new equipment is … the previous one.
     1. reliabler
     2. more reliable than
     3. reliabler than
192. The left wing is … than the right one.
     1. less damaged
     2. damageder than
     3. damageder
193. Carbon brakes wear ... steel brakes
     1. slowlyer
     2. more slowly
     3. more slowly than
194. Prevention is ... than repair
     1. better
     2. good
     3. best
195. Use water ... than spirit.
     1. more rather
     2. rather
     3. more rather
196. ...part of the fuselage is the forward section.
     1. The damage
     2. The more damaged
     3. The most damaged
197. The best solution is the solution with...downtime.
     1. the shorter
     2. the shortest
     3. shorter than
198. The radome is … part of the aircraft.
     1. the more exposed
     2. the most exposed
     3. the exposed than
199. The ailerons are electrically controlled, …. the rudder is mechanically controlled.
     1. but
     2. where
     3. when
200. Holds 1 and 4 take containers, ... Hold 5 is a bulk compartment.
     1. in where
     2. whilst
     3. in when
201. The left navigation light is red, ... the right one is green.
     1. whereas
     2. but
     3. for
202. The primary flight controls are powered by three hydraulic systems. …. the secondary controls are powered by two.
     1. although
     2. However
     3. during
203. This equipment has ... many functionalities ... the other one.
     1. as…as
     2. as …than
     3. the…as
204. The response time is … short ... possible
     1. as…may be
     2. as…as
     3. more…as
205. Channel 2 is used ... much ... Channel 1
     1. as…as
     2. more…more
     3. as …than
206. The wheel can be lifted ... far ... 105 mm. (up to)
     1. as…as
     2. more…more
     3. as …than
207. "Tailplane" means the same ... "Horizontal Stabilizer".
     1. this
     2. as
     3. the
208. ... the altitude, ... the atmosphere
     1. The higher…the colder
     2. The most higher…more colder
     3. the more higher…the more colder
209. The ... the flap extension, the ….. the landing speed
     1. greater…slower
     2. more greater…slower
     3. greater…more slower
210. The ... the flight, the ... the trip fuel.
     1. more longer…more heavier
     2. longer...heavier
     3. longer than...heavier than
211. The ... the airspeed, the ... the rudder deflection angle.
     1. more higher…more lower
     2. higher than...lower than
     3. higher...lower
212. 80°C is (HOT) 80° F
     1. hoter than
     2. hoter
     3. more hoter
213. The B747 is (heavy) the DC10
     1. hearvier
     2. hearvier than
     3. more hearvier
214. The B747 is ….(large) civil transport
     1. The large than
     2. The larger
     3. The largest
215. The (BIG) negative differential pressure is-85 mb
     1. biggest
     2. bigger
     3. more bigger
216. There is ..... (MUCH) fuel in the inner tank. in the outer tank.
     1. more…more
     2. more…than
     3. more …much
217. The First Class seats are (COMFORTABLE) the Economy Class seats.
     1. more comfortable.
     2. more comfortable than
     3. comfortable than
218. The landing speed is ...(LOW) when the flaps are fully extended.
     1. lowest
     2. lower
     3. the lower
219. There are ...(FEW) seats abreast in First Class... in Economy.
     1. fewer-than
     2. fewest -than
     3. few-than
220. The MAX position provides…(EFFICIENT) braking.
     1. the efficient
     2. more efficient
     3. the most efficient
221. The A330 has a…(LONG) range... the A320.
     1. longer -than
     2. longest -than
     3. long -than
222. A check valve is the ...(SAME) a non-return valve.
     1. same
     2. same as
     3. same where
223. "Windshield" is American… "windscreen" is British.
     1. Whereas
     2. While
     3. But
224. The ZFW is…(LIGHT) the MTOW .(zero-fuel weight;maximum takeoff weight)
     1. Lighter than
     2. Lighter
     3. Lightest than
225. A turbofan is… (EFFICIENT) than a conventional jet engine.
     1. efficient
     2. more efficient
     3. more efficient
226. The "endurance" is the…(LONG) time an aircraft can fly without refueling.
     1. longest
     2. longer
     3. longer than
227. The aircraft's "ceiling" is the (HIGH) altitude it can fly at.
     1. higher
     2. highest
     3. high
228. Built-in test equipment is the. (GOOD) way of troubleshooting quickly.
     1. better
     2. gooder
     3. best
229. After 50 hours, the strut was (CRACKED) than at the first inspection. **(level 1**
     1. Cracker
     2. More cracked
     3. Crack more
230. The reinforced areas offer...(GOOD) resistance the ….non-reinforced areas.
     1. Better…than
     2. good…than
     3. the best than
231. Automatic braking enables the plane to decelerate…(SMOOTHLY).
     1. smoothly
     2. more smoothly
     3. smootly than
232. Microwave Landing Systems are. (ACCURATE) conventional ILS.
     1. accurater
     2. accurater than
     3. more accurate
233. ILS is installed at all major airports ....(conjunction) MLS is rare .
     1. in while
     2. while
     3. but
234. The (SHORT) the runway, the (HARD) the braking.
     1. short…hard
     2. shortest…hardest
     3. shorter…harder
235. A jetty is. (FAST) way of disembarking passengers.
     1. the fastest
     2. the faster
     3. fastest
236. There is.... (MUCH) risk of ice-formation when there are clouds. in a clear sky.
     1. more…more
     2. more-than
     3. mucher…than
237. The (HIGH) the engine speed, the (HOT) the EGT.
     1. high.. Hot
     2. higher- hotter
     3. highest- hotest
238. The elevators are deflected symmetrically. The LH elevator is deflected

. (MUCH) the RH elevator.

* 1. more than
  2. more
  3. much than

1. The square form factor also has...(GOOD) mechanical properties. triangular

shapes.

* 1. gooder- than
  2. better - than
  3. best- than

1. The...(LONG) the path length the...(GOOD) the performance characteristics.
   1. longer - better
   2. long -best
   3. longer –good
2. a disc on the brake unit.
   1. brake disc
   2. disc brake
   3. disc braking
3. a type of brake.
   1. brake disc
   2. disc brake
   3. disc brake
4. aircraft standard altitude.
   1. flight level
   2. level flight
   3. levelling flight
5. horizontal flight
   1. flight level
   2. level flight
   3. levelling flight
6. the center of the tank.
   1. tank center
   2. center tank
   3. centering tank
7. the tank in the wing center box.
   1. tank center
   2. center tank
   3. centering tank
8. air used to cool hot air.
   1. AIR COOLING
   2. COOLING AIR
   3. COOL AIR
9. to transfer from one circuit to another.
   1. SWITCHING CIRCUIT
   2. CIRCUIT SWITCHING
   3. SWITCH CIRCUIT
10. procedure to check lights.
    1. LIGHT TEST
    2. TEST LIGHT
    3. TESTING LIGHT
11. signal sent back by the system .
    1. FEEDBACK SYSTEM
    2. SYSTEM FEEDBACK
    3. SYSTEMATIC FEEDBACK
12. large groups (looms) of wires.
    1. WIRE LOOMS
    2. LOOM WIRES
    3. LOOMING WIRES
13. non-return valve.
    1. CHECK VALVE
    2. VALVE CHECK
    3. VALVE CHECKING
14. motor to move a valve.
    1. VALVE DRIVE
    2. DRIVE VALVE
    3. DRIVING VALVE
15. activates a valve electrically.
    1. SOLENOID VALVE
    2. VALVE SOLENOID
    3. VALVING SOLENOID
16. air from engine compressor.
    1. BLEED AIR
    2. AIR BLEED
    3. AIR BLEEDING
17. system that provides hot air.
    1. BLEED AIR
    2. AIR BLEED
    3. AIR BLEEDING
18. The circuit breaker is the panel.
    1. At **B.** On **C.** In
19. The cabin lights run the ceiling.
    1. In **B.** On **C.** Along
20. The tanks are located ribs 1 and 14.
    1. From **B.** In **C.** Between
21. The tanks are located ribs 1 and 4.
    1. On **B.** Between **C.** Within
22. Pour oil the tank to top it up.
    1. on **B.** into **C.** over
23. The **insulator** is the wire.
    1. On **B.** Around **C.** At
24. Water flows the drain mast.
    1. Out of **B.** out **C.** into
25. Remove the cap. the overflow pipe.
    1. Out **B.** Through **C.** From
26. Remove the cap… the overflow pipe.
    1. From **B.** on **C.** to
27. The **cable** passes the cut out.
    1. Along **B.** Over **C.** Through
28. Insert the motor the casing.
    1. Into **B.** On **C.** To
29. Make **sure** that the MASTER switch is OFF.

**B.** From **C.** On

**A.** At

1. The pointer is the red index! (FAULT)
   1. within **B.** around **C.** beyond
2. The indication is tolerance. Not OK.
   1. Between **B.** Beyond **C.** Within

*Choose the correct form of the verb to fill in the blank*

1. If the tire is , it.
   1. wore/ removed **B.** wear/ remove **C.** worn/ remove
2. It takes 10 man-hours the unit.
   1. to dismantle **B.** for dismantle **C.** dismantle
3. The Audio Control Panel on the center pedestal.
   1. mounts **B.** are mounted **C.** is mounted
4. The **crew** seats can
   1. tilted up **B.** be tilted along **C.** be tilted forwards
5. the door access to the refuel/ de-fuel coupling.
   1. Open/ have **B.** Open/ to have **C.** Opening/ to have
6. The is designed (catch, collect) particles.
   1. filter/ to trap **B.** compressor casing/ to trap**C.** spoiler/ trapping
7. An scale displays the values in the middle range of the VSI.
   1. expanding **B.** expansion **C.** expanded
8. Sealant every 500 hours.
   1. is apply **B.** are apply **C.** is applied
9. The extension fitting on the door.
   1. install **B.** installation **C.** is not installed
10. Maintenance practices the Authorities’ requirements.
    1. must fulfilled **B.** may be fulfilled **C.** must fulfill
11. The ground power unit electrical power on the ground.
    1. providing **B.** provides **C.** provided
12. The box only ………… a few minutes warm up.
    1. take/ for **B.** take/ to **C.** takes/ to
13. the crank handle extends the gear in an emergency.
    1. Turn on **B.** Turn **C.** Turning
14. The anti-skid systems ………… the wheels locking
    1. prevents/ from **B.** prevent/ to **C.** prevent/ from
15. The A/C is its downwind leg.
    1. turning into **B.** turning onto **C.** turning up to
16. Slow, unwanted flow of fluid
    1. seepage **B.** over flow **C.** spillage
17. Rod moving longitudinally
    1. push-pull **B.** pull-push **C.** pulling push
18. An assembly which mixes
    1. mixing **B.** mixer **C.** mixered
19. Small fragment missing from edge of part
    1. chip **B.** piece **C.** ship
20. Conical with rounded end. Often black. Hollow. Mounted on end of fuselage.
    1. tube **B.** fairing **C.** radome
21. Front section of flap
    1. forelap **B.** foreflap **C.** before flap
22. A component which heats
    1. head **B.** heated **C.** heater
23. Flexible. Made of rubber or plastic. Cylindrical. 3-4 cm in diameter.
    1. hose **B.** tab **C.** rod
24. A/c returns to departure
    1. turnback **B.** pushback **C.** Turnaround
25. A lever that rocks
    1. rocking **B.** rocked **C.** rocking lever
26. Entry for air on engine
    1. inboard **B.** intake **C.** inlet
27. Turning in different directions
    1. counterclockwise **B.** counter rotating **C.** counter order
28. The function of detection
    1. sensing **B.** sensor **C.** senes
29. Not **affected** by impacts
    1. shocks-proof **B.** shock-proof **C.** proof-shocks
30. mark values on a curve
    1. thread **B.** layer **C.** plot
31. when **machine** is unserviceable
    1. turnaround **B.** downtime **C.** step-down
32. Time between a/c arrival and departure
    1. turnaround **B.** mismatch **C.** downtime
33. In direction contrary to clock
    1. clockwise **B.** downlocked **C.** counterclockwise
34. A device which ignites
    1. Igniter **B.** Igniting **C.** Ignitor
35. It has an independent means of lubrication
    1. self-lubricate **B.** self-lubricating **C.** self-lubricated
36. Negative statements of she works :
    1. She don’t working
    2. She doesn’t work
    3. She don’t work
37. Negative statements of we works :
    1. We doesn’t work
    2. We do work
    3. We don’t work
38. Negative statements of they works :
    1. They don’t work
    2. They doesn’t work
    3. They don’t worked
39. Which occupation weld parts together?
    1. Welder
    2. Pilot
    3. Gloves
40. Which occupation fly aeroplane?
    1. Pilot
    2. Mechanic
    3. Tailor
41. Which occupation cut, form or weld sheets of metal to create useful product of aeroplane?
    1. Drill
    2. Fly
    3. Welders
42. The captain and his co-pilot sit in the
    1. emergency exit B. cockpit C. overhead compartment
43. Please fasten your while the captain prepares for take-off.
    1. runway B. steward C. seatbelts
44. You need a if you want to board a plane.
    1. Suitcase B. Boarding pass C. window seat
45. A is a type of luggage.
    1. Aisle seat B. Suitcase C. Gate
46. are in charge of the security in airports.
    1. Flight attendants B. Security officers C. Passengers
47. In the security officers can see what's inside your luggage.
    1. Gate B. Arrivals C. X-ray machine
48. You need a if you want to travel to another country.
    1. Suitcase B. Ticket C. Passport
49. The is in charge of helping passengers during a flight.
    1. Flight attendant B. Pilot C. Aisle
50. The is next to the window.
    1. Aisle seat B. Call button C. Window seat
51. What do people do when they ‘board’ an airplane?

a) they get on the plane b) they get off the plane

c) they fly the plane

1. If your flight is ‘delayed’, your flight is

a) early b) on time c) late

1. What does an airplane do when it ‘departs’?

a) arrives b) leaves c) stays at the airport

1. Which of the following things can an ‘escalator’ do?

a) take you up to the second floor b) give you a cup of tea

c) fly an airplane

1. When does an airplane ‘land’ at an airport?

a) when it departs b) when it arrives

c) when you put on a life vest

1. When do people usually wear a ‘safety belt’?

a) before boarding a plane b) in the morning

c) during take-off and landing

1. did you travel to Da Nang? - By plane.
2. How
3. What
4. When
5. My brother pilot.
6. is a
7. are
8. do
9. We are too late. The plane off ten minutes ago
10. take
11. takes
12. took
13. Our company is Vo Nguyen Giap Street
14. in
15. on
16. about
17. An airplane travels a distance of 1800km in 2 hours. The speed of the airplane is
18. 700 km/h
19. 600 km/h
20. 900 km/h
21. He always delicious meals A make
22. makes
23. making
24. Can you fix computer ?
25. an
26. this
27. these
28. My father is some plants in the garden.

A watering

1. water
2. had water
3. She’s talking to you. Please listen to .
4. he
5. his
6. her
7. We our holiday yet

A plan

1. plans
2. haven’t planed
3. My brother is taller my father
4. than
5. like
6. then
7. After Monday is
8. Tuesday
9. Friday
10. Saturday
11. How is the new staff? He is 27 years old.
12. tall
13. far
14. old
15. What do you do in your time? I usually read book. A the
16. good
17. free
18. He plays tennis three a week.
19. times
20. ball
21. month
22. The capital of Viet Nam
23. Ha Noi
24. Hai Phong
25. Da Nang
26. How is Red River? It’s about 1200 kilometers
27. old
28. long
29. much
30. What is NOT fruit?
31. an apple
32. a banana
33. a telephone
34. Be quiet! The student’s test.
35. doing
36. are doing
37. do
38. We have breakfast 6 am
39. in
40. at
41. the
42. Which grade is your son in?
43. He is in grade 5.
44. He is smart .
45. He dosen’t like soccer. His favorite sport is basketball.
46. How much time do you spend each day on Facebook?
47. I fotgot his phone number.
48. About 1 hour.
49. Don’t smoking here, please!
50. What is your new car ? It’s red.
51. brand
52. type
53. color
54. Which symbol is the logo of Viet Nam Airlines ?
55. helicopter
56. dragon
57. lotus flower
58. Tranning room is 7th floor.
59. on
60. when
61. about
62. How much is the hat? quite expensive.
63. They are
64. They is
65. It’s
66. How people are there in Logictic Department?
67. many
68. much
69. far
70. What’s your favorite ?. I like cake
71. drink
72. color
73. food
74. When is Women’s Day?
75. 8 - Mar
76. 1 - May
77. 26 - Jun
78. I hope the can repair my car quickly
79. mechanic
80. teacher
81. football player
82. Where did you go last weekend? I to Nha Trang with my family.
83. traveling
84. to travel
85. traveled
86. I don’t like coffee beer. They are unhealthy.
87. so
88. on
89. and
90. Yen is 10 years old. She is twice as old as Linh- her sister. How old is Linh?
91. 5 years old
92. 7 years old
93. 8 years old
94. is your favorite player? Lionel Messi. He is the best.
95. What
96. Who
97. Which
98. Can you turn the music speaker? It too nosie.
99. in
100. on
101. down
102. My family to Sapa next week.
     1. gone
103. to go
104. are going to
105. I often to work at 6:30
     1. go
     2. to go
     3. goes
106. Hung is in his room. He the guitar now.
107. play
108. played
109. is playing
110. What’s the like today? It's rainy and cold
111. sun
112. feeling
113. weather
114. were you born? - In Nam Dinh
115. When
116. Where
117. Which
118. Did you any photos on your vacation?
119. took
120. take
121. to take
122. Last year we Da Lat, Nha Trang and Phu Quoc.
123. visiting
124. visited
125. will visit
126. You must this machine carefully.
127. checked
128. to check
129. check
130. Huy repaired the motorbike
131. himself
132. yourself
133. itself
134. This English test is difficult than that one
135. many
136. more
137. any
138. My wife always drives
139. care
140. carefully
141. fun
142. Which month has only 28 days?

A March

B May

C February

1. My brother is a . He writes articles for VnExpress
2. mechanic
3. doctor
4. journalist
5. Do you know the man talking to the leader? He is new intern. His name’s Phong.
6. who
7. which
8. where
9. Do you the new uniforms?
10. likes
11. like
12. to like
13. I'll assign you seat to give you more room to stretch your legs out.
    1. a cabin B. a baggage C. an aisle
14. Passengers must stay seated on the plane during the one-hour
    1. stopover B. baggage claim C. gates
15. When you paid for your airfare online, you should have printed your
    1. excess baggage B. passport C. e-ticket
16. You are seated in 30, seat B.
    1. aisle B. compartment C. row
17. will be served before we begin the in-flight movie.
    1. Luggage B. Jet lag C. Refreshments
18. In the unlikely event of a water landing, can be found underneath your seats.
    1. life vests B. motion sickness C. seatbelts
19. In about five minutes we will get ready to to the runway.
    1. taxi in B. taxi out C. taxi above
20. We are about to go through a large pocket of so prepare for a bumpy ride.
    1. stopover B. touch down C. turbulence
21. The place where you can see the arrival and departure times is called

.

* 1. Information display/board B. Security checkpoint C. Boarding area

1. The is the place where you and your carry-on bag are checked before boarding the plane.
   1. Baggage claim area B. Boarding gate C. Security checkpoint
2. People have to go through a to check if they have bombs, or weapons.
   1. Immigration office B. Luggage carrier C. Metal detector
3. The is a type of baggage that you can take with you in the plane.
   1. Boarding pass B. Baggage cart C. Carry-on bag
4. The is the last door you enter before you board your plane.
   1. Boarding Gate B. Departures C. Baggage carousel
5. You have to pick up your baggage from the .
   1. Arrivals B. Baggage cart C. Baggage reclaim
6. If you carry a lot of suitcases at the airport, you can use a .
   1. Baggage carousel B. Luggage cart C. Garment bag
7. Before your plane lands in another country, you have to fill out a
   1. Customs declaration form B. Passport C. Visa
8. He space that divides seat rows is called .
   1. Aisle B. Window C. Overhead
9. Some countries require a to people from other countries in order to let them in.
   1. Passport B. Immigration form C. Visa
10. When you are on the plane, you can stow your carry-on luggage in the

or under the seat in front of you.

* 1. overhead compartment B. cargo hold C. baggage claim

1. In ten minutes, we will be landing in Tokyo. Please put your seatback and tray table to the position
   1. upright B. upside C. left
2. There is an airsickness bag in front of you in case you got
   1. motion sickness B. jet lag C. dizziness
3. The stewardess is preparing the passenger's meal in the
   1. galley B. gallery C. lavatory
4. Coach is another name of
   1. Economy class B. First class C. Business class
5. The strip of land that an airplane takes-off and lands on is called
   1. runway B. hangar C. Apron
6. Entertainment on-board an aircraft that may include movies, music and games is called
   1. In-flight entertainment B. refreshments C. complement
7. About how fast does a commercial passenger jet travel?

a) 565 mph (909 kph) b) 710 mph (1143 kph)

c) 927 mph (1492 kph)

1. When you have a ‘connecting’ flight what should you do?

a) open your suitcase b) leave the airport

c) get on another plane

1. What can you do at an airport terminal ‘counter’?

a) show your ticket b) check-in

c) all of the above

1. Where will someone probably ‘inspect’ your luggage?

a) on an airport bus b) on a life raft

c) at airport customs

1. Which of the following things can be ‘occupied’?

a) a washroom b) a ticket c) a passenger

1. Which of the following can you find in a ‘row’ on an airplane?

a) pilots b) flight attendants c) seats

1. Which of the following things can a ‘porter’ do?

a) help you board a plane b) help you check in

c) help you carry baggage

1. Which of the following things can you find inside a ‘terminal’?

a) travelers b) an airport bus c) a runway

1. Which of the following holds a correct relation between pressure, temperature and altitude?
2. Pressure increases, temperature decreases, altitude increases
3. Pressure decreases, temperature decreases, altitude increases
4. Pressure decreases, temperature increases, altitude increases
5. What are the percentages of nitrogen, oxygen, argon and carbon dioxide in atmosphere?
6. 78%, 21%, 0.9%, 0.03%
7. 75%, 24%, 0.7%, 0.03%
8. 71%, 28%, 0.9%, 0.04%
9. Which of the following is the world’s largest airliner?

a) AIRBUS A350 b) AIRBUS A320 c) AIRBUS A380

1. Engine fuel is usually stored in the wings but some aircraft have additional fuel tanks in the

a) Undercarriage b) Tail c) Fuselage

1. The painter paint the surface because it was perfectly in order.
   1. had to B.must C.didn’t have to
2. Look! The pilot the handle
   1. have moved B.is moving C.will be moved
3. The trouble shooting performed next week A.will be B.have to be C..will be
4. Normally a BOEING 737 long range routes. A.doesn’t fly B. never fly C. don’t fly
5. When this plane had its last overhaul, all faults eliminated. A.were B.are C.had
6. A defective part whenever it is necessary.
   1. is changed B.are changed C.was changed
7. When the parts are checked we them
   1. reused B. could not re-use C. re-used
8. This repair is not important. The mechanices work overtime.
   1. doesn’t have to B.don’t have to C.has to
9. The rivets we need for this repair are available at the workshop. A.whose B.who C..which
10. Do you know how airplanes were overhauled in Hamburg last year? A.much B.less C.many
11. seats are dirty. We have to clean them
    1. Much B.This C. These
12. All persons follow the safety precautions when using acids. A.have to B.has to C. must not
13. enter the hazard areas of a running engine.
    1. don’t B.no C. Always
14. The First Officer is the person sits on the left hand side in the cockpit. A.who B.which C. whose
15. Modern airplanes require maintenance than older ones.
    1. less B.least C.little
16. Be careful when the engine
    1. run B. have run C. is running
17. lift this heavy box. It’s too heavy.
    1. can B.may C.can’t
18. The BOEING 747 is the fastest in the Lufthansa fleet. It is all the other airplanes.
    1. faster than B.slower than C.faster as
19. He needs a special instrument detecting the fault.
    1. to B.according to C. for
20. This is an oxygen bottle. Any contact with oil is dangerous. You open the bottle with an oily cloth.
    1. must not B.not C.must
21. Keep away from fire an aircraft.
    1. when refueling B.by refueling C.by refueled
22. If the temperatures are below freezing point, the planes de-iced before take- off.
    1. have to B.have to be C.must
23. The AIRBUS A320 is big enough. We don’t need a A.more big plane B.bigger plane C.bigger
24. working in the a/c hangar smoking is not allowed.
    1. As B.By C. When
25. The pilot extend the landing gear before landing. A.have to B.must C.doesn’t have to
26. The tires have been overhauled. Now they are new. A.good B.less good C.as good as
27. The electricians detected the fault the correct instrument.
    1. after use B.prior to use C.by using
28. Don’t carry out this repair the correct tools. A.within B.with C. without
29. This fluid must not have contact with metal surfaces it causes corrosion. A.because of B.because C.due to
30. An AIRBUS A340 can climb to an altitude 11,900 meters.
    1. about B.from C. of
31. bad weather conditions the flight was cancelled
    1. Due to B.Because C.By

**Phụ lục II: CÂU HỎI MC VỀ NỘI DUNG (TỪ VỰNG, THUẬT NGỮ) VỀ CÁC HỆ THỐNG TÀU BAY**

#### *(Kèm theo Biên bản nghiệm thu số 03 /HĐTN-T3, ngày 12 tháng 12 năm 2022)*

1. Disconnect the panel the fasteners 90° counterclockwise. **(level 1)**
   1. by turning **B.** turning **C.** to turn
2. The volume be adjusted with this knob. **(level 1s)**
   1. should **B.** needs **C.** can
3. Do not hot brakes. **(level 1)**
   1. touches **B.** touch **C.** touching
4. They to electrical circuits. **(level 1)**
   1. are designed/ protect **B.** designed/ protect **C.** designed/ protecting
5. It supports your arm a seat. **(level 1)**
   1. on **B.** by **C.** in
6. The the altitude, the the atmosphere. **(level 1)**
   1. higher/better **B.** higher/colder **C.** higher/heavier
7. B747 is civil transport. **(level 1)**
   1. the largest **B.** the tallest **C.** highest
8. A check valve is a non-return valve. **(level 1)**
   1. as **B.** same as **C.** the same as
9. Excessive speed **(level 1)**
   1. out of speed **B.** down speed **C.** over speed
10. Non – conformity **(level 1)**
    1. disagree **B.** non-agree **C.** in-agree
11. Time between a/c arrival and departure **(level 1)**
    1. turn round **B.** turnaround **C.** turning round
12. To return to point of departure **(level 1)**
    1. put back **B.** feed back **C.** turn back
13. Insufficient pressure **(level 1)**
    1. pressure down **B.** under pressure **C.** over pressure
14. Make a dummy connector with three jumper leads to simulate an installed LDMCR (lower deck mobile crew rest compartment).You need. **(level 2)**
    1. a simulator **B.** an electrician **C.** a wire loom
15. Connect the pressure and case drain lines together with the engine pump case drain/ pressure connection. Connect the pressure hose of the hydraulic cart to the case drain line with the interface. You are going to the system. **(level 2)**
    1. flush **B.** pressurize **C.** drain
16. Remove the nipple from the RACSB valve drain port and set aside for use on the new RACSB valve. You must the nipple. **(level 2)**
    1. replace **B.** retain **C.** install
17. The command from the ENG / MASTER switch interfaces directly with the lock type solenoid of the HP fuel shut-off valve. The opening function is ensured by. **(level 2)**

* a hydraulic changeover
* a magnetic locking device

The ENG/MASTER switch signals:

* 1. a solenoid **B.** a locking device **C.** a hydraulic shut-off valve

1. A differential connects the hydraulic motors together. The hydraulic motors have a valve block. The Pitch Trim Actuator controls the valve block. The valve block can also be operated by the THS mechanical input. The valve block is actuated. **(level 2)**
   1. hydraulically and mechanically
   2. hydraulically
   3. electrically
2. The actuator body attaches to the butterfly and contains a rod. Two diaphragms divide the actuator body into three chambers. A spring in the top chamber keeps the actuator rod in the extended position. **(level 2)**

The actuator rod is maintained extended by the.

* 1. top chamber **B.** middle chamber **C.** bottom chamber

1. If a REFUEL-DEFUEL-VALVES switch is moved to OPEN during the automatic refuel, the FCMS ignores the command until the automatic refuel is complete. Then, after approximately 15 seconds, the refuel will continue in manual mode into the applicable tank. **(level 2)**
   1. you can override the automatic mode by setting the switch to OPEN
   2. manual mode is only effective after the automatic cycle is finished
   3. you can override the automatic mode after a 15 s. time delay
2. The loops are connected in parallel to a Fire Detection Unit (FDU). The connection is made through an AND logic to avoid spurious FIRE warnings. If one loop fails, the AND becomes an OR logic. **(level 2)**

The aircraft can be released in this configuration.

* 1. two sets of loops avoid false warnings
  2. normally, both loops must detect a fire simultaneously
  3. the aircraft cannot depart with only one loop operative

1. the safety pin **(level 1)**
   1. Insert **B.** Introduce **C.** Enter
2. Before performing the test C/B 6XX. **(level 1)**
   1. trigger **B.** trip **C.** dump

the panel with Dzus fasteners. **(level 1)**

1. Stow **B.** Secure **C.** Slide
2. The oxygen cylinder disc has . **(level 1)**
   1. popped out **B.** tripped **C.** jacked up
3. Cold weather causes metal shrink. **(level 1)**
   1. down **B.** into **C.** to
4. Not ordered **(level 1)**
   1. un-command **B.** inordinate **C.** un-commanded
5. Auto-regulating **(level 1)**
   1. Self-regulation **B.** Self-regulating **C.** self-regulate
6. Ready for use **(level 1)**
   1. unusable **B.** standby **C.** by available
7. Time A/C or equipment inoperative **(level 1)**
   1. downtime **B.** off-time **C.** in-off
8. Non – conformity **(level 1)**
   1. disagree **B.** non-agree **C.** in-agree
9. A problem in a trailing edge ball screw transmission causes the torque limiter to lock . **(level 2)**
   1. in **B.** out **C.** back
10. This could cause explosion. **(level 1)**
    1. one **B.** a **C.** an
11. The computer operates using channel 1 or 2. **(level 1)**
    1. both **B.** every **C.** either
12. Make sure that the O-ring is in the position. **(level 1)**
    1. corrected **B.** correctly **C.** correct
13. pressure from hydraulic system No. 1. **(level 1)**
    1. Repair **B.** Request **C.** Release
14. Do these steps if the brake has too hot because of a rejected takeoff.

###### (level 1)

* 1. begun **B.** started **C.** become

1. JOIN **(level 1)**
   1. add **B.** connect **C.** joint
2. CONFORM TO **(level 1)**

|  |  |  |
| --- | --- | --- |
| **A.** confirm to | **B.** support to | **C.** comply |
| 39. ANNUL **(level 1)** |  |  |
| **A.** cancel | **B.** annual | **C.** annulus |
| 40. IDENTIFY **(level 1)** |  |  |
| **A.** identity | **B.** inertial | **C.** mark |
| 41. MOVE SLOWLY **(level 1)** | | |
| **A.** easy | **B.** ease | **C.** easel |
| 42. SPURIOUS **(level 1)** |  |  |
| **A.** serious | **B.** unexplained | **C.** unwanted |
| 43. LEG **(level 1)** |  |  |
| **A.** landing gear | **B.** support | **C.** flight |

1. UNCOVERED **(level 1)**
   1. explained **B.** shown **C.** repaired
2. REGARDLESS **(level 1)**
   1. as regards **B.** whatever **C.** because
3. OMITS **(level 1)**
   1. does not **B.** cancels **C.** repeats
4. COTTER PIN **(level 1)**
   1. cancel **B.** un-safety attachment **C.** safety attachment
5. ASYMMETRY **(level 1)**
   1. symmetrical position **B.** asynchronism **C.** not symmetrical position
6. PROGRESS **(level 1)**
   1. IN **B.** TO **C.** UNDER
7. FLIGHT **(level 1)**
   1. ON **B.** WITH **C.** IN
8. THE GROUND **(level 1)**
   1. NEAR **B.** ON **C.** AT
9. LAST **(level 1)**
   1. OF **B.** AT **C.** FOR
10. BOARD **(level 1)**
    1. ON/OVER **B.** OF **C.** BY
11. PHASE **(level 1)**
    1. IN/OUT **B.** OF **C.** ON
12. ACCORDING **(level 1)**
    1. ON **B.** FOR **C.** TO
13. PICK **(level 1)**
    1. ON **B.** UP/OFF **C.** TO
14. STAND **(level 1)**
    1. OUT **B.** OF **C.** BY
15. WAY **(level 1)**
    1. UNDER **B.** OFF **C.** AT
16. Its purpose is to distribute electrical power **(level 1)**
    1. bushing **B.** detector **C.** bus bar
17. The is designed to trap particles. **(level 1)**
    1. filter-tip **B.** filter **C.** filter-passer
18. The is to adjust the lights **(level 1)**
    1. Knob dim **B.** Dim knob **C.** Knob
19. A motor to move a valve is. **(level 1)**
    1. Valve drive **B.** Driving valve **C.** Drive valve
20. Activates a valve electrically. **(level 1)**
    1. Valve for solenoid **B.** Solenoid valve **C.** Valve solenoid
21. Air used to cool hot air. **(level 1)**
    1. Cooling air **B.** Air cooling **C.** To cool air
22. Signal sent back by the system. **(level 1)**
    1. System for feed back **B.** System feed back **C.** Feed back system
23. The function of a loader **(level 1)**
    1. loading **B.** loader **C.** loaded
24. A part which restricts **(level 1)**
    1. restriction **B.** restricted **C.** restrictor
25. Interference to radio signals, est. **(level 1)**
    1. Disunion **B.** Interferogram **C.** noise
26. As the aircraft the cabin altitude . **(level 1)**
    1. descending/decreases **B.** descend to/increases **C.** descends/ decreases
27. After removal, the assembly for . **(level 1)**
    1. is dismantled/overhaul **B.** dismantled/overhaul **C.** dismantled/overhauling
28. Make sure that the controls

###### (level 1)

with the position of the items they operate.

**A.** achieve **B.** agree **C.** appear

1. The fire extinguishing system is designed to extinguish at an stage any fire occurring in the protected nacelle zones. **(level 1)**
   1. after **B.** early **C.** accurate
2. If the fault produces a FLAPS PRIMARY message followed by a FLAPS DRIVE message, it is the result of a Flaps Disagree. **(level 2)**
   1. likely **B.** actually **C.** fully
3. Do not reroll on any core less than 7 inches in diameter or damage to laminate

occur. **(level 2)**

* 1. may **B.** would **C.** should

1. Make sure you see the threads on the end fitting through the inspection hole. **(level 2)**
   1. shall **B.** will **C.** can
2. Splices not be installed under clamps or other supports. **(level 2)**
   1. may **B.** can **C.** shall
3. On the ground, an external electrical power source is needed an internal aircraft power source is not available. **(level 1)**
   1. although **B.** as long as **C.** so that
4. The connection is made through an AND logic avoid spurious warnings.

###### (level 1)

* 1. in order to **B.** according to **C.** therefore

1. Generator causes load shedding. **(level 1)**
   1. overloaded **B.** overloading **C.** overactive
2. The propeller is automatic engine failure. **(level 2)**
   1. feathering/ in the event of **B.** feathered/ in event of

**C.** feathering/ in event of

1. Trouble shooting lasts the failure is identified. **(level 1)**
   1. till now **B.** until **C.** till then
2. For the second group of computers, the links with the data are direct. **(level 1)**
   1. Spacer **B.** Charger **C.** Loader
3. Caution. Cut the tube slowly and smoothly to make sure that the end of the tube does not change its shape. Which of the following is correct? **(level 1)**
   1. Make sure that the end of the tube is not broken.
   2. Cut the tube slowly and smoothly to keep the tube unbroken.
   3. Cut the tube carefully to keep its shape stay the same.
4. Apply a thin of common grease on the bare metal areas. **(level 1)**
   1. Coat **B.** Shim **C.** Screen
5. Remove the 4 bolts which attach the fuel supply tube to the of the IDG cooler port. **(level 2)**
   1. Groove **B.** Thread **C.** Flange
6. During the of time or date, only the digits corresponding to the position of the UTC selector switch are displayed. **(level 2)**
   1. Scanning **B.** Setting **C.** Sampling
7. The MCDU slew (arrow up and arrow down) adjacent to the LAT indication are shown. **(level 2)**
   1. Legends **B.** Knob **C.** Prompts
8. These disk- data can be analyzed on the ground. **(level 1)**
   1. storing / director **B.** stored / direct **C.** stored / directly
9. If there a warning signal, the MASTER WARN lights and a continuous repetitive chime . **(level 1)**
   1. are / flash / is heard **B.** is / flash / is heard **C.** is / flashes / hearing
10. These keys the operator data to a specific system.

###### (level 1)

* 1. enable / to enter **B.** will enable / entering **C.** enables / to enter

1. The failure data and you can it on the MCDU after each flight **(level 1)**
   1. is storing / see **B.** is stored / to see **C.** is stored / see
2. The system is also as a data concentrator data to other systems. **(level 1)**
   1. used / to provide **B.** using / provided **C.** uses / providing
3. that the safety barriers are in position to prevent access to the landing gear door travel ranges. You must stop .**(level 1)**
   1. Make sure / people **B.** Making sure/ gear movement

**C.** Making sure/ hydraulic supply

1. If the pressure in all the reservoirs less than 3.5 bars, continue as follows. use special materials and do a leak test. **(level 2)**
   1. are/ you repair the leak if each reservoir < 3.5 bars
   2. have/ you repair the leak if any reservoir < 3.5 bars
   3. is/ you test the system if each reservoir < 3.5 bars
2. The recirculation pipe starts on the engine at the FRV and at the press- holding valve in the inner tank. The holes in the adaptor let the fuel flow through the recirculation pipe and into the inner tank . **(level 2)**
   1. finished/ supply the engine **B.** finishing/ fill the fuel tanks **C.** finishes / cool the IDG
3. The diffuser is downstream of the load compressor impeller. It is of radial design with 19 guide vanes in the shape of cambered vanes. The radial has 19

vanes. **(level 2)**

* 1. diffuser / curved **B.** impeller / flat **C.** diffuser / flat

1. Lubricate the new with oil. **(level 1)**
   1. safety pin **B.** bonding braid **C.** O-ring
2. In case of a leak, that part of the system is **(level 1)**
   1. the/ delayed **B.** “ ”/isolated **C.** the/isolated
3. There is a short on the board **(level 1)**
   1. circuit **B.** transient **C.** shock
4. The synonym of “important” **(level 1)**
   1. high quality **B.** significant **C.** big
5. The synonym of “standby” **(level 1)**
   1. alternative **B.** alternating **C.** supply
6. A plug that can not be connected incorrectly **(level 1)**
   1. proofed plug **B.** un-fool plug **C.** fool proofed plug
7. Rod moving longitudinally **(level 1)**
   1. pull-push **B.** push-pull **C.** pulling push
8. Slow, unwanted flow of fluid **(level 1)**
   1. seepage **B.** over flow **C.** spillage
9. Small fragment missing from edge of part **(level 1)**
   1. chip **B.** ship **C.** piece
10. When the generator ………… is too high, the galley is shed. **(level 1)**
    1. load **B.** peak **C.** range
11. Any in voltage is detected by the voltmeter **(level 1)**
    1. Drop **B.** drops **C.** dropping
12. One foot equals meters **(level 1)**
    1. 0.3068 **B.** 0.3058 **C.** 0.3048
13. One yard equals meters **(level 1)**
    1. 0.914 **B.** 0.814 **C.** 0.714
14. Wiring is in critical areas. **(level 1)**
    1. soldered **B.** shielded **C.** swaged
15. One nautical mile equals meters **(level 1)**
    1. 1,853 **B.** 1,835 **C.** 1,385
16. One US gallon is about liters **(level 1)**
    1. 3.875 **B.** 3.587 **C.** 3.785
17. Small bend in wire **(level 1)**
    1. twist **B.** wind **C.** kink
18. How can you read “3/4”. **(level 1)**
    1. three fouth **B.** third fourths **C.** three fourths
19. How can you read “12.34”. **(level 1)**
    1. twelve point thirty four **B.** twelve point three four **C.** one two point three four
20. How can you write “20th” **(level 1)**
    1. twentyth **B.** twentith **C.** twentieth
21. Preceding, the one before. **(level 1)**
    1. previous **B.** following **C.** after
22. The burn-off (trip fuel) was 600 kg more than planned. **(level 1)**
    1. actual **B.** estimated **C.** present
23. There is a amount of fuel under the engine. **(level 1)**
    1. large **B.** wide **C.** many
24. the oil level in the gearbox. **(level 1)**
    1. fill **B.** replenish **C.** fill in
25. the push-button and observe the lights come on. **(level 1)**
    1. pull **B.** release **C.** push
26. Only use quality products. **(level 1)**
    1. important **B.** significant **C.** good
27. There is an , back-up supply. **(level 1)**
    1. alternating **B.** alternative **C.** oscillating
28. When machine is unserviceable **(level 1)**
    1. turnaround **B.** downtime **C.** step-down
29. Mark values on a curve **(level 1)**
    1. layer **B.** thread **C.** plot
30. Part of a circuit, etc. **(level 1)**
    1. stage **B.** trip **C.** thread
31. Remove dirt with cloth, etc. **(level 1)**
    1. coat **B.** wipe **C.** sweep
32. The clock is with a built-in battery. **(level 1)**
    1. provided **B.** pointed **C.** performed
33. A short push action on the CLR key the last character. **(level 1)**
    1. releases **B.** transmits **C.** erases
34. After a certain time period, the relay and the cams keep their position.

###### (level 1)

* 1. de-energizes **B.** is de-energized **C.** is de-energized

1. If the operator does not make any action for 10 s., the CMC, instead of the current screen, will display the screen corresponding to the preceding level. **(level 2)**
   1. to display **B.** display **C.** displaying
2. Do not touch the strobe lights for at least 5 minutes after operation. The strobe light still be hot. **(level 1)**
   1. must **B.** shall **C.** will
3. The computer is active the aircraft is supplied with electrical power. **(level 1)**
   1. until **B.** as long as **C.** unless
4. The support of the seal **(level 1)**
   1. Supporting seal **B.** Support Seals **C.** Seal support
5. Areas that are welded **(level 1)**
   1. Welding areas **B.** Area’s welding **C.** Welded areas **(level 1)**
6. Caution: Cut the tube slowly and smoothly to make sure that the end of the tube does not change its shape. Which of the following is correct? **(level 2)**
   1. Cut the tube carefully to keep its shape stay the same.
   2. Do not cut the tube fast to change its shape.
   3. Make sure that the end of the tube is not broken
7. The transformer rectifier (TR), which is supplied by the 400Hz, 115/200 volt three phase network, has an output voltage of 28 VDC and a nominal amperage of 150A. The TR operates without ventilation up to mid-load. Beyond this point, the fan is put into operation automatically by an electronic module. Which of the following is correct? **(level 2)**
   1. If the load is less than 50%, the fan will operate automatically.
   2. Without ventilation, the TR can operate properly if the load is less than 50%.
   3. The TR operates without ventilation beyond mid-load.
8. … Once the values from the EFIS control panels show on the Mode Control Panel (MCP), they stay on the MCP even if you change the EFIS control panel barometric minimums. The MCP rounds up to the next 10 feet. So if you select a barometric minimums value of 181 feet, the MCP shows 190 feet. Which of the following is correct? **(level 2)**
   1. The scale of MCP is 10 feet.
   2. The MCP will show whatever numbers selected in EFIS control panels.
   3. The barometric minimums value of MCP is 190 feet
9. The purpose of this telex is to inform all A320 operators that a number of A320 IDG magnetic pick-up (MPU) speed sensors were manufactured with the noise cancellation coil wired in reverse. In this configuration the function of the coil is no longer realized and in fact noise may be added in the MPU signal. Which of the following is correct? **(level 2)**
   1. The noise cancellation coil operates normally.
   2. IDG magnetic pick-up (MPU) speed sensors were wired in reverse.
   3. The noise cancellation coil is malfunctioned.
10. The product improvements which were introduced via service bulletins 1431 and 1471 are not demonstrating the reliability improvements which were anticipated. Which of the following is correct? **(level 2)**
    1. Service bulletins 1431 and 1471 are not demonstrating the reliability improvements.
    2. The product improvements are not demonstrating the reliability improvements.
    3. The product improvements are demonstrating the reliability improvements.
11. Caution. Operation at minimum idle in icing conditions is permissible for extended periods. If the condition exceed 30 minutes or if significant engine vibration occurs; the engine should be accelerated to 70%N1 minimum for approximately 15 seconds duration prior to higher thrust operation. If there are large engine vibration in icing conditions, you must. **(level 2)**
    1. Stop the engine in 15s
    2. Operate the engine at more than 70%N1 for 15s
    3. Operate the engine at less than 70%N1
12. Caution. Use two wrenches to hold the fittings when you torque the oil-in and oil- out lines. If not you can transmit to much torque to the IDG fittings and cause damage to the IDG bosses. 2 wrenches are necessary to tighten the of the IDG. **(level 2)**
    1. Fastener **B.** Oil lime attachment fittings **C.** Oil inlet and outlet line
13. Beginning at the forward edge and working rearwards tighten the nuts in small increments so that the clamping bars hold the fairing assembly fully engaged on the fairing supports. **(level 2)**
14. Only partially tighten the nuts
15. Tighten the nuts gradually
16. Tighten the nuts at the forward and rear edges
17. Put the removal tool core in the fully extended position. make sure that its inner face aligns with the bottom internal face of the outer tab lockwasher body. Align the face of the tool with the part of the lockwasher. **(level 2)**

**A.** Inner/outer **B.** Inner/internal **C.** Extended/outer

1. Most of the shroud box is made from composite material, but it has 5 ribs of aluminum alloy. the trailing edge of the shroud box has a honeycomb core and a rubbing strip made of Fabroid the shroud box has a honeycomb core. **(level 2)**

**A.** The front of **B.** The rear of **C.** The top of

1. The fan cowls are made from epoxy skins that contain a nomex honeycomb core and copper screen. Lands provide an interface with the intake cowl at the forward end, and with the thrust reverser at the aft end. The rear edge of the fan cowls touches. **(level 2)**

**A.** The exhaust nozzle **B.** The turbine casing **C.** The thrust reverser

1. The rotating artificial feel mechanism consists of two levers and is hinged on a shaft held by the rudder control frame, between which two parallel springs are installed. **(level 2)**
2. Two springs are connected to the rudder control frame.
3. The artificial feel mechanism is installed on the rudder control frame.
4. Two springs are connected to two levers.
5. The stage 3 LPT nozzle assembly includes 18 nickel alloy segments of 7 vane airfoils each with integral inner stationary air seals. The third LPT stage nozzle assembly has vanes. **(level 2)**

**A.** 126 **B.** 378 **C.** 18

1. A supporting structural member in any construction designed to withstand loads in both shear and bending **(level 2)**
2. Stringer
3. Beam
4. Skin
5. A metal rod with a head, which screws into a nut **(level 1)**
6. Bolt
7. Nut
8. Screw
9. A small wooden or metal bar fastened to something, on which ropes may be fastened by winding **(level 2)**
10. Bar
11. Cleat
12. Beam
13. A lightweight but very strong man-made material used in aircraft manufacturing **(level 2)**
14. Sheet metal
15. Honeycomb
16. Composites
17. A covering usually made up of hinged or removable panels **(level 2)**
18. Door
19. Bulkhead
20. Cowl
21. A partial fracture or complete break in the material with the most significant cross-sectional area change **(level 2)**
22. Nick
23. Crack
24. Dent
25. A transverse beam **(level 2)**
26. Crossbeam
27. Stringer
28. Longeron
29. A damage area which is depressed with respect to its normal contour. There is no cross-sectional area change in the material; area boundaries are smooth. **(level 2)**
30. Scratch
31. Dent
32. Gouge
33. The portion of a floor beam that lies between the flanges of a spar, rib, or channel section. Furnishes the strength necessary for longitudinal shear loads. **(level 2)**
34. Crossbeam
35. Beam
36. Floorweb
37. A device or system is designed to protect an object from overheating by dissipating, reflecting, absorbing heat, or simply gradually burn and fall away from the aircraft, pulling the excess heat with it **(level 2)**
38. Fireshield
39. Heatshield
40. Firewall
41. An opening in which something is missing. **(level 2)**
42. Hole
43. Nick
44. Depth
45. A material made up of hexagonal-shaped cells. Constructed of thin metal, paper, or plastic and used as a core material for sandwich structures, Named after a bees honeycomb because of its appearance. **(level 2)**
46. Composites
47. Honeycomb
48. Sheet metal
49. Something that an object stands on or is attached to for support **(level 2)**
50. Mount
51. Pylon
52. Strut
53. An internally threaded collar used to screw onto bolts or screws to form a complete fastening device. **(level 2)**
54. Bolt
55. Nut
56. Screw
57. A flat, often rectangular piece of the skin of the aircraft **(level 1)**
58. Panels
59. Skin
60. Door
61. Each of the two metal bars that form the track that somethings run on

###### (level 2)

1. Groove
2. Rail
3. Beam
4. A type of metal bolt or pin with a head on one end, inserted through one of the aligned holes in the parts to be joined and then compressed on the plain end to form a second head **(level 2)**
5. Rivet
6. Screw
7. Bolt
8. A type of threaded connector used to fix things together by rotating it **(level 1)**
9. Rivet
10. Screw
11. Bolt
12. A device or component used to take up space between two objects. **(level 1)**
13. Nut
14. Duppler
15. Spacer
16. A three degrees of freedom joint, also known as a ball-and-socket joint, allows three relative rotations between the two connected segments. **(level**

###### 2)

1. Revolute joints
2. Prismatic joints
3. Spherical joint
4. A thin metal or wood strip running the length of the fuselage to fill in the shape of the formers. **(level 2)**
5. Longeron
6. Stringer
7. Bulkhead
8. The stub wing assembly through which thrust loads are transmitted from a pod-mounted turbine engine into the fuselage. **(level 2)**
9. Strut
10. Mount
11. Pylon
12. A long, straight piece of metal that something is moving in or along **(level 2)**
13. Groove
14. Longeron
15. Track
16. A small flat ring made of rubber, metal or plastic placed between two surfaces, for example under a nut to make a connection tight **(level 1)**
17. Spacer
18. Washer
19. Nut
20. It occurs if the physical, chemical or mechanical forces that hold the bond together are broken, perhaps by a force or environmental attack. **(level 2)**
21. Delamination
22. Debonding
23. Bonding
24. A small loss of material, due to a knock etc., at the edge of a member or skin **(level 2)**
25. Nick
26. Scratch
27. Gouge
28. A line of damage of any depth and length in the material and results in a cross-sectional area change. It is caused by contact with a sharp object **(level 2)**
29. Nick
30. Scratch
31. Gouge
32. A damage area of any size which results in a cross-sectional area change. It is usually caused by contact with a relatively sharp object which produces a continuous, sharp or smooth channel-like groove in the material
33. Nick
34. Scratch
35. Gouge
36. A damage area of any size which results in a cross-sectional area change due to scuffing, rubbing, scraping or other surface erosion; it is usually rough and irregular. **(level 2)**
37. Corrosion
38. Abrasion
39. Distortion
40. A damage area of any size where accumulation of scratches, nicks, chips, burrs or gouges etc is present in such a way that the damage must be treated as an area and not as a series of individual scratches, gouges, etc. **(level 2)**
41. Mark
42. Distortion
43. Crazing
44. Any twisting, bending or permanent strain which results in misalignment or change of shape. May be caused by impact from a foreign object, but usually results from vibration or movement of adjacent attached components **(level 2)**
45. Crease
46. Distortion
47. Crazing
48. The destruction of metal by chemical or electrochemical action **(level 2)**
49. Abrasion
50. Crazing
51. Corrosion
52. A damage area which is depressed or folded back upon itself in such a manner that its boundaries are sharp or well defined lines or ridges **(level 2)**
53. Abrasion
54. Crease
55. Ding
56. A mesh of minute hairline surface cracks **(level 2)**
57. Crazing
58. Mark
59. Gouge
60. Is comparable with a dent. The damage area shows a swell. There is no cross-sectional area change in the material; area boundaries are smooth**(level 2)**
61. Abrasion
62. Ding
63. Gouge
64. To attach chemically **(level 2)**
65. Swell (v.)
66. BOND (v.)
67. Cure (v.)
68. Rough edge **(level 2)**
69. Burr
70. Scuffing
71. Smooth
72. Distance from the surface down **(level 1)**
73. Length
74. Width
75. Depth
76. Part that makes stronger **(level 2)**
77. Washer
78. Splice
79. Doupler
80. To be more than a particular number or amount **(level 1)**
81. Fold (v.)
82. Exceed (v.)
83. Swell (v.)
84. Structure that resists fire **(level 2)**
85. Fireshield
86. Heatshield
87. Bulkhead
88. One surface on another (remember: “lap joint”) **(level 2)**
89. Splice
90. Overlap
91. Scuffing
92. Surface damage caused by impacts and rubbing **(level 2)**
93. Burr
94. Crazing
95. Scuffing
96. Part used to attach two other parts **(level 2)**
97. Splice
98. Overlap
99. Doupler
100. To increase in size, convex distortion **(level 2)**
101. Exceed (v.)
102. Swell (v.)
103. Fold (v.)
104. Torsion, turning **(level 2)**
105. Twisting
106. Debonding
107. Crazing
108. A three degrees of freedom joint, also known as a ball-and-socket joint, allows three relative rotations between the two connected segments. **(level 2)**
109. Revolute joints
110. Prismatic joints
111. Spherical joint
112. A thin metal or wood strip running the length of the fuselage to fill in the shape of the formers. **(level 2)**
113. Longeron
114. Stringer
115. Bulkhead
116. The stub wing assembly through which thrust loads are transmitted from a pod-mounted turbine engine into the fuselage. **(level 2)**
117. Strut
118. Mount
119. Pylon
120. A long, straight piece of metal that something is moving in or along **(level 2)**
121. Groove
122. Longeron
123. Track
124. Is comparable with a dent. The damage area shows a swell. There is no cross-sectional area change in the material; area boundaries are smooth**(level 2)**
125. Abrasion
126. Ding
127. Gouge
128. An encoder is that detects rotation angle or linear displacement

###### (level 2)

1. a switch
2. a sensor
3. a receiver
4. The A/C is its downwind leg. **(level 2)**

**A.** turning onto **B.** turning into **C.** turning up to

1. Tighten the two nuts until the distance between the two is between 90 mm and 94 mm. **(level 2)**
   1. pins **B.** raceways **C.** flanges
2. The galleys are Buyer Furnished **(level 1)**
   1. Equipment B. Component C. Part
3. The galleys are either fixed or **(level 1)**
   1. move B. movable C. moved
4. The galleys are on the standard seat tracks or hard points and ceiling attachments. **(level 1)**
   1. installed B. fixed C. mounted
5. The dry galleys are not to the aircraft systems such as ventilation or potable water. **(level 1)**
   1. contacted B. connected C. linked
6. Dry galleys are mainly used to store the . **(level 1)**
   1. trolleys B. food and drinks C. service equipment
7. How many types of galley? **(level 1)**
   1. 1 type B. 2 types C. 3 types
8. Wet galleys are used to store and prepare . **(level 1)**
   1. trolleys B. food and drinks C. service equipment
9. The dry galleys are the aircraft systems such as ventilation or potable water. **(level 1)**
   1. connected with B. connected to C. not connected to
10. The wet and dry galleys are often by a supplemental cooling system.

###### (level 1)

* 1. cooled B. cooling C. cool

1. The galley cooling system several air chiller units which operate independently. **(level 1)**
   1. has B. consists of C. includes
2. The galley cooling system consists of several air chiller which operate independently. **(level 1)**
   1. parts B. equipments C. units
3. These air units supply cooled air for trolley or trolley compartment cooling. **(level 1)**
   1. chiller B. conditioner C. fryer
4. The ovens are used to food?
   1. heat B. cool C. store
5. The water boiler used to supply water. **(level 1)**
   1. hot B. cold C. iced
6. SFE mean? **(level 1)**
   1. Supplier Furnished Equipment
   2. Super Fluid Extraction
   3. See For Everything
7. Upper attachments consist of a bracket and two adjustable **(level 1)**
   1. tie rod B. ties rod C. tie rods
8. The final attachment is then achieved from the which are part of the galley **(level 1)**

by means of tie rods

A. galley B. seat C. lavatory

1. A wet galley unit has several **(level 1)**
   1. interfaces B. interfacing C. interfaced
2. The typical portable water and waste water connections are located on the bottom of the galley **(level 1)**
   1. which B. who C. where
3. The typical portable water and waste water connections which are located

the bottom of the galley **(level 1)**

* 1. on B. at C. in

1. The typical portable water and water connections which are located on the bottom of the galley **(level 1)**
   1. hot B. warm C. waste
2. The typical portable water and waste water connections which located on the bottom of the galley **(level 1)**
   1. is B. are C. none
3. The hoses for the typical individual and exhaust air interface which are located

top of the galley **(level 1)**

* 1. at B. on C. in

1. The hoses for the typical individual and exhaust air interface which are on top of the galley **(level 1)**
   1. located B. locate C. locates
2. An exhaust air must be installed on galleys with ovens **(level 1)**
   1. line B. system C. tube
3. An exhaust air system must be installed on galleys with **(level 1)**
   1. ovens B. water boiler C. coffee maker
4. An exhaust air system must be on galleys with ovens **(level 1)**
   1. set B. removed C. installed
5. Galleys with equipment are connected to the nearest terminal board for the power supply **(level 1)**
   1. mechanical B. electrical C. service
6. Galleys with electrical equipment are connected to the nearest terminal board for the supply **(level 1)**
   1. water B. air C. power
7. Galleys with electrical equipment are connected the nearest terminal board for the power supply **(level 1)**
   1. by B. with C. to
8. Galleys with electrical equipment are to the nearest terminal board for the power supply **(level 1)**
   1. connected B. linked C. assembled
9. The connectors are in the ceiling **(level 1)**
   1. connected B. found C. none
10. The connectors are found in the **(level 1)**

A. floor B. ceiling C. side wall

1. The wiring should contain sufficient free to allow removal and installation of the galley unit or galley equipment **(level 1)**
   1. size B. width C. length
2. The wiring should contain sufficient free length to removal and installation of the galley unit or galley equipment **(level 1)**
   1. deny B. permit C. allow
3. The wiring should contain sufficient free length to allow and of the galley unit or galley equipment **(level 1)**
   1. removal/installation B. disconnect/connect C. close/open
4. Do an test of the coffee maker, water heater and oven **(level 1)**
   1. visual B. operational C. power
5. Do an operational test of the maker, water heater and oven **(level 1)**
   1. coffee B. food C. drink
6. On ATR aircraft, the galley is installed in the aircraft aft section the service door **(level 1)**
   1. behind B. on C. next to
7. Electrical power, furnished as 3-phase, 115/200 VAC, 400 Hz, from the main power of aircraft system, is received in the galley control panel and distributed to the various galley components with circuit breakers and **(level 2)**
   1. batteries B. boards C. switches
8. All galley electrical components are controlled from the **(level 2)**
   1. fuse B. main board C. control panel
9. The galley receives potable water through a quick-disconnect fitting and a shut- off valve **(level 2)**
   1. machine B. valve C. pumb
10. One electrical control panel installed in the galley can be out for access to components by removing fasteners **(level 1)**
    1. get B. pulled C. take
11. One electrical control panel installed in the galley can be pulled out for access to components by fasteners **(level 1)**
    1. removing B. installing C. assembling
12. One electrical control panel installed in the galley can be pulled out for access to components by removing **(level 2)**
    1. nuts B. fasteners C. washers
13. Galley Insert **(level 1)**
    1. Equipment B. Machine C. Unit
14. Material in assembly of the galley is to be fire retardant **(level 1)**
    1. signed B. used C. none
15. The galley is designed so that no special tools are for inspection, adjustment, servicing,

removal and replacement of parts **(level 1)**

* 1. used B. necessary C. applied

1. What does CMM stand for? **(level 1)**
   1. Component Maintenance Manual
   2. Composite Maintenance Manual
   3. Component Methods Manual
2. FWD mean? **(level 1)**
   1. forward B. foreword C. freeworld
3. What does IPL stand for? **(level 1)**
   1. ILLUSTRATED PARTS LIST
   2. ILLUSTRATION PARTS LIST
   3. ILLUSTRATING PARTS LIST
4. The position and the number of lavatories change with the cabin **(level 1)**
   1. configurable B. config C. configuration
5. Depending on its location, the lavatory door can be a door or a folding door **(level 1)**
   1. slides B. slide C. sliding
6. Depending on its location, the lavatory door can be a sliding door or a door **(level 1)**
   1. foldable B. folded C. folding
7. In case of emergency, the lavatory doors can be unlocked from the

###### (level 1)

* 1. inside B. outside C. beside

1. In case of emergency, the lavatory doors can be from the outside **(level 1)**
   1. locked B. unlocked C. fixed
2. How many lavatories on Vietnam Airlines Airbus A321? **(level 1)**
   1. 3 B. 4 C. 5
3. How many lavatories on Vietnam Airlines Airbus A350? **(level 1)**
   1. 8 B. 9 C. 10
4. Each lavatory is equipped several accessories **(level 1)**
   1. with B. by C. to
5. Lateral lavatories have one attachment the top and one attachment

the rear side **(level 1)**

* 1. in/in B. at/at C. at/in

1. Depending the location and the equipment of the lavatory, one or two upper attachments are used **(level 1)**
   1. off B. on C. in
2. Depending on the and the equipment of the lavatory, one or two upper attachments are used **(level 1)**
   1. located B. locate C. location
3. Depending on the location and the equipment of the lavatory, one or two upper attachments are **(level 1)**
   1. using B. usable C. used
4. What does MSN in CMM documents stand for? **(level 1)**
   1. Manufacturer Serial Number
   2. Mechanical Serial Number
   3. Mechanics Serial Number
5. The sliding door latch operates a locking bolt which prevents the single blade door assy from **(level 1)**
   1. using B. opening C. closing
6. The water faucet is mounted above the assy **(level 1)**
   1. washbasin B. toilet seat C. floor
7. The water is mounted above the washbasin assy **(level 1)**
   1. faucet B. tube C. bottle
8. Faucets in the lavatories on A321 aircraft are cut off water **(level 1)**
   1. manually B. automatically C. manually or automatically
9. Baby nursing table in the lavatories is a equipment **(level 1)**
   1. foldable B. fold C. folding
10. The divider which instaled on LAV use for? **(level 2)**
    1. handical passengers B. infant passengers C. flight attendants
11. The fire is installed in the waste compartment area **(level 1)**
    1. extinguish B. extinguisher C. extinguished
12. The fire extinguisher is installed in the waste compartment **(level 1)**
    1. place B. zone C. area
13. During normal door operation, when the indicator reads the door can be opened from the outside by rotating the latch **(level 2)**
    1. LOCKING B. VACANT C. OCCUPIED
14. In case of emergency, the door can be unlocked from outside using a special tool **(level 1)**
    1. without B. with C. by
15. The lavatory is made from panels **(level 1)**
    1. metal B. honeycomb C. plastic
16. Behind the washbasin unit door the water system, the fire extinguisher and the

box are installed **(level 1)**

* 1. paper B. stowage C. waste

1. The lavatories are installed in the cabin for the comfort of the crew and passengers and have washroom facilities **(level 1)**
   1. crew B. passengers C. crew and passengers
2. Tie-rods are attach the lavatory ceiling to the aircraft structure and fittings are used to attach the lavatory floor to the aircraft structure **(level 1)**
   1. used to B. usable C. uses
3. What does GWIV stand for? **(level 2)**
   1. Grace Water Interface Ventilation
   2. Gray Water Interface Valve
   3. Gray Water Interconnect Valve
4. What does PSU stand for? **(level 2)**
   1. Passenger Service Unit
   2. Power Supply Unit
   3. Passenger Supply Unit
5. Seat track segment attachments and overhead attachment and fitting are

to secure

the modules in the airplane structure **(level 1)**

A. produce B. provise C. provided

1. The floor pan and the mat assembly are leak-proof to a minimum of

101.6 mm (4 inches) above the floor panel on all sides, except at the door threshold

###### (level 1)

* 1. thickness B. high C. height

1. The floor pan assembly is capped at the top and to prevent liquids from seeping from behind and/or underneath **(level 1)**
   1. sealant B. sealed C. seals
2. The corrosion nylon door threshold traps the floor mat against the airplane floor panel **(level 2)**
   1. resistor B. resistant C. resist
3. The bi-fold door shall be spring-loaded to the door to return to closed position without passengers assistance **(level 2)**
   1. enable B. alow C. permit
4. A push plate is on the outside and a recessed pull handle on the inside of the bi-fold door **(level 1)**
   1. installed B. assemble C. fixed
5. The bi-fold door a door lock and it is installed on the inside of the bi-fold door near the pull handle **(level 2)**
   1. included B. includes C. include
6. The single panel door has a paddle latch which can be easily operated by handicapped passengers **(level 2)**
   1. unit B. assembly C. diassembly
7. The door lock shows a green visual when the door is in unlocked position and shows a red visual indication when the door is in locked position **(level 2)**
   1. indicate B. indicates C. indication
8. It is to unlock the lavatory door from outside without the use of special tools **(level 2)**
   1. impossible B. un-possible C. possible
9. The single panel door catch includes a part which makes it possible to open the locked door from outside in case of emergency **(level 2)**
   1. moved B. movable C. movement
10. The single panel door catch includes a movable part which makes it possible to open the locked door outside in case of emergency **(level 1)**
    1. of B. from C. to
11. Insert a pin into the hole of the catch at approximately 45 degree to the wall surface **(level 1)**
    1. angle B. length C. height
12. If the catch will not release, push the plate to the door direction with the pin **(level 1)**
    1. then B. when C. so
13. The door guide get caught on the edge of the hold open device and it is up **(level 1)**
    1. pushed B. push C. pushing
14. When the guide can not catch the edge, slightly lift up the door or lift up the door guide using tools such as screw driver in order to enlarge the engaging margin between the guide and edge **(level 1)**
    1. driving B. driver C. drive
15. To tampering with the door, Cylinder lock is provided on the top of the door **(level 2)**
    1. unlock B. alow C. avoid
16. Unlock Cylinder with Key by it 360 degrees counterclockwise **(level 1)**
    1. turning B. turned C. turns
17. Turn Latch Lever 90 degrees counterclockwise to the door latch **(level 1)**
    1. open B. release C. close
18. Latch Lever fixation is completed by out Key **(level 1)**
    1. pulled B. pulling C. pulls
19. The water heater operable at 115 VAC, 400 Hz power and is located the wash basin **(level 1)**
    1. lower B. upper C. under
       1. Passenger Seats are designed for the comfort and safety of the . **(level**

###### 1)

* + - 1. Flight Crew B. Cabin Attendants C. Passengers
    1. The seat electronic box which serves the passenger service units, is installed

the front and rear legs. **(level 1)**

* + - 1. between B. in C. on
    1. The backrest can be folded forward. **(level 1)**
       1. mechanically B. mechanical C. mechanic.
    2. In-armrest tables are installed in the seats, just behind partitions, galleys or lavatories. **(level 1)**
       1. hinged **B.** fitted **C**.located
    3. Each seat is equipped with seat belt . **(level 1)**
       1. a B. an C. the
    4. The reclining control for the backrest and an ashtray are installed in the armrest. **(level 1)**
       1. Bag B. button C. Box
    5. A safety instruction card and an bag are kept in the pocket behind each seat. **(level 1)**
       1. life vest B. seat belt C. air-sickness
    6. The backrest cushion is upholstered with and seat fabric. **(level 1)**
       1. glass B. foam C. plastic
    7. The seatpan is made of an pan. **(level 1)**
       1. aluminium B. iron C. gold
    8. Each cabin attendant seat has a seatbelt and a shoulder harness with a center

. **(level 1)**

* + - 1. buckle B. contactor C. button
    1. The shoulder harness is pulled-in automatically on inertia reels not in use. **(level 1)**
       1. which B. where C. when
    2. Cabin Attendant Seats are attached to walls or to the cabin . **(level 1)**
       1. window B. door C. floor
    3. Ceiling panels are installed along the of the cabin. **level 1)**
       1. below B. center C. top
    4. Overhead stowages are installed for the stowage of passenger carry on baggage and miscellaneous equipment. **(level 1)**
       1. left B. right C. overhead
    5. Each stowage has 1 or 2 doors with a locking .**(level 1)**
       1. buckle B. mechanism C. button
    6. floor covering is installed in the passenger area to provide passenger comfort and soundproofing. **(level 1)**
       1. Textile B. Non-Textile C. Plastic
    7. sided adhesive tape attaches the non-textile floor covering to the foil.

###### (level 1)

* + - 1. Double B. One C. Empty
    1. The curtains hang on which slide in light alloy rails**. (level 1)**
       1. hooks B. plates C. handles
    2. In case of emergency, there are three possibilities for the cockpit to leave the cockpit. **(level 1)**
       1. passenger B. crew C. cabin attandent
    3. The of the flash lights can be easily replaced. **(level 1)**
       1. bulbs B. batteries C. wire
    4. To move the captain seat in the up direction pull the control handle, marked

and located on the inboard side of the seat pan. **(level 1)**

* + - 1. V B.H C. R
    1. The description, operation and attachment are the for the captain and the first officer seat as they are symmetrical. **(level 1)**
       1. other B. different C. same
    2. Remove the cocktail tray assy removing the screws. **(level 1)**
       1. with. B. by C. as
    3. Check the head rest for locking at three properly position, and unlocking and returning to the position at fourth position. **( level 1)**
       1. first B. second C. third
    4. The troubleshooting should be performed in accordance Table 101.

###### (level 1)

* + - 1. with B. to C. by
    1. the similarities in seat configurations covered in this instruction manual, one seat of each type was selected for illustrative purposes **(level 1)**
       1. Because of B. Because C. Instead of
    2. If replacement is required, refer to the applicable paragraph of "Repair" for detailed . **(level 1)**
       1. notices B. instructions C. warnings
    3. Through cleaning is an essential prelude to any close inspection to determine existence of, extent of, and exact location of . **(level 1)**.
       1. defects B. items C. components
    4. Visually check the seat assembly for scores, cracks, cuts, marks of corrosion, ravel, scratches and excessive fatigue that may the serviceability of the seat. **(level 1)**
       1. affect B. protect C. cover
    5. Secure the side armrest units with the . **(level 1)**
       1. lockers B. fasteners C. clamps
    6. The Captain and First Officer seats are and have the same function.

###### (level 1)

* + - 1. replaceable B. symmetrical C. applicable
    1. The base of the Captain and First Officer seats is attached to the floor by means of hexagonal head screws. **(level 1)**
       1. four B. six C. eight
    2. The base of the Fourth Occupant seat is attached to the floor by means of

hexagonal head screws located inside the life vest compartment. **(level 1)**

* + - 1. four B. six C. eight
    1. The floor mounted cabin-attendant seats are installed on the or on the cabin floor-structure. **(level 1)**
       1. seat pans B. seat frames C. seat tracks

35 Quick release at the front and the rear legs hold the seats in position.

###### (level 1)

A. fittings B. blankings C. fasteners

1. Plastic are fitted into the seat tracks to cover the exposed track sections.

###### (level 1)

* 1. containers B. covers C. handles

1. The special passenger seats installed in the area are of special design. **(level 1)**
   1. galley B. lavatory C. emergency exit
2. A is attached to the front framework legs. **(level 1)**
   1. backrest B. baggage bar C. seat pan
3. The passengers can the upholstered backrest assembly of each seat to the sleeping position or to the fully upright position. **(level 1)**
   1. adjust B. remove C. install
4. You can fold the inner armrests between the . **(level 1)**
   1. headrests B. backrests C. seat pans
5. The seat belt assembly is attached to the seat framework and has a buckle to lock and adjust the seat belt . **(level 1)**
   1. height B. width C. length
6. The folding assembly folds into a recess in the backrest for stowage.

###### (level 1)

* 1. door B. table C. panel

1. the placards with a damp cloth, and dry with a clean, dry, lint-free cloth.

###### (level 1)

* 1. Clean B. Repair C. Paint

1. The can be used in either the open position to support the passenger’s feet or in the closed position to give increased leg support. **(level 1)**
   1. footrest B. legrest C. backrest
2. To move any back assembly from the upright to the recline position, activate the recline

control button and apply against the backrest. **(level 1)**

* 1. electricity B. pressure C. hand

1. To adjust the lumbar support, activate the lumbar control . **(level 1)**
   1. lever B. panel C. fastener
2. The headrest may be adjusted by sliding the headrest up or down as required. **(level 1)**
   1. automatically B. manually C. electrically
3. The seat assembly is attached to the aircraft seat tracks by securing the legs, fore and aft,

studs and track fittings. **(level 1)**

* 1. in B. on C. with

1. When the recline control button is pushed with no pressure exerted on the back, the seat should to its full upright position. **(level 1)**
   1. remove B. return C. reinstall
2. Cable /Seat /Control/ Recline. **(level 1)**
   1. Seat Recline Control Cable B. Seat Cable Control Recline C. Control Recline Cable Seat
3. Before assembly, all parts for wear and/or damage that could cause failure of the seat

assembly or any of its component assemblies. **(level 1)**

A. inspect B. install C. repair

1. Store the seat assembly in a cool, dry place away from sunlight and sources. **(level 1)**
   1. electric B. heat C. energy
2. Some seats located at certain positions on the aircraft have limited recline or no recline to conform to aviation regulations. **(level 1)**
   1. unlimitted B. installed C. limited
3. Operate the recline mechanism by the recline control button and moving the

seat throughout the recline range. **(level 1)**

* 1. cleaning B. rotating C. pressing

1. Clean the floor tracks, studs, and track fittings when seats are moved. This will prevent

wear on fastener assemblies. **(level 1)**

* 1. unwanting B. unwanted C. unwant

1. Only common tools are required to assemble and/or disassemble the seats. **(level 1)**
   1. special B. hand C. release
2. You can use mechanical controls (located on the side of the seat bottom) to

the electrical control in case of an electrical component failure. **(level 1)**

* 1. override B. operate C. connect

1. The defective parts are repaired in workshops or are replaced by parts. **(level 1)**
   1. unseviceable B. serviceable C. wrong
2. Once occupant has left the attendant seat, the seat pan automatically to its original position. **(level 1)**
   1. releases B. stays C. returns
3. All plastic surfaces should be cleaned with a (PH< 7) and water solution. **(level 1)**
   1. oil B. mild soap C. alcohol
4. When the control lever is released the pin is inserted into the nut and the back cushion is in position. **(level 1)**
   1. locked B. provided C. included
5. Operate the control lever and the seat will rise and lower smoothly without restriction and when the control lever is released the seat is locked in position **(level 1)**
   1. take B. ensure C. hold
6. Operate the rotary buckle to all straps, except the designated fixed strap and re-lock **(level 1)**
   1. press B. release C. push

64 The possible failures causes for this cabin attendant seat could be by a defective assembly or adjustment during the assembly of different sub-assemblies. **(level 1)**

A. cause B. caused C. causing

1. For the dry cleaning procedure, please follow the instructions of the machine

. **(level 1)**

* 1. controller B. manager C. supplier

1. Leathers be cleaned with saddle soap. Do not use detergents or solvent- types. **(level 1)**
   1. can B. must C. have
2. The seat occupant can easily remove the life vest by pulling the life vest pull

protruding from the pocket. **(level 1)**

* 1. box B. container C. strap

1. TABLE/MODULT/IN-ARM/ASSEMBLY. **(level 1)**
   1. TABLE IN-ARM MODULT ASSEMBLY
   2. IN-ARM TABLE MODULT ASSEMBLY
   3. MODULT IN-ARM TABLE ASSEMBLY
2. Seats abutting the aft bulkhead have recline capabilities. **(level 1)**
   1. does not B. do not C. empty
3. To stow the back-mounted foodtray assembly, fold the table upward and forward until it is completely flush to the backrest, and then the latch to engage and secure the table to the seat back. **(level 1)**
   1. rotate B. remove C. press
4. Remove the armrest and make sure the spring clip on the recline button is properly engaged on the recline button bezel. **(level 1)**
   1. tray B. escutcheon C. table
5. inspect connectors for signs of contamination with metal particles, water, dirt, grease, oil, carbon, or adhesive. **(level 1)**
   1. Normally B. Randomly C. Periodically
6. Read all instructions and look at the related illustrations starting disassembly. **(level 1)**
   1. before B. after C. without
7. After any repair the seat belt must be . **(level 1)**
   1. replaced B. cleaned C. removed
8. To attach the seat assemblies to the aircraft, put the track studs and track fittings at the of the leg assemblies in the slots in the floor track. **(level 1)**
   1. behind B. top C. bottom
9. Adjust torque on the screw so there is enough tension on the armrest bushing to

the armrest in all positions. **(level 1)**

* 1. move B. hold C. open

1. Apply the dress cover on the foam **. (level 1)**
   1. smoothly B. fastly C. suddenly
2. Recline travel can also be set by the jam nuts by distance. **(level 1)**
   1. having B. setting C. taking
3. Step-by-step disassembly and assembly instructions enabling technicians to

and replace line-replaceable assemblies. **(level 1)**

* 1. operate B. store C. remove

1. LITERATURE/UPPER/POCKET. **(level 1)**
   1. UPPER LITERATURE POCKET
   2. UPPER POCKET LITERATURE
   3. LITERATURE UPPER POCKET
2. Except for seats with in-arm tables, aisle armrests can turn **. (level 1)**
   1. upright B. around C. down
3. OHSC stand for: **(level 1)**
   1. OVERHEAT SEAT CONTROLLER
   2. OVERHEAD STOWAGE COMPARTMENT
   3. OVERHEAD STORAGE COCKPIT
4. The overhead stowage compartment (OHSC) is located in the area of the aircraft and is used for stowage of the passenger baggage. **(level 1)**
   1. cockpit B. crew C. passenger
5. The baby bassinet is designed for infant or young to rest on board the aircraft. **(level 1)**
   1. man B. children C. woman
6. The baby bassinet can be installed easily onto the aircraft panel by engaging the quick-release . **(level 1)**
   1. fastener B. connector C. pins
7. Ensure that the quick-release pins are properly before placing infant into bassinet. **(level 1)**
   1. turned off B. engaged C. turned on
8. When not in use, the bassinet must be dismounted and away. **(level 1)**
   1. stowed B. take C. push
9. Tighten or the clamp screw on top of the block to adjust the stud fasteners in the seat track. **(level 1)**
   1. install B. rotate C. loosen
10. The backrest cover is attached with hook-and-loop . **(level 1)**
    1. tape B. leather C. fabric
11. TESTING AND FAULT ISOLATION contains procedures used to make an analysis of the and condition of subassemblies. **(level 1)**
    1. operation B. damage C. deffect
12. CAS stand for:. **(level 1)**
    1. CABIN AIRCRAFT SYSTEM
    2. CABIN ATTENDANT SEAT
    3. COCKPIT AREA SEAT
13. The normal cleaning method for seat covers is to remove them from the seat and commercially clean with perchlorethane. **(level 1)**
    1. wet B. humid C. dry
14. The cushions be exposed to any chemical cleaning agents. **(level 1)**
    1. can B. must not C. should
15. Apply the solution directly to the plastic and rub with a clean, lint-free cloth or melamine foam pad to dirt and debris. **(level 1)**
    1. have B. loosen C. protect
16. If a defective part is repairable, note the defect and assign that part for .

###### (level 1)

* 1. repair B. remove C. storage

1. Seat belts require visual and operational periodically or when an incident may indicate potential damage. **(level 1)**
   1. inspection B. repair C. replace
2. Buckle and unbuckle the seatbelt to verify proper operation. the belt if the operation failed. **(level 1)**
   1. Repair B. Replace C. Reinstall
3. Before assembly, inspect all parts for wear and/or damage that could cause failure of the seat assembly or any of its assemblies. **(level 1)**
   1. unit B. component C. item
4. Loctite® products or equivalent are for seat assembly. **(level 1)**
   1. unnecessary B. necessary C. satis
5. the seat assembly forward or aft approximately one-half inch until the locking mechanism on the rear track fitting can be pressed into an access hole. **(level 1)**
   1. Push B. Slide C. Pull
6. Attach the blank escutcheon to riveted arm pan assembly by the screw. **(level 1)**
   1. installing B. install C. installs
7. If stacked storage must be used, damage caused by excessive weight..

###### (level 1)

* 1. avoid **B.** advise **C.** avail

1. Seat assembly should be stored either in its packaging (if available) or a suitable container. **(level 1)**
   1. original **B.** small **C.** large
2. If label is , seat should not be approved for storage until properly

reidentified. **(level 1)**

* 1. missing **B.** raising **C.** moving

1. Push the recline button on the armrest and pull the seat rearward farther than the full recline dimension. **(level 1)**
   1. pan **B.** cushion **C.** back
2. To lock out the recline, move the seat back to the full upright position and turn the jam nuts up to the UltraLOC® and . **(level 1)**
   1. hold **B.** loosen **C.** tighten
      1. The oxygen system supplies oxygen to the flight crew. It is used if there is a loss of cabin pressurization or smoke or dangerous gases in the cockpit. **(level 1)**
         1. Flight Crew B. Cabin Attendants C. Passengers
      2. The oxygen is supplied by a pressure oxygen cylinder to quick donning masks in the cockpit. **(level 1)**
         1. high B. low C. medium
            1. The oxygen is supplied by a high pressure oxygen cylinder to in the cockpit. **(level 1)**

quick donning masks B. smoke hoods C. masks.

* + - * 1. The portable oxygen system supplies oxygen to the in an emergency and for first aid treatment. **(level 1)**

**A.** passengers **B.** cabin attendants **C.** flight crew **D**.All above

1. The crew oxygen bottle pressure is indicated on the bottle direct reading

. **(level 1)**

* 1. Gage B. Gauge C. Screen

1. The smoke hood is vacuum packed in a transport/storage . **(level 1)**
   1. Bag B. Container C. Box
2. Correct pressure is shown when the needle is in the range of the gage. **(level 1)**
   1. EMPTY B. GREEN C. FULL
3. The crew smoke hood system allows freedom of movement to a fire.

###### (level 1)

* 1. detect B. extinguish C. stop

1. A breathing hood container is in the cockpit. **(level 1)**
   1. installed B. put C. hold
2. Smoke for cabin crew are installed in cabin. **(level 1)**
   1. hoods B. masks C. detectors
3. The smoke hood container is installed with a . **(level 1)**
   1. gage B. stamp C. tamper seal
4. The breathing hood is stored under a in a specially designed bag. **(level 1)**
   1. cover B. pressure C. vacuum
5. The smoke hood is fire .**(level 1)**
   1. resistance B. resist C. resistant
6. The high-pressure cylinders are installed in brackets with release clamps. **(level 1)**
   1. fast B. safe C. quick-release
7. The flow first aid oxygen mask supplies oxygen for therapeutic purposes**(level 1)**
   1. high B. continuous C. low
8. The smoke hood container is full of oxygen. **(level 1)**
   1. compressed B. fresh C. mixed
9. pressure will lead to portable oxygen bottle replacement. **(level 1)**
   1. Incorrect B. under C. over
10. Manual/Tool/ Release. **(level 1)**
    1. Manual release tool B. Tool Manual Release C. Release Tool Manual
11. Portable/Bottle/Oxygen. **(level 1)**
    1. Bottle Oxygen Portable B. Portable Oxygen Bottle C. Oxygen Portable Bottle
12. Pressure /Gage/Reading. **(level 1)**
    1. Gage Pressure Reading B. Pressure Reading Gage C. Gage Reading Pressure
13. Hood/Container/Smoke. **(level 1)**
    1. Smoke Hood Container B. Container Hood SmokeC. Container Smoke Hood
14. The green color of the indicator shows that the PBE is in a condition. **(level 1)**
    1. unserviceable B. Good C. serviceable
15. Protective/ Equipment/Breathing. **(level 1)**
    1. Protective Equipment Breathing. B. Protective Breathing Equipment C. Breathing Protective Equipment
16. Make sure that the tamper seal is not on serviceable PBE.. **(level 1)**
    1. blurred B. broken C. available
17. Make sure that you can see the through the headrest hole. **(level 1)**
    1. indicator B. stamp C. mask
18. Make sure that the brackets hold the portable oxygen-cylinder assembly correctly in .**(level 1)**
    1. position B. place C. storage box
19. In case of rapid cabin , oxygen masks are automatically dropped to passengers. **(level 1)**
    1. depressurize B. depressurization C. depressurizing
20. The passenger oxygen system operates when the altitude pressure switch closes.
    1. automatically B. manually C. automatically and manually. **(level 1)**
21. As soon as the emergency oxygen container doors open, the masks

###### .(level 1)

* 1. fall out B. drop off C. fall off

1. Oxygen through the flexible supply hose to the mask. **(level 1)**
   1. flowed B. flows C. is flowing

###### Passenger/Light/Reading. (level 1)

A.Light Passenger Reading B. Passenger Reading Light C. Passenger Light Reading

###### Lavatory/Signs/Lighted. (level 1)

* 1. Lavatory Signs Lighted B. Lighted Lavatory Signs C. Lavatory Lighted Signs

###### The lavatory signs indicate the position of the lavatories in the cabin and whether they are or not. (level 1)

* 1. occupying B. occupy C. occupied

###### The reading lights are installed in the Passenger Service Units (PSUs) fitted

**the passenger seats. (level 1)**

* 1. at B. on C. above

###### Unit/Passenger/Service. (level 1)

* 1. Passenger Service Unit B. Passenger Unit Service C. Service Passenger Unit

1. Area /Entrance/Lighting. **(level 1)**
   1. Lighting Entrance Area B. Entrance Area Lighting C. Area Entrance Lighting
2. The entry areas are by fluorescent lamps installed in ceilling panels. **(level 1)**
   1. illuminating B. illuminates C. illuminated
3. The cabin light system provides of the cabin and entrances, lavatories, galleys and attendant work areas. **(level 1)**
   1. illuminating B. illumination C. illuminated
4. The cabin lighting consists of four strips of lamps. **(level 1)**
   1. fluorescent B. Led C. incandescent
5. Integral/Unit/Ballast. **(level 1)**
   1. Unit Integral Ballast B. Integral Ballast Unit C. Ballast Integral Unit
6. Lights/Cabin/Controls. **(level 1)**
   1. Lights Cabin Controls B. Lights Controls Cabin C. Cabin Controls Lights
7. Attendant/Panel/Forward. **(level 1)**
   1. Lights Cabin Controls B. Forward Attendant Panel C. Cabin Controls Lights
8. The Forward Attendant Panel the activation of the passenger reading lights. **(level 1)**
   1. controls B. controlled C. is controlling
9. The ballast unit power for one fluorescent lamp. **(level 1)**
   1. provides B. supplies C. gives
10. The lavatory lighted signs are through the microswitch installed in the related lavatory door frame. **(level 1)**
    1. energizes B. energized C. energizing
11. System/Emergency/Lighting. **(level 1)**
    1. Emergency Lighting System B. Emergency System Lighting C. System Emergency Lighting
12. Exit/Sign/Location. **(level 1)**
    1. Sign Exit Location B. Exit Location Sign C. Exit Sign Location
13. Exit/Sign/Marking. **(level 1)**
    1. Sign Exit Marking B. Exit Sign Marking C. Exit Marking Sign
14. To change the reading light unit, the PSU has to be .**(level 1)**
    1. removes B. removed C. removal
15. To the beam of attendant work light, a specific tool is necessary.

###### (level 1)

* 1. adjust B. remove C. install

1. The lights and the related power unit are installed in the overhead panels above the cabin attendant seats. **(level 1)**
   1. work B. reading C. warning
2. The emergency lighting system provides in case of failure of the main lighting system or during emergency conditions. **(level 1)**
   1. illuminating B. illumination C. illuminate
3. The emergency lights are with 6VDC lamps. **(level 1)**
   1. given B. provided C. equipped
4. What does FPEEPML stand for? **(level 1)**
   1. Floor Proximity Emergency Escape Path Marking lights
   2. Floor Proximity Exit Escape Path Marking lights
   3. Floor Proximity Evacuation Escape Path Marking lights
5. Escape/Light/Slide**(level 1)**
   1. Slide Light Escape B. Escape Slide Light C. Light Escape Slide
6. The EMER EXIT LT on the overhead panel controls the Emergency Lighting System. **(level 1)**
   1. contactor B. switch C. pushbutton
7. The EMER EXIT LT switch has three positions : OFF, ARM and ON. **(level 1)**
   1. positions B. contactors C. connectors
8. In the event of excessive cabin depressurization, the exit marking signs and the exit location signs automatically .**(level 1)**
   1. go off B. come on C. turn off
9. The EMER LIGHT located on the FAP allows the Emergency Lighting System to be switched on. **(level 1)**
   1. switch B. selector C. pushbutton
10. The integral lights are switched on when the Escape Slides are and the Doors open. **(level 1)**
    1. disarmed B. armed C. deployed
11. The Emergency Lighting System provides power supply for the integral lights

in the Door Escape Slides. **(level 1)**

* 1. installed B. included C. provided

1. A Lavatory Auxiliary Light is installed in each Lavatory and is illuminated as long as the 28 VDC ESS BUS is .**(level 1)**
   1. armed B. available C. unavailable
2. The EMER EXIT LIGHT(LT) selector allows the Emergency Lighting System to be manually or automatically .**(level 1)**
   1. ON B. activated C. OFF
3. The emergency lighting system can be from the cockpit or from the cabin. **(level 1)**
   1. turned off B. controlled C. turned on
4. When the LIGHT EMER pushbutton is all the emergency lighting system comes on. **(level 1)**
   1. released B. depressed C. pressed
5. The emergency lighting system provides illumination in case of of the main lighting system or during emergency conditions. **(level 1)**
   1. deactivation B. failure C. activation
6. WALL/ LIGHT/MOUNTED/ EMERGENCY. **(level 1)**
   1. MOUNTED WALL EMERGENCY LIGHT
   2. WALL MOUNTED LIGHT EMERGENCY
   3. WALL MOUNTED EMERGENCY LIGHT
7. LIGHT/SEAT/MOUNTED/EMERGENCY . **(level 1)**
   1. MOUNTED SEAT EMERGENCY LIGHT
   2. SEAT MOUNTED EMERGENCY LIGHT
   3. EMERGENCY LIGHT SEAT MOUNTED
8. LIGHT/ESCAPE/SLIDE . **(level 1)**
   1. ESCAPE LIGHT SLIDE B. ESCAPE SLIDE LIGHT C. SLIDE LIGHT ESCAPE
9. EPMS. **(level 1)**
   1. ESCAPE PATH MARKING SYSTEM
   2. EXIT PATH MARKING SYSTEM
   3. EVACUATION PATH MARKING SYSTEM
10. Each cabin emergency light of a housing and a lens, containing two 6VDC lamps in parallel. **(level 1)**
    1. includes B. consists C. compromises
11. The Cabin light system provides illumination of lavatory signs.

###### (level 1)

* 1. noctilucent B. dimmed C. lighted

1. There are call lights to indicate the location from which a passenger call is .**(level 1)**
   1. initiated B. started C. pushed
2. There are call lights to the location from which a passenger call is initiated. **(level 1)**
   1. show B. indicate C. pushed
3. Each fluorescent lamp is installed in a with an integral ballast unit.

###### (level 1)

* 1. lamp cover B. lamp keeper C. lampholder

1. The cabin attendant work lights consist of lights installed in an overhead panel above the attendant seats. **(level 1)**
   1. low intensity B. high intensity C. medium intensity
2. The Cabin Lights Controls are on the FORWARD ATTENDANT PANEL(FAP). **(level 1)**
   1. located B. installed C. put
3. FULL BRIGHTNESS. **(level 1)**
   1. minimum brightness B. max brightness C. medium brightness
4. The LAVatory pushbutton the LAVATORY Lighting to be controlled.

###### (level 1)

* 1. requests B. orders C. allows

1. the pushbutton is pressed , the integral light comes on green. **(level 1)**
   1. on B. off C. in
2. If the LAVATORY DOOR is locked, the LAVATORY Lighting comes on at brightness (100%). **(level 1)**
   1. FULL B. DIM 1 C. DIM 2
3. LIGHT/WORK/ATTENDANT . **(level 1)**
   1. LIGHT ATTENDANT WORK
   2. ATTENDANT WORK LIGHT
   3. ATTENDANT LIGHT WORK
4. Cabin/Attendant/Stations. **(level 1)**
   1. Attendant Cabin Stations
   2. Stations Cabin Attendant
   3. Cabin Attendant Stations
5. The Forward Attendant Panel the cabin lights. **(level 1)**
   1. activates B. controls C. deactivates
6. The related Decoder/Encoder units control the cabin fluorescent

lamps the selection on the Forward Attendant Panel. **(level 1)**

* 1. without B. in order to C. according to

1. The passenger reading lights can be , via the DEUs, using the Programming and Test Panel.**(level 1)**
   1. turned off B. tested C. turned on
2. The test of the reading lights the test of the Attendant work lights and the related reading light power unit. **(level 1)**
   1. includes B. contains C. excludes
3. The test also detects any bulb failures by checking changes in the current and signaling the failure before the bulb actually . **(level 1)**
   1. is inoperative B. is broken C. burns out
4. After the test, the Reading/work light system is still to give the maintenance crew the possibility for visual check of the lamps. **(level 1)**
   1. energized B. not changed C. off
5. Each ballast unit supplies low-voltage for filament heating and high-voltage power for lamp ignition. **(level 1)**
   1. power B. energy C. electric
6. To replace the window, ceiling and entrance area ballast units, the corresponding panels have to be removed. **(level 1)**
   1. inside B. access C. outside
7. The ballast unit provides power supply for **(level 1)**
   1. incandescent lamp B. halogen lamp C. fluorescent lamp
8. to remove the lavatory light ballast unit, the service cabinet door has to be .**(level 1)**
   1. open B. opened C. opening
9. to change the bulb, remove the cap with a .**(level 1)**
   1. hammer B. screwdriver C. driller
10. BALLAST/UNIT/CEILING. **(level 1)**
    1. CEILING BALLAST UNIT
    2. UNIT CEILING BALLAST
    3. CEILING UNIT BALLAST
11. UNIT/WINDOW/BALLAST. **(level 1)**
    1. WINDOW BALLAST UNIT
    2. UNIT WINDOW BALLAST
    3. WINDOW UNIT BALLAST
12. BALLAST/UNIT/ENTRANCE/AREA. **(level 1)**
    1. ENTRANCE AREA BALLAST UNIT
    2. AREA ENTRANCE BALLAST UNIT
    3. BALLAST UNIT ENTRANCE AREA
13. The container is installed with a tamper seal and a serviceability indicator for the preflight inspection; the serviceability indicator is after opening the box. **(level 1)**
    1. unchanged B. blurred C. broken
14. The protective breathing hood works with a breathing circuit. **(level 1)**
    1. opened B. closed C. sealed
15. Cockpit smoke hood container can be installed in the cabin. **(level 1)**
    1. officially B. optionally C. informally
16. The first aid oxygen mask supplies oxygen for therapeutic purposes. **(level 1)**
    1. continuous-flow B. intermittent-flow C. regulated-flow
17. Wipe the surface with a cloth with solvent. **(level 1)**

**A.** dampened **B.** dampening **C.** in dampening.

1. The escape slide be disarmed before opening the passenger door.

###### (level 1)

* 1. is to **B.** may **C.** has

1. When you set the switch to ON, the cabin lights come on. **(level 1)**
   1. will **B.** shall **C.** must
2. They are used carry-on baggage. **(level 1)**
   1. stowing **B.** stowed **C.** to stow
3. The First Class seats are the Economy Class seats. **(level 1)**
   1. the most comfortable **B.** the more comfortable **C.** more comfortable than
4. On the instrument panel, set the BRT/DIM to OFF. **(level 1)**
   1. notch **B.** probe **C.** knob
5. The window runs a groove or track. **(level 1)**
   1. by **B.** in

**C.** on

1. The water tank is (fill) during turnaround. **(level 1)**
   1. being filled **B.** filled **C.** filling
2. Time between a/c arrival and departure **(level 1)**
   1. turn round **B.** turnaround **C.** turning round
3. Insufficient pressure **(level 1)**
   1. pressure down **B.** under pressure **C.** over pressure
4. The water/waste system also discards wastewater from the toilet washbasins and from the galleys board. **(level 1)**
   1. over **B.** under **C.** out
5. Procedure to check lights are called. **(level 1)**
   1. Test light **B.** Light testing **C.** Light test
6. Back of the seat. **(level 1)**
   1. Back of seat **B.** Seat back **C.** Back seat
7. A bottle to extinguish fires **(level 1)**
   1. firing extinguisher **B.** fire extinguisher **C.** fires extinguisher
8. The catering truck the beverages the aircraft. **(level 1)**
   1. brings/to **B.** bringing/to **C.** bringing/into
9. If these components are not installed in the correct position, oxygen flow stop. **(level 1)**
   1. shall **B.** would **C.** could
10. The Captain and First Officer seats are symmetrical and have functions. **(level 1)**
    1. more **B.** the same **C.** several
11. Remove the bulb from its socket. **(level 1)**
    1. serviceable **B.** alternating **C.** defective
12. The number of the part **(level 1)**
    1. Number part **B.** Part number **C.** Part numbers
13. A container for storage **(level 1)**
    1. Storage container **B.** Containing storage **C.** Container storage
14. Make sure the reading on the gage is these limits. **(level 1)**
    1. along **B.** within **C.** behind
15. The crew seats can **(level 1)**
    1. be tilted along **B.** tilted up **C.** be tilted forwards
16. Recline/ button/ control **(level 1)**
    1. Control recline button **B.** Recline button control **C.** Recline control button
17. The EMER EXIT LT switch three positions. **(level 1)**
    1. have **B.** has **C.** having
18. During the flight the escape slide . **(level 1)**
    1. are armed **B.** armed **C.** is armed
19. If you press this button a light **(level 1)**
    1. will go on **B.** go on **C.** goes on
20. The cabin **lights** run the ceiling. **(level 1)**
    1. On **B.** Out **C.** Along
21. The is used to adjust the lights. **(level 1)**
    1. antenna **B.** dim knob **C.** spoiler
22. DOOR/FORWARD/PASSENGER/LEFT **(level 1)**
    1. LEFT FORWARD PASSENGER DOOR **B.** PASSENGER DOOR LEFT FORWARD

**C.** FORWARD LEFT PASSENGER DOOR

1. the blue light illuminates. **(level 1)**
   1. Release **B.** Reset **C.** Observe
2. START push-button. **(level 1)**
   1. Record **B.** Depress **C.** Ensure
3. push button. **(level 1)**
   1. Release **B.** Set **C.** Observe
4. The part is serviceable it must be removed. **(level 1)**
   1. but **B.** therefore **C.** where as
5. There are seats in the Economy Class the First Class. **(level 1)**
   1. more/than **B.** less/than **C.** fewer/than
6. The flight crew oxygen masks are housed the side consoles. **(level 1)**
   1. Around **B.** Inside **C.** On
7. The passenger oxygen units are mounted the overhead baggage racks.

###### (level 1)

* 1. Under **B.** On **C.** Over

1. Install the placard the container. **(level 1)**
   1. On **B.** Under **C.** In
2. The third oxygen mask is located the observer station. **(level 1)**
   1. At **B.** Over **C.** Outside
3. The assembly is fitted four screws and washers. **(level 1)**
   1. At **B.** With **C.** Into
4. The seat cushion support is a sheet metal bottom attached to the primary structure. **(level 1)**
   1. bottom **B.** center **C.** upper
5. For woolen fabrics (carpet included) , machine cleaning process (washing) must be to prevent shrinkage. **(level 1)**
   1. applied **B.** avoided **C.** used
6. The adhesive stripes of all covers must be covered avoid fraying of fabric at the end of the cleaning phase. **(level 1)**
   1. so as to **B.** because of **C.** in order to
7. The covers have not been rejected must be ironed and must subjected to a more accurate control, to select and return to the cycle those still having stains. **(level 1)**

A. who B. which C. that

1. After drying take the covers out and check them to separate those which still have stains. **(level 1)**
   1. day by day **B.** step by step **C.** one by one
2. The spots still disable can be cleaned a steam gun and then dry cleaning again. **(level 1)**
   1. by **B.** to **C.** with
3. The covers should be sprayed with a detergent activator and left for about 20 minutes before to the dry cleaning machine. **(level 1)**
   1. loaded **B.** removed **C.** carried
4. The central armrest of light weight metal structure which is

covered by a formed thermoplastic shroud, a leather armcap and a cocktail table.

###### (level 1)

**A.** includes **B.** consists **C.** contains

1. Unit/Remote/Jack

**A.** Remote Jack Unit **B.** Jack Unit Remote **C.** Unit Remote Jack

1. AVOD. **(level 1)**
   1. Audio Video On-Demand
   2. Addtitional Video On-Demand
   3. Acquisition Video On-Demand
2. Cabin/Management/Interface. **(level 1)**
   1. Cabin Interface Management .
   2. Cabin Management Interface
   3. Management Cabin Interface
3. Personal/Electronic/Device. **(level 1)**
   1. Personal Electronic Device
   2. Electronic Personal Device
   3. Electronic Device Personal
4. Service/Passenger/System. **(level 1)**
   1. System Passenger Service
   2. Passenger Service System
   3. Service Passenger System
5. In-Flight/Entertainment/Center. **(level 1)**
   1. In-Flight Entertainment Center
   2. In-Flight Center Entertainment
   3. Center In-Flight Entertainment
6. Liquid/Display/Crystal. **(level 1)**
   1. Liquid Display Crystal
   2. Liquid Crystal Display
   3. Crystal Liquid Display
7. Emitting/Diode/Light. **(level 1)**
   1. Emitting Diode Light
   2. Light Emitting Diode
   3. Light Diode Emitting
8. LOPA stands for. **(level 1)**
   1. Layout of Passenger Area
   2. Layer of Passenger Area
   3. Layout of Passenger Aircraft
9. LRU stands for. **(level 1)**
   1. Line Replaceable Union
   2. Line Replaceable Unit
   3. Line Removable Unit
10. ACOU. **(level 1)**
    1. AC Outlet Union
    2. AC Outlet Unit
    3. AC Outside Unit
11. CPU. **(level 1)**
    1. Central Processing Unit
    2. Central Programming Unit
    3. Central Progress Unit
12. Floor/Disconnect/Box. **(level 1)**
    1. Floor Box Disconnect
    2. Floor Disconnect Box
    3. Box Floor Disconnect
13. Portable/Load/Media. **(level 1)**
    1. Portable Media Load
    2. Load Portable Media
    3. Portable Load Media
14. Module/Seat/Power . **(level 1)**
    1. Seat Power Module
    2. Power Seat Module
    3. Module Seat Power
15. Bus/Universal/Serial. **(level 1)**
    1. Universal Serial Bus
    2. Universal Bus Serial
    3. Serial Universal Bus
16. The Audio/Video On-demand (AVOD) – Audio and video programs in which

each passenger can select and control at their seat. **(level 1)**

* 1. selects/controls **B.** select/control **C.** be selected/controlled

1. Passenger Service System – for the call attendant and reading lamp functions. **(level 1)**

**A.** provides **B.** providing **C.** provide

1. PED – provides a power outlet for personal electronic devices, such as cell phones and laptops. **(level 1)**

**A.** Voltage **B.** Power **C.** Current

1. The Remote Control Center (RCC) provides cabin crew and

personnel access to the IFE system. **(level 1)**

**A.** maintaining **B.** maintain **C.** maintenance

1. The Digital Overhead Monitors (DOMs) broadcast video programs for passenger viewing. **(level 1)**

**A.** transmit **B.** display **C.** transfer

1. All passenger entertainment services will pause PA completion.

###### (level 1)

**A.** throughout **B.** before **C.** until

1. If a cabin decompression occurs in flight, the IFE system automatically

specific actions. . **(level 1)**

**A.** pauses **B.** performs **C.** stops

1. Each Business Class passenger has a seat enclosure with an ottoman

smart monitor. **(level 1)**

**A.** installed **B.** attached **C.** mounted

1. Passenger Control refers to the devices used by the passengers to with the IFE system . **(level 1)**

**A.** control **B.** interact **C.** command

1. overhead monitors are located on the cabin bulkhead walls. **(level 1)**

**A.** Wall-mounted **B.** Seat-mounted **C.** Ceiling-mounted

1. Maintenance personnel use CMI to system status checks,

system operation, and system malfunctions. **(level 1)**

**A.** monitor/isolate/perform **B.** perform/monitor/isolate **C.** monitor/perform/isolate

1. The touch-screen feature of each monitor enables screen as well as service and control. **(level 1)**

**A.** navigation/selection **B.** navigate/select **C.** selection/navigation

1. In order to facilitate communication, each device on the network must have a unique network IP

###### .(level 1)

**A.** host **B.** address **C.** client

1. Fiber optic is the method of transmitting digital information using pulses of light through an optical fiber. **(level 1)**

**A.** transmitting **B.** communication **C.** receiving

1. Optic fiber provides substantial advantages over copper wiring such as: **(level 1)**

**A.** Corrosion resistant **B.** Heavier weight **C.** Decreased bandwidth

1. Analog – A format in which the signal produced is a continual wave which changes the strength of an electrical signal or magnetic field. **(level 1)**

**A.** triangle **B.** continual **C.** square

1. Digital – A format in which the signal produced has the form of a square wave having one or more values represented by high/low voltage signals. **(level 1)**

**A.** triangle **B.** continual **C.** square

1. Each IFE subsystem has a specific purpose and includes specific LRUs. **(level 1)**

**A.** has/includes **B.** have/include **C.** is having/including

1. Data Distribution Subsystem is responsible for distributing network data to the Seat subsystem. **(level 1)**

**A.** responsibility **B.** responsible **C.** response

1. The Crew Terminal (CT) a USB port that can be used for light media loads as well

as offloading BITE data. **(level 1)**

**A.** installs **B.** includes **C.** incorporates

1. The Crew Terminal (CT) provides a number of interfaces including USB in support of such peripheral devices as a keyboard, printer, handset, credit card reader, as well as a CD-ROM. **(level 1)**

**A.** digital **B.** peripheral **C.** analog

1. The Component Maintenance Manual (CMM) provides detailed of each LRU in addition to the necessary to perform functional checks, replacement, and repairs. **(level 1)**

**A.** descriptions/instructions **B.** description/instruction **C.** instructions/descriptions

1. The Fault Isolation Manual (FIM) contains information and procedures used to assist maintenance personnel with correcting system .**(level 1)**

**A.** maintenances **B.** malfunctions **C.** operations

1. The voltage supplied to IFE system can cause serious injury or death if safety precautions are not .**(level 1)**

**A.** done **B.** performed **C.** followed

1. Maintenance personnel must obey all safety when performing maintenance on the IFE system. **(level 1)**

**A.** instructions **B.** precautions **C.** descriptions

1. Electro-static discharge (ESD) can circuits within the LRU. **(level 1)**

**A.** isolate **B.** improve **C**. damage

1. Use ESD grounding to equalize electrostatic potential between you and the IFE equipment when removing or installing an LRU. **(level 1)**

**A.** rings **B.** chains **C.** wristbands

1. When the IFE system is ready to use, the logo screen .**(level 1)**

**A.** hides **B.** disappears **C.** appears

1. The maintenance passcode screen provides protection from entry to the maintenance functions. **(level 1)**

**A.** granted **B.** unauthorized **C.** authorized

1. The IFE Quick Test is and therefore does not affect other system functions when it is performed. **(level 1)**

**A.** active **B.** intrusive **C.** non-intrusive

1. The IFE System Test is an test and is not available during flight.

###### (level 1)

**A.** extrusive **B.** intrusive **C.** non-intrusive

1. The Flight Mode the in-air or on-ground condition within the IFE system. **(level 1)**

**A.** performs **B.** simulates **C.** completes

1. Use the Seat Reset Control feature to a seat or group of seats.

###### (level 1)

**A.** initiate **B.** reset **C.** resetting

1. Use the Configuration Check feature to view the LRU and configuration of the entire IFE system. **(level 1)**

**A.** operation **B.** hardware **C.** software

1. Using the LOPA allows you to select seat numbers an on-screen layout of the passenger area. **(level 1)**

**A.** on **B.** from **C.** in

1. Boarding music can be started and stopped at any time during the flight. **(level 1)**

**A.** manually **B.** automatically **C.** manually and automatically

1. review all notifications while performing a reset procedure to ensure you are aware of the affected seats**. (level 1)**
   1. Quickly **B.** Fully **C.** Carefully

# Phụ lục III: ĐỌC HIỂU CÁC ĐOẠN VĂN KỸ THUẬT

*(Kèm theo Biên bản nghiệm thu số 03/HĐTN-T3, ngày 12 tháng 12 năm 2022)*

### *Paragraph 1. Read the following paragraph and then decide which is True (A)* or False (B) or Not given (C). *Level 1*

**WINGS GENERAL**

The wings are joined at the fuselage side to a center wing box built integrally with the fuselage each comprises a primary structure of box – type construction, auxiliary structure and movable flight surfaces. The main gear is supported by the continuation of the primary structure aft of the rear spar.

The primary structure consists mainly of machined spars, ribs and stringer reinforced top and bottom main skins, and is utilized as two fuel tanks with boundaries formed by the front and rear spars and ribs 1, 14 and 27. Design of these tanks provides that primary sealing is by the mechanical attachment of the structural members with the additional use of polysulphide sealants. The fasteners used are mainly steel and titanium Hi-Lok or Taper-Lok type bolts and light alloy Dilemmatic rivets. Bolt location diagrams, which identify each bolt position in the skins between the front and rear spars, are available on request under Drawing number R571.40138 for B2 airplanes and R571.40141 for B4 airplanes.

With the exception of ribs 2 and 15, the intervening ribs act as fuel baffles. Ribs 2 and 15 are partially sealed and fitted with clack valves which permit the fuel to flow inboard only. The area between ribs 27 and 29 is utilized as a fuel surge vent tank.

Access to the fuel tank interior is through removable manhole covers in the bottom skin panels.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Sentences | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| 1 | Each wing comprises three main parts | X | |  |
| 2 | The main gear is attached to the wing center box |  | X |  |
| 3 | The spars are assembled |  | X |  |
| 4 | There are 29 ribs | X |  |  |
| 5 | The fuel tanks are formed by the two spars and ribs 1, 13, 27 |  | X |  |

### *Paragraph 2. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

##### CABLE RE-ROUTING

TITLE: Fuel-general-Re-routing of cable for high level sensor in outer tank.

There have been occurrences (1) the high level sensor cable between ribs 26 and 27 in the outer fuel tank (2). The clipping and routing of the cable coupled

(3) excessive slack between “P” clips could allow it (4) against the support canister for (5) magnetic level indicator (MLI).

(6) cable chafing, this modification (7) locally manufactured longer cleats and a reversal of the “P” clips (8) the cable. To prevent further cable sag, “P” clips of a smaller size (9) to grip the cable tighter. This ensures that adequate clearance

(10) between the cable and the MLI support canister.

|  |  |  |  |
| --- | --- | --- | --- |
| 1. A. | where | B. when | C. while |
| 2. A. | has chafed | B. has found chafed | C. has been found chafed |
| 3. A. | in | B. within | C. with |
| 4. A. | chafe | B. to chafe | C. chafing |
| 5. A. | the | B. this | C. a |
| 6. A. | Prevent | B. Preventing | C. To prevent |
| 7. A. | introduction | B. introduced | C. introduces |
| 8. A. | supporting | B. support | C. supported |
| 9. A. | are using | B. are used | C. are |
| 10**.** A. | maintaining | B. is maintained | C. is maintaining |

### *Paragraph 3. Read the following paragraph and then decide which is True (A)* or False (B) or Not given (C). Level 1

##### ENGINE FLAME-OUT

Subject: Single engine flame out in flight due to fuel starvation Description:

To identify the control Knob configuration, please note that following wing tank/cross feed valve Knobs exist.

P/N NM87-1006-3 (isolation valve), NM87-1011-4 (X-feed valve): basic version with a round bore, fit-table to the flat drive shaft by special installation instructions only (should not be in service any more).

Since no P/N is engraved on the control Knobs, a physical check of the bore is to be performed by removing the control Knobs.

Airbus Industry strongly recommend applying the test procedure as per AMM 28-21-00, page block 400, subsequent to control Knob reinstallation, thus assuring that the tank isolation valves and X-feed valve are actually open.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Sentences | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| 1 | There was an engine fire in flight |  | X |  |
| 2 | Fuel flow was stopped to one engine | X | |  |
| 3 | The fuel lever was set to OFF |  | X |  |
| 4 | Airbus Industry recommends operators to check P/N on Knob |  | X |  |
| 5 | The bore of the old Knob is circular. | X | |  |

### *Paragraph 4. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C (level 1)

WASTE BIN FIRE EXTINGUISHER

This Service Bulletin introduces (1) new fire extinguisher (2) each lavatory

waste container area. (3) new fire extinguishers have modified discharge tubes

(4) enable them to be installed in a vertical position (5) the discharge tubes below. This increases the discharge efficiency (6) the units.

DESCRIPTION

Accomplishment of this Service Bulletin consists of:

* (7) the bulk heading (with the fire extinguisher attached) and waste chute from the waste container area of (8) lavatory.
* Installing the new fire extinguishers (9) the waste chutes.
* Installing the temperature plates on the waste chutes
* Installing the waste chutes (10) the bulk headings.

|  |  |  |
| --- | --- | --- |
| 1. A. the | B. “-“ | C. a |
| 2. A. at | B. in | C. on |
| 3. A. The | B. A | C. This |
| 4. A. then | B. which | C. whom |
| 5. A. and | B. then | C. with |
| 6. A. of | B. by | C. under |

|  |  |  |
| --- | --- | --- |
| 7. A. Remove | B. Removing | C. Removes |
| 8. A. one | B. every | C. each |
| 9. A. in front of | B. on | C. over |
| 10. A. and | B. with | C. into |

### *Paragraph 5. The telex and decide if these sentences are TRUE (A) or FALSE*

***(B) or NOT GIVEN (C) Level 2***

POWER LOADING

When the ULD is in the ball mat area, the lateral PDU moves it. The joystick controls the lateral PDU. When you push the joystick to the IN position and hold it, the power is supplied to the lateral PDU. This causes the rollers of the PDU to turn in the IN direction and the drive roller moves up to touch the base of the ULD. The drive roller moves the ULD across the cargo compartment until it engages in the YZ-latches and YZ-guide rails which stop it. The drive roller below the ULD turns until the joystick is released and goes back to the center/neutral position. Thus the power supply to the lateral PDU is stopped and causes the drive roller to go down.

To move the ULD in the ball mat area to the rear of the cargo compartment, push the joystick to the AFT position and hold it. Power is supplied to all of the longitudinal PDU; this causes their rollers to turn and the drive roller to come up. The ULD then moves to the rear of the cargo compartment from one PDU to the next until the ULD engages the end- stops. The roller of the longitudinal PDU turn until the joystick is released and goes back to the center/neutral position. The XZ latches keep the ULD aligned while the ULD moves into the loading position. When the ULD is in position, you lift the XZ single latch 32 in front of it manually to hold the ULD. When you lift the XZ single latch 32, the proximity switch below the latch operates and stops the power supply to the related PDU. The PDU is now isolated from the power supply. When you load the next ULD, the PDU below the ULD already in position does not run.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| N0 | Sentence | TRUE  (A) | FALSE  (B) | NOT GIVEN (C) |
| 1 | The drive rollers move the ULD. | X | |  |
| 2 | The joystick controls both lateral and longitudinal PDUs |  | X |  |
| 3 | The drive roller turns when the joystick is released. |  | X |  |
| 4 | The drive rollers can move up and down. | X | |  |

|  |  |  |
| --- | --- | --- |
| 5 | Engagement of either the YZ-latches/ guide rails or the end-stops stops ULD movement. | X |
| 6 | When the joystick is released the drive roller goes down. | X |
| 7 | The XZ single latch is automatic. | X |
| 8 | The proximity switch is operated by the joystick. | X |
| 9 | The PDUs below the ULDs in position continue to run. | X |
| 10 | The Aft cargo Compartment comprises 4 bays | X |

### *Paragraph 6. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

##### OXYGEN

You can find the passenger oxygen masks stowed in passenger service units (1) the passenger seats. When the passenger oxygen system (2) the oxygen masks drop down (3) the overhead stowage boxes to be (4) for the passengers….

Here you can see the release logic (5) the passenger oxygen system. The system is normally activated (6) by a pressure switch in pressurized area.

If, for some (7), automatic activation by the altitude pressure switch fails, there is a manual control in the cockpit which (8) the passenger oxygen system. After activation, the passenger oxygen system must (9) by pushing the reset button in the cockpit. For maintenance purposes there is a special tool for opening single stowage boxes without activating the whole system.

The passenger oxygen system is activated (10) on most aircraft, but the actual supply of oxygen can be different. There are two ways that oxygen is supplied to the system., with a chemical system and with a gaseous system.

|  |  |  |
| --- | --- | --- |
| 1. A. on 2. A. is activated | B. over  B. activates | C. above  C. activated |
| **3.** A. in | B. from | C. into |
| **4.** A. able | B. available | C. availably |
| **5.** A. for | B. to | C. with |
| **6.** A. automatic | B. auto | C. automatically |
| **7.** A. reasons | B. reasonable | C. reason |
| **8.** A. activate | B. will activate | C. activated |

|  |  |  |
| --- | --- | --- |
| **9.** A. be reset | B. reset | C. been reset |
| **10.** A. the same way | B. the same | C. in the same way |

### *Paragraph 7. Read the following passage carefully and then choosing A, B, or* C

###### GROUND CREW CALL HORNS (A320) Level 2

It has been reported that since E.I.S and increased number of ground crew call horns have been replace.

* Preliminary studies have shown that these horns are burning
* Further studies have been initiated in order to determine the exact causes of this phenomenon and to find a solution to this trouble.
* Laboratory tests have indicated a weakness of relay 4WC.
* New fatigue strength tests with different relays were conducted.
* Test results showed that after 2 minutes of operation the horn failed.
* Operators should determine and advise airbus if the horn is being operated for more than 3 minutes at a time due to an activation of a warning on the ground, such as a loss of avionics ventilation, APU fire or ADIRS operation on aircraft batteries. These warnings trigger as a result of the ground crew call horn.
* In order to temporarily reduce the horn failure by 10% to 20%, an improved horn control relay is now available through SB 23-1026.
* In addition investigations and tests are in process to improve the current horn reliability. The result of these investigations is expected for end June 91.

1. Which component is faulty?
   1. APU fire B. batteries C. Ground crew call horn
2. Is there a solution to this problem?
   1. No. B. Yes. C. Yes, have

done

1. What is the reference of the faulty relay?
   1. WC B. 4WC C. forward galley
2. The horn fails after how many minutes?
   1. 2 mins B. 2 hrs C. 3 minutes
3. Whom must the airlines tell of any failures?
   1. Airbus Industry B. Vietnam Airlines C. VAECO
4. How can you install the new control relay?
   1. Wait for the order B. Through an A/D C. Through S/B 23-

1026

1. Is this a definitive solution?
   1. No. B. Yes C. Exactly
2. Which have the same meaning as these words: FURTHERMORE
   1. addition B. in addition C. investigation
3. Which have the same meaning as these words: DEMONSTRATED
   1. shown B. reported C. expected
4. Which have the same meaning as these words: UNDER WAY
   1. due to B. being operated C. in process

### *Paragraph 8. Read the following passage carefully and then complete the* missing word-endings by choosing A, B, or C Level 2

The pump is of the variable-displacement type. The (1) rotat assembly turn all the time that the engine operate . The pump has nine (2) piston which are connect to a moveable yoke plate. When the angle of the yoke plate (3) change

, the stroke of the piston change and the output of the pump is (4) increase or decrease . The (5) compensat valve supplie servo pressure to the actuat piston, which (6) control the angle of the yoke. A solenoid valve (7) (control from the flight compartment) make it possible to change the operation of the pump so that it (8) do not supply pressure to the system (depressurize mode). The EDP (9) include a block valve which (10) isolate

the pump from the hydraulic system when the pump operate in the depressuriz

mode.

1. A. ing/ s/ s B. or/ s/ s C. or/ s/ ed
2. A. s/ ing B. s/ ed C. s/ s
3. A. ed/ s/ s B. s/ s/ s C. s/ s/ ing
4. A. s/ ed B. s/ s C. ed/ ed
5. A. ing/ s/ or B. or/ s/ or C. es/ s/ or
6. A. ed B. ing C. s
7. A. ed/ s B. s/ s C. ing/ s
8. A. es/ ed B. ed/es C. ed/ ed
9. A. ed/ ed B. ing/ s C. s/ ing
10. A. ed/ s/ ed B. s/ ing/ ed C. s/ s/ ed

***Paragraph 9. Reading comprehension Level 2***

VACUUM TOILET A320 AMM

Component Description Vacuum Toilet assembly 50MG

Each toilet assembly has:

* a bowl and spray ring.
* a water (rinse) valve.
* an anti-syphon valve.
* a flush valve.
* a manual waste shutoff valve.
* a flush control unit.
* a supporting frame.

(1) Bowl and Spray Ring

The bowl is made of stainless steel and has a nonstick coating applied to its inside surface. The spray ring is attached to the top of the bowl and connected to the anti- syphon valve.

1. Flush valve

The flush valve is a motor-actuated, self-contained unit. A duct connects the flush valve to the toilet bowl. The flush valve housing is a stainless steel investment casting. Waste flows through a 2.0 in. (50.7999 mm) dia, molded and reinforced elastomer tube. The tube is fully open during the flush cycle. A motor-actuated pinch-knife unit closes and seals the tube between the flush cycles. The flush control unit controls the flush valve operation. A manual waste shut-off valve is installed on the down-stream side of the flush valve.

###### Use the text and the figure to find out if these sentences are TRUE or FALSE or NOT GIVEN.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SENTENCES | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| N0 |  |
| 1 | The vacuum toilet assembly comprises seven components | X | |  |
| 2 | The supporting frame is circular |  | X |  |
| 3 | The spray ring is mounted on the rim (edge) of the bowl | X | |  |

|  |  |  |
| --- | --- | --- |
| 4 | The flush valve is controlled by the flush control unit | X |
| 5 | The flush valve is mounted downstream of the manual waste shutoff valve | X |
| 6 | Some operators with vacuum toilet experience high level of noise while flushing the toilet | X |
| 7 | The waste tube is made of stainless steel | X |

**Based on the above text**: **What materials are mentioned?**

1. MATERIALS
   1. ring B. flush C. Stainless steel
2. MATERIALS
   1. Elastomer B. valve C. pinch-knife Find the words in the text which also have these meanings in other contexts.
3. Find the words in the text which also have these meanings in other contexts: MAIN STRUCTURAL MEMBER
   1. support B. frame C. unit

### *Paragraph 10. Read the following passage carefully and then fill in the missing* spaces by choosing A, B, or C Level 1

The two outflow valves (1) the front side of the rear pressure bulkhead just above floor level in a sound-proofed box with a quick-removable cover. Each valve (2) two major sections: an outflow poppet section and a control chamber section. The main diaphragm (3) the two sections and (4) a flexible air-tight partition between them. The outflow poppet section consists of a spider-type base, to the center of which a pedestal and a baffle-type support (5).

The spring-loaded outflow poppet, consisting of two parts, (6) the main diaphragm and is guided in its center by a pin, which (7) a bush in the pedestal. A vacuum relief diaphragm is clamped at its periphery between the two parts of the outflow poppet and

(8) its center to the pedestal. Normally it rests on the baffle-type support and

(9) the outflow poppet head a separate chamber, which (10) cabin pressure via holes in the poppet valve.

1. A. are flange-mounting to B. are flange-mounted to C. are flange-mounted at
2. A. consists of B. consisting C. consisting of
3. A. separated B. separate C. separates
4. A. formation B. formed C. forms

|  |  |  |  |
| --- | --- | --- | --- |
| 5. A. | are mounted | B. is mounted | C. is mounting |
| 6. A. | is mounted in | B. is mounted on | C. is mounting to |
| 7. A. | slides in | B. sliding on | C. sided on |
| 8. A. | is attached with | B. is attached to | C. is attached at |
| 9. A. | formed with | B. forms together with | C. formed together by |
| 10. A. | is connecting to | B. is connecting with | C. is connected to |

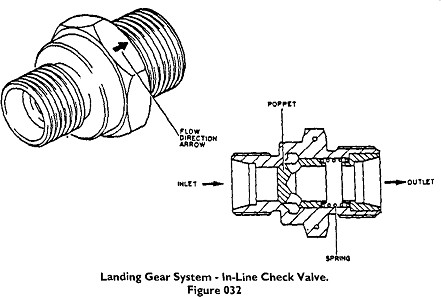
### *Paragraph 11. Read the text and then decide if these sentences are TRUE or* FALSE or NOT GIVEN. Level 1

General

There are five in-line check valves installed in the landing gear hydraulic systems.

The check valves have a cylindrical body, made of stainless steel or aluminum alloy, which contains a poppet and a spring. The body has hydraulic connections at each end. These connections have different dimensions, which prevents incorrect installation of the check valve. When the check valve is in the closed position, the metal-to-metal contact between the poppet and the valve seat makes the internal seal.

When the pressure on the inlet inside is more than that on the outlet side, the poppet opens against the spring compression. When the pressure on the outlet side is more than (or equal to) that on the inlet side, the spring compression keeps the poppet against the valve seat.



**Read the text and then decide if these sentences are TRUE or FALSE or NOT GIVEN.**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SENTENCES | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| N0 |  |
| 1 | The check valve body is tubular | X |  |  |
| 2 | There are five unions on the valve |  | X |  |

|  |  |  |
| --- | --- | --- |
| 3 | Each cylinder is fitted with a pressure regulator. | X |
| 4 | The poppet moves inside the body | X |
| 5 | The spring closes the poppet when the upstream pressure is greater | X |
| 6 | The different size of the connections are considered to stop incorrect installation | X |
| 7 | The spring is down stream of the poppet | X |
| 8 | The inlet is larger than the outlet | X |
| 9  10 | There are four check valves on the system  the spring doesnt compression keeps the poppet against the valve seat | X X |

### *Paragraph 12. Read the following passage carefully and then fill in the missing* spaces by choosing A, B, or C Level 1

The centrifugal pumps (1) in the bottom part of each tank provide for transfer of fuel toward the engines under all conditions of flight, altitude and temperature.

The pumps (2) to deliver fuel under pressure to the engine high pressure pumps, so as to avoid vapor lock phenomena which could occur in plumbing affected by a rise in temperature or a drop in pressure due to (3).

Each pump (4) by an electric motor.

The pump and motor form an explosion-proof unit, installed in a canister at the tank

1. and submerged in fuel;

Each pump draws in fuel (6) a non-icing filter

Delivery pressure of (7) pump is transmitted to a low pressure switch. Furthermore:

* + Part of each inboard tank outer pump output (8) to the refueling system drain valve.
  + Part of each outboard tank pump output is directed to a sequence valve which limits pump delivery pressure (9) 1.2 bars (17.5 psi) (10) fuel from the inboard tanks is delivered on a priority basis at 2.6 bars (38 psi).

|  |  |  |
| --- | --- | --- |
| 1. A. installation | B. installed | C. are installed |
| 2. A. are designed | B. have designed | C. designed |
| 3. A. altitudinal | B. altitude | C. high |
| 4. A. drove | B. is driving | C. is driven |
| 5. A. centre | B. heart | C. bottom |

|  |  |  |
| --- | --- | --- |
| 6. A. across | B. through | C. throughout |
| 7. A. ‘- “ | B. each | C. every |
| 8. A. is directed | B. are directed | C. has directed |
| 9. A. to | B. in | C. on |
| 10. A. so far | B. so as | C. so that |

***Paragraph 13. Reading comprehension, These sentences TRUE (A) OR FALSE***

***(B) OR NOT GIVEN (C) Level 2***

##### STORAGE INSTRUCTIONS

###### General

* + Wherever possible retain units in their original storage pack until issued for use.
  + Take care to avoid damage by undue weight if components are to be stored stacked.
  + Do not store units in the vicinity of corrosive gases, fluids or any electric machine or light source (for example mercury vapors lamps) whose operation produces ozone.

###### Transit Packaging

* + All units are adequately packed in wooden cases, cardboard cartons or special containers to prevent damage and deterioration of the unit during transit. The transit pack is in most cases the storage pack.
  + Cushioning materials are generally of wood wool, corrugated cardboard or similar material, dependent upon the size and nature of the unit being packed and the method of transportation.
  + Suitable labels are fixed externally on the container clearly identifying the contents.

###### Storage Packaging

* + Units are pre-packed by being wrapped in a plastic film to provide protection from damage and deterioration while in storage.
  + Suitable labels are attacked to the unit giving part numbers, nomenclature and serial numbers.

###### Limiting Period

* + Wing tips, packed as detailed and stored under approved conditions, is unlimited.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| N0 | SENTENCES | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |

|  |  |  |
| --- | --- | --- |
| **1** | Units are only placed in their containers for transit. | X |
| **2** | Excessive weight may damage the units if they are superimposed. | X |
| **3** | Only composite or metallic containers are used. | X |
| **4** | The containers are provided with pre-printed identification. So no labels are necessary. | X |
| **5** | There is no limitation to the time of storage. | X |

### *Paragraph 14. Read the following passage carefully and then fill in the missing* spaces by choosing A, B, or C Level 1

The fire ……… (1) system is designed to operate when fire sensing elements located on the engine and on the pylon (2) overheat or fire.

The system is activated manually and ……… (3) means of two fire handles (4) on

the flight compartment overheat panel. After (5) of the fire extinguisher bottles, the

system (6) two main effects:

* To extinguish, ……… (7) its early stages, any fire (8) in the fan and compressor

areas.

* To prevent engine fire (9) spreading by isolating the engine from the rest of the

aircraft. This is achieved by closing the various (10), bleed and conditioning lines

from the engine to the wings.

|  |  |  |
| --- | --- | --- |
| 1. A. extinguish | B. extinguisher | C. extinguishing |
| 2. A. sensor | B. sense | C. senses |
| 3. A. by | B. with | C. of |
| 4. A. located | B. locates | C. locating |
| 5. A. discharger | B. discharge | C. discharging |
| 6. A. have had | B. have | C. has |
| 7. A. in | B. on | C. with |
| 8. A. occurs | B. occurring | C. occurred |
| 9. A. away | B. from | C. for |
| 10. A. supplies | B. supplier | C. supply |

***Paragraph 15. Reading comprehension Level 1***

BATTERY CHANGE LIMITER (A320)

Operators have reported various cases of battery change limiter failure which necessitated a “BATTERY PBSW RESET” in order to recover normal operation.

Furthermore, when BCL bite is interrogated, no faults are reported. Investigation revealed that some failures were caused by:

1. Printed circuit card (PCB) disconnection.

Vendor SB 35, OL5, 24, 002 has been issued to correct this situation. This SB introduces a rubber strip on the BCL front face to ensure a good contact between the PCB and the connection board connectors.

1. A/D converter malfunction.

To inform operators of BCL reset procedure OEB 75/1 has been issued. The next BCL standard consists in installing new software which will delete;

* + Inadvertent BCL fault warnings
  + Inadvertent class 3 messages on the PFR
  + APU start inhibition of 45 sec at A/C power-up (REF TPU 49. 42. 00. 10)

Furthermore a battery change improvement (30 min time delay at the end of the charging cycle after APU start). A new resistor on the contactor control transistor and an improved A/D converter are planned.

The next BCL standard will be covered by an Airbus SB.

**Are these sentences TRUE (A) OR FALSE (B) OR NOT GIVEN (C)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Sentences | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| 1 | A rubber strip has been added | X | |  |
| 2 | The push button switch wiring will be examined |  | X |  |
| 3 | New software will be used | X | |  |
| 4 | There will be a 30-second APU start time delay |  | X |  |
| 5 | The converter will be made better | X | |  |

### *Paragraph 16. Read the following passage carefully and then fill in the missing* spaces by choosing A, B, or C Level 1

1. EVENT

The purpose of this telex (1) to inform all (2) operators that a number of A320 IDG Magnetic pick-up (MPU) speed sensors (3) with the noise cancellation coil wired in reverse. In this configuration the function (4) the coil is no longer realized and in fact noise (5) on the MPU signal.

1. OPERATIONAL EFFECTS

A non-complying MPU noise cancellation coil (6) to affect normal system operation

(7) engine start, during an engine start the GCU (8) the MPU signal. When this signal is above 4320 RPM the GLC (9) after a 80 MS time delay.

If noise is superimposed onto the MPU signal the GCU computes an over estimated IDG speed. If the calculated speed is (10) 4320 RPM the generator line contactor (GLC) will close.

|  |  |  |
| --- | --- | --- |
| **1**. A. are | B. is | C. was |
| 2. A. A320 | B. A330 | C. ATR 72 |
| 3. A. are manufactured | B. was manufactured | C. were manufactured |
| 4. A. at | B. of | C. in |
| 5. A. could be added | B. can be added | C. may be added |
| 6. A. is only known | B. is known only | C. is knowing |
| 7. A. at | B. when | C. while |
| 8. A. monitored | B. monitors | C. monitoring |
| 9. A. will be closed | B. will close | C. would close |
| 10. A. more than great | B. more great than | C. greater than |

***Paragraph 17. Reading comprehension Level 1***

ABORTED TAKEOFF. CFMI CFM 56-3 TELEX

The purpose of this wire is to provide current information relative to the aborted takeoff at WICHITA, KANSAS on March 17, 1990.

Disassembly and inspection of the CFM 56-3-81 engine involved in the aborted takeoff has revealed a stage 1 HPC blade failure due to high cycle fatigue (HCF). The blade failed in HCF originating just forward of corner 3 on the dovetail pressure face. One HPC stage 1 variable stator vane (VSV) lever arm was found to be disengaged from the VSV actuation half ring; this allowed the vane to rotate freely during engine operation which resulted in a one-per-REV excitation to the stage 1 blade resulting in the HCF blade failure.

All indications are that the stage 1 VSV lever arm was not engaged in the VSV actuation

ring during the last engine shop visit (376 hours/ 172 cycles) prior to the failure. The blade failure, therefore, appears to have been the result of the disengaged lever arm.

###### Read the text carefully and then you find the synonyms of these words in the text.

1. OBJECTIVE
   1. purpose B. point C. schema
2. TELEX

|  |  |  |
| --- | --- | --- |
| A. telltail  3. PRESENT | B. telephone | C. wire |
| A. now | B. current | C. curry |
| 4. DISMANTLING |  |  |
| A. disaster | B. disassembly | C. disband |
| 5. CONCERNED |  |  |
| A. attract | B. collect | C. involved |
| 6. PERMITTED |  |  |
| A. allowed | B. obey | C. promise |
| 7. DISCONNECTED |  |  |
| A. disconcert  8. BEFORE | B. disengaged | C. disconsolate |
| A. prior to | B. forward | C. priority |
| 9. CONSEQUENTLY |  |  |
| A. that | B. consider | C. therefore |

10. SEEMS

A. abstract B. seen C. appears

### *Paragraph 18. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

VALVE BODY CORROSION

Wing anti-icing valves returned from service (1) a secondary corrosion problem. The condition takes the form (2) white corrosion products on, and blistering of the chromed bore of the valve body assembly. Corrosion around the shaft and its bearings has also (3). The extent of this corrosion fault is not known nor if it is time – or time- and temperature – related.

Description:

This Service Bulletin (4) that any wing anti-icing valve (5) exhibits any sign of malfunction (6) from the aircraft and (7) for signs of corrosion as

detailed in Section 2. A (8) wing anti-icing valve shall be subjected to the same inspection prior to installation on an aircraft. Inspected wing anti-icing valves that show signs of corrosion must be returned to the manufacturer to be fitted with new valve body assemblies. Wing anti-icing valves that (9) are identified by striking off N0. 2 on the nameplate. Existing wing anti-icing valves identified with strike off number 2 do not

(10) application of this Service Bulletin.

1. A. has revealed B. revealed C. have revealed
2. A. of B. in C. about
3. A. reported B. been reported C. not reported
4. A. requires B. required C. requiring
5. A. what B. that C. which
6. A. may be removed B. shall be removed C. can be removed
7. A. exam B. examined C. examination
8. A. replacing B. replaceable C. replacement
9. A. have been repaired B. has been repaired C. has repaired
10. A. required B. require C. requires

### *Paragraph 19. Read the following paragraph and then choose the best answer* for each question Level 1

System Description

The mechanical control system for the six elevator servo controls consists of two channels actuated by the Captain’s and First Officer’s control columns. The control columns are interconnected by a rigid rod through a decent bell crank assembly which enables the channels to be uncoupled at the control columns.

The detent bell crank assembly slaves the non-active control column to the driving control columns. Should a control column jam, the detent bell crank enables pitch axis to be controlled via the remaining control column.

Two dynamometric rods, two bell crank assemblies and two rigid rods drive two cable tension regulators.

Cables drive two independent cable quadrants. The quadrant on the Captain’s channel acts on the artificial feel unit.

Downstream of the artificial feel unit, a decent rod is installed on each control channel. These rods enable the channels to be uncoupled at the artificial feel unit.

Two torque tubes, one on the Captain’s channel, and the other on the First Officer’s channel, actuate the servo control linkage of the LH and RH elevators respectively, via bell cranks.

1. How many elevator servo controls are there?
   1. four B. six C. two
2. What connects the two control columns?
   1. a rigid rod B. a decent bell crank C. channels
3. What lets the two channels be uncoupled?
   1. two bell cranks assemblies B. the rods C. a detent bell crank assembly
4. Where is the detent rod?
   1. on control channel B. Downstream of the artificial feel unit C. control column jam
5. What actuates the servo control linkage?
   1. Two torque tubes B. torque tube C. bell cranks

### *Paragraph 20. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

BEARING CORROSION

Traces of chlorine (1) on the raceway of the bearings (2) to the assumption that during maintenance work the handling (3) cleaning fluid and subsequent expelling of grease (4) the corrosion followed by the bearing jam.

In all three cases the failure did not (5) in any anomaly of the THSA function, neither

(6) electrical nor (7) mechanical mode, until the cracked/ ruptured flange of the interconnecting shaft was detected (8) maintenance.

The consequence of a complete failure of the (9) shaft flange (disconnection of the mechanical control linkage) is the (10) the mechanical control of the pitch trim and consequently the loss of aural warning (whooler) in the event of a pitch trim runaway.

|  |  |  |
| --- | --- | --- |
| 1. A. are found | B. were found | C. been found |
| 2. A. leading | B. leads | C. leader |
| 3. A. on | B. in | C. with |
| 4. A. has caused | B. had caused | C. caused |
| 5. A. result | B. resulted | C. results |
| 6. A. of | B. in | C. on |
| 7. A. on | B. in | C. of |
| 8. A. while | B. within | C. during |
| 9. A. interconnecting | B. interconnected | C. interconnect |
| 10. A. lost of | B. lot of | C. loss of |

### *Paragraph 21. Read the following passage carefully and then choosing the best* answer A, B, or C Level 1

Recently, two CFM 56-3C operators experienced oil leaking from the aft cowl area. Both engines were within 600 to 850 flight hours since new. Troubleshooting revealed an external oil leak in the LPT frame, located at the oil supply and scavenge tube exits from struts 5 and 6. Origin of the leak was determined to be a crack in the number 5 bearing oil damper cavity supply tube, close to the inlet cover fitting weld joint. In both cases, the faulty tube was replaced on wing and the aircraft was released for revenue service. The affected hardware is under investigation to establish the cause of the crack and define corrective actions. If leaks from a No. 5 bearing oil damped cavity supply tube are confirmed, a procedure is available to replace the tube on-wing. This procedure will be incorporated in service bulletin 72-472, targeted to be issued before June 30. We will keep you informed as further information becomes available.

1. What was the problem of the operators?
   1. Cracks on the aft cowl area of the engines
   2. Engine oil leak
   3. Damage on fuel supply tube
2. What does “**CFM 56-3C**” refer to?
   1. An engine type B. An airline’s name C. A location of a component
3. According to the passage, which of the following is true?
   1. The faulty tube was sent to the manufacture for repair
   2. The aircraft was on ground to wait for procedure incorporated in the SB 72-472
   3. The manufacture would inform the airlines of the related information soon
4. After troubleshooting, what was the cause of the failure?
   1. Loose fitting B. Bearing breaking C. Tube cracking
5. According to the passage, which statement is NOT true?
   1. The failure tube was investigated to define corrective actions
   2. The old engine might be the reason of the failure
   3. Only two operators experienced the problem

### *Paragraph 22. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

1/ Warning:

(1) remove the filler cap (2) the oil tank immediately after engine operation.

(3) the oil pressure decrease for a minimum of 5 minutes after the engine shutdown.

If you open the filler cap (4) there is pressure in the tank the oil can burn you dangerously.

2/ Cause:

The Vendor has (5) that:

* The fan wheel hub cracks are (6) fatigue originating at a sudden change of cross section.

Solutions:

The Vendor has (7) the following improvements:

* Increase of fan hub material thickness, change of manufacturing process and gradual changes in cross section (8) fatigue life.
* (9) of fan hub material

Results of fan blade containment demonstration (10) airworthiness requirements have permitted the improvement to be released by Vendor SB.

|  |  |  |
| --- | --- | --- |
| 1. A. Do not | B. Does not | C. Not |
| 2. A. on | B. in | C. of |
| 3. A. Let | B. Make | C. allow |
| 4. A. when | B. where | C. as |
| 5. A. decide | B. advised | C. determined |
| 6. A. reason | B. due to | C. therefore |
| 7. A. suggest | B. proposed | C. gave |
| 8. A. increases | B. increasing | C. to increase |
| 9. A. Change | B. to change | C. changing |
| 10. A. to comply with | B. complies with | C. complying with |

### *Paragraph 23. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

AC Electrical System

The AC electrical system is the main source for airplane electrical power. Electrical Load Management System (ELMS).

The ELMS (1) load management and protection (2) power is available (3) critical and essential equipment.

If the electrical loads exceed the power available (airplane or external), ELMS (4) sheds AC loads by priority until the loads (5) within the capacity of the airplane or

ground power generators. The (6) galleys first, (7) utility busses. Utility busses are (8) by individual equipment items powered by the main AC busses. When an additional power source becomes available or the loads decrease, ELMS (9) power to shed systems (in the reverse order).

The message LOAD SHED displays on the electrical synoptic when load shed conditions exist.

The ELMS also provides inputs for display of EICAS messages for manual center tank fuel pump shut off during climb/cruise, and automatic (10) to prevent unintentional dry fuel pump operation when the center fuel tank is empty.

|  |  |  |  |
| --- | --- | --- | --- |
| 1. A. 2. A. 3. A. | providing ensure  “-“ | B. provide  B. to ensure  B. for | C. provides  C. ensuring  C. to |
| 4. A. | automatically | B. automatic | C. automatics |
| 5. A. | are | B. is | C. is being |
| 6. A. | loading shed | B. load sheds | C. load shedding |
| 7. A. | after | B. then | C. before |
| 8. A. | following | B. followed | C. follows |
| 9. A. | restores | B. restore | C. restoring |
| 10. A. | shutting off | B. shuts off | C. shut off |

### *Paragraph 24. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

SUBJECT: A320-ATA 56 – Loss of shroud panels FWD of Aileron.

Two cases (1) reported where the upper outboard shroud panel P/N

057546015008/009 (IPC 57-51-05 Fig 31A …) FWD of aileron (2) in flight . INVESTIGATIONS

Initial investigations (3) a production difficulty (4) a recent batch of panels, the source of (5) has been located (6) corrected, it appears that the installation is causing the fasteners to pull through the CFRP panel.

FOLLOW-UP PLAN

That an all operator telex (7) next week requesting one-time visual inspection of these panels, subject (8) confirmation, the effected batch of panels were (9) on approximately 80 aircraft, starting with MSN 183. Repair, if required will be by manufacturing the panel (10) aluminum alloy.

|  |  |  |  |
| --- | --- | --- | --- |
| 1. A. | have recently been | B. has been recently | C. recently have |
| 2. A. | detaches | B. attached | C. detached |
| 3. A. | indicates | B. indicate | C. indicated |
| 4. A. | in | B. on | C. with |
| 5. A. | that | B. whom | C. which |
| 6. A. | and | B. between | C. under |
| 7. A. | will be issued | B. will issued | C. be issued |
| 8. A. | for | B. by | C. to |
| 9. A. | installing | B. installed | C. be installed |
| 10. A. | with | B. from | C. of |

### *Paragraph 25. Read the following paragraph and then decide which is True (A)* or False (B) or Not given (C) Level 1

FLOOR PROXIMITY LIGHTING

Many thanks for your Fax of 28 June. I have now had a discussion with my colleagues in

U.S.A. on the subject of the updated Supply Power Supplies for the range of aircraft to which they are fitted.

At this time we are still at the beginning of our new program and Test Samples only have been supplied to Airline A and Airline B, both of whom had problems with their current systems due to the high sensitivity of the voltage detection system on some of their aircraft.

The improvements included are:

Reduced sensitivity to voltage fluctuation in the supply.

Slugging of operation to prevent “switch-on” in the event of transient pulses in adjacent cabling.

Improved Inverter of our own manufacture giving much higher efficiency. Protection against reverse polarity connection.

Wiring gauge increased from 24 to 22 for improved strength

*Are these sentences TRUE (A) OR FALSE (B) OR NOT-GIVEN (C)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **No.** | **Sentences** | **True (A)** | **False (B)** | **Not given**  **(C)** |

|  |  |  |
| --- | --- | --- |
| 1 | The system has been protected against reverse polarities. | X |
| 2 | Wiring has been made stronger by replacing the 22 gauge with 24 gauges. | X |
| 3 | The customer has manufactured his own inverter. | X |
| 4 | A time-delay has been installed on the system | X |
| 5 | The system has been made less sensitive to fluctuations in power supply voltage | X |
| 6 | All electrical equipment is grounded | X |

###### Find the answers to these questions from this vendor’s letter.

1. What did the vendor talk to his American colleague about?
   1. the voltage detection B. the test sample C. the updated power supplies
2. Have they finished their development?
   1. No B. yes C. “-“
3. What was the problem with the voltage detection on their aircraft?
   1. decrease of the wiring gauge
   2. high sensitivity of voltage detection
   3. power supply
4. How many improvements have been made?
   1. 4 B. 5 C. 3

### *Paragraph 26. Read the following passage carefully and then choose the best* option to fit each space by choosing A, B, or C Level 1

##### CRACK A320 TFU 78.11.12.01

Four operators (1) one case each (2) cracked center body assemblies, both

cracks (3) station 291.6 adjacent to the weld. The cracks propagated

circumferentially (4) 260 degrees.

Rohr all operators letter AOL-CFM56-003 Rev B. (5) march 1991. This revision

(6) the inspection interval from “A” check to 150 flight hours, Rohr all operators letter CFM56-003 issued November 19th 1990 (7) with this revision. Included in A.O.L CFM56-003 are the flight (8) limits and repairs.

Rohr are continuing to vibration test center bodies. Initial results (9) vibration induced failure. We (10) operators of the results of these further tests, and if any service action is required.

|  |  |  |
| --- | --- | --- |
| 1. A. report | B. has reported | C. have reported |
| 2. A. on | B. of | C. in |
| 3. A. occurred at | B. ocurred in | C. ocurred from |
| 4. A. about | B. of | C. out |
| 5. A. is issued | B. was issued | C. to be issued |
| 6. A. is changing | B. are changed | C. changes |
| 7. A. concurrently runs | B. runs concurrently | C. concurrently run |
| 8. A. of | B. in | C. on |
| 9. A. indicate | B. indicates | C. indicating |
| 10. A. will inform | B. are informed | C. need informed |

### *Paragraph 27. Read the following passage carefully and then choose the best* option Level 1

The main component of the air-cycle machine (1) a rotating shaft. A turbine, a compressor and a fan (2) along the shaft. The shaft rotates (3) two self-acting foil-air bearings, a double self-acting air-thrust bearing (4) the axial thrust loads. Air tapped from the turbine inlet, is used to cool the bearing and then

discharged (5) the ram airflow. Labyrinth seals (6) air leakage

between static and rotating parts. The light-alloy turbine (7) with air through a stainless-steel nozzle and a light-alloy scroll. In case of turbine break up, the stainless- steel nozzle (8) as a containment ring. The light-alloy centrifugal compressor is mounted (9) the center of the rotating shaft. Air is supplied (10) a light-alloy scroll. An outer scroll has a stainless-steel diffuser.

|  |  |  |
| --- | --- | --- |
| 1. A. are 2. A. are mounted | B. be  B. is mounted | C. is  C. being mounted |
| 3. A. in | B. on | C. above |
| 4. A. took | B. is taken | C. takes |
| 5. A. inside | B. to | C. into |
| 6. A. reduce | B. reduced | C. is reduced |
| 7. A. are supplied | B. is supplied | C. is supplying |
| 8. A. acting | B. is acted | C. acts |
| 9. A. to | B. in | C. on |
| 10. A. from | B. to | C. into |

***Paragraph 28. Read the text and then answer the questions. Level 2***

Operations

A. Functional Description

1. Nose wheel steering is available when the nose gear is in the down position and compressed by weight of the airplane. Positioning the landing gear control lever to down makes systems hydraulic pressure available from the landing gear down line to the steering metering valve for steering. The nose gear must be compressed more than 8 inches before steering is attempted, to avoid damage to the centering cams.
2. When the airplane is on the ground (shock strut compressed), the switch actuator is away from the squat switch sensor. With the squat switch not activated, the nose gear squat relays remain de-energized (fig. 4). This provides 28-volt dc power to the interconnect actuators. The No.1 interconnect actuator retracts as mechanism with the rudder pedals.

NOTE. Pedal steering engagement occurs is one or both interconnect actuators operate. If only one actuator operates, the status message PEDAL STEERING will come into view on the EICAS.

1. Any movement caused by the rudder pedals is then transmitted from the steering crank to the rudder pedal steering quadrant. This quadrant is connected to the nose wheel steering cables. The quadrant is free to move with the cables whenever the steering tiller is used, or drive the cables when positioned by rudder pedal steering mechanism.
2. When the shock strut is extended (gear retracted) the actuator is in proximity with the squat switch sensor and the switch is activated. With the squat switch activated, the nose gear squat relays are energized. This provides 28-volt dc power through the nose gear squat relays to energize the interconnect actuators. The No.1 interconnect actuator extends as the No.2 interconnect actuator retracts, disengaging the steering mechanism from the rudder pedals.

NOTE. Pedal steering disengagement occurs only if both actuators operate.

Disengagement of steering prevents the nose gear from turning when rudder pedals are moved during flight.

*Which answers agrees with the data in the text? Read the text and then answer the* questions.

1. The message PEDAL STEERING is caused by the.
   1. Failure of the two interconnect actuators
   2. Standby system operation
   3. Failure of one of the two interconnect actuators
2. Steering is disengaged to prevent.
   1. Pressure surges
   2. The movement of the nose gear in flight
   3. Accidents on the ground
3. The quadrant moves the cables.
   1. When the steering tiller is operated
   2. When the rudder pedals are operated
   3. In standby mode
4. On the ground, the interconnect actuators are supplied with 28 VDC when.
   1. The compression micro switch does not operate
   2. The compression micro switch operate
   3. The rudder pedals are operated
5. At take-off, the interconnect actuators are supplied with 28 VDC when the.
   1. Compression relays are not supplied
   2. Compression micro switch is open
   3. Compression micro switch is closed
6. The valves are supplied by.
   1. Gear extension
   2. Nose gear compression
   3. Gear control lever movement
7. A ……… transmits the movement of the rudder pedals to the cables.
   1. Spring rod
   2. Quadrant
   3. Rod
8. The steering mechanism is disconnected from the rudder pedals when the.
   1. Interconnect actuator #2 extends
   2. Interconnect actuator #1 retracts
   3. Interconnect actuator #1 extends
9. Damage can be caused to the ……… if the nose gear shock absorber is not compressed.
   1. Steering quadrants
   2. Centering cams
   3. Actuators
10. Steering is disengaged when.
    1. One of the two actuators is serviceable
    2. The two actuators are unserviceable
    3. The two actuators are serviceable

***Paragraph 29. Read the following paragraph and choose the best answer for each question Level 1***

The Cabin Management Interface (CMI) is used by the Cabin Crew to control the In Flight Entertainment System (IFES). Look at the next page for the Advance Master Control Unit (AMCU) and Area Distribution Box (ADB) schematic diagrams. Their functions in details will be discussed respectively after CMI functions.

There is a Main Menu soft button available at all CMI screens (except where noted). When pressed, the CMI returns to the Main Menu. The CMI turns off the backlight after 300 seconds of inactivity. The CMI displays selected available functionality at all times. Functionality not currently available is grayed out.

Upon initialization and power up of the IFES, the CMI displays the Customer Logo Screen. To access the CMI menus, a Cabin Crew user specific ID and password must be entered through the text entry boxes on the CMI.

The CMI allows the operator to open and close a flight. Once a flight is closed, the IFES resets to a default state and all temporary passenger saved items (for example, Audio On Demand Playlist) are deleted. The CMI also allows the operator to enable or disable the entertainment system.

Through the CMI audio jack, the operator monitor the audio associated with each audio channel/program. The user is provided with the ability to control the volume of audio being monitored.

On the CMI, the video output of any source available to the IFES in real-time an be viewed or previewed. The operator is provided with the ability to control the volume of video audio being viewed/ previewed. Control and status includes: PLAY, FAST FORWARD, REWIND, PAUSE, RESUME, and STOP.

1: What is the main topic of the paragraph?

A. CMS Functionality. B. How to control video output in the IFES.

C. Description of the IFES4.

2: What can you infer from the paragraph when the IFES in VNA A330 aircraft is initialized and powered up?

A. VNA logo appears on the screen after user ID and password are entered.

B. VNA logo appears on the screen and then user ID and password must be entered to access CMS menus.

C. Wrong ID and password caused the VNA logo not to be displayed. 3: According to passage, which statement is true?

A. After landing, temporary passenger saved items will be delete automatically.

B. The CMI permits cabin crew to disable the IFES.

C. The crew member cannot preview video output in real-time.

4: Can cabin crew adjust the volume of audio and video being monitored?

A. Yes, but volume of audio being monitored only.

B. Yes, but volume of video being monitored only.

C. Yes.

5: What topic will be discussed after the passage?

A. How to control video output when it is being played.

B. ADB functions.

C. ACMU functions.

### *Paragraph 30. Read the following passage and choose the best answer for each* question: Level 1

This battery is equipped with an integral fan assembly that consists of fan control circuitry and fan. The control circuitry monitors battery and ambient temperature and the presence of the charger through the J2 connector. The fan and control circuitry are powered by the battery. When operating, the fan draws ambient air from the opening in the front of the battery and exhausts out the openings in the rear of the battery. The air is passed over both the top and bottom rows of cells.

The 20 FNC battery cells are housed in an aluminum case which is 13.75 in (34.93 cm) high, 13.7 in (34.8 cm) in length and is 11 in (27.9 cm) wide. Weight of the battery is 106.9 lbs. (48.5 kg). The battery case and cover is painted a light green. Two connectors are provided on the front of the battery case. A receptacle connector, J1, to provide the main high output connections and a flange mounted electrical connector, J2, to provide control and interface with the battery charger. A system block diagram can be found in Figure 2. A fan test switch is provided on the front of the battery case to verify fan operation. Flanges are provided on the case to enable positive mounting of the battery.

1: What is the topic of the paragraph?

A. Description of the battery. B. How to test the battery fan.

C. How to make the battery maintenance.

2: How can the Battery know the presence of the charger?

A. Via the J1 connector. B. Via the J2 connector.

C. Via flanges on the battery case.

3: What can you infer from the passages?

A. There must be passage(s) and figure(s) before the passages.

B. You can find the J1 and J2 connectors in Figure 2.

C. You can find the fan test switch in Figure 2.

4: If the dimension of a rack used to install the battery is 30 cm x 35 cm x 30 cm (High x Long x Wide), can you install the battery on the rack?

A. Yes

B. No

C. Not enough information to answer.

5: Which statement is true for battery control/monitor?

A. The battery is controlled by another computer.

B. Pressing a switch on the front of the battery permits you to test battery control/monitor function.

C. A circuit is installed inside the battery to monitor the battery.

***Paragraph 31. Read the text and then answer the questions Level 1***

ENGINE BLEED AIR SUPPLY SYSTEM – DESCRIPTION

\*\* ON A/C ALL

Each engine bleed air system includes three main sub-systems which are described hereafter:

1. Pneumatic transfer system

This sub-system enables the selection of the HP compressor stage from which air is to be bled. It includes two main components:

* + The HP bleed valve
  + The IP bleed check valve

This sub-system bleeds the air from the intermediate or higher stages of the compressor depending on the available pressure and engine speeds as follows:

* + In the normal engine air bleed configuration, the air is bled from the compressor IP port (intermediate pressure, on the 5th stage) at high engine speed.
  + At low engine speeds, especially during aircraft descents, with engine at idle, the IP port pressure is insufficient. The air is automatically bled from the port (high pressure on the 9th stage) through the HP bleed valve and the pressure downstream of this valve causes the IP bleed check valve to close.
  + When the IP port pressure exceeds the HP bleed valve target value, the HP bleed valve closes. Air bleed transfer from the HP port to the IP port is pneumatically achieved. Air is directly bled from the IP stage through the IP bleed check valve.

There are three cases of pneumatic operation:

* + HP stage pressure lower than 35 psig (average valve):

Air is bled from the HP port through the HP bleed valve which is fully open. The IP bleed check valve is closed to prevent any air recirculation through the engine.

* + HP stage pressure higher than 35 psig and lower than 100 psig, and IP stage pressure lower than 35 psig:

Air is bled from the HP port through the HP bleed valve which regulates the downstream pressure at 35 psig. The IP bleed check valve is closed to prevent any air recirculation.

* + IP stage pressure higher than 35 psig:

If the solenoid of the HP bleed valve is not energized, air bleed transfer from the HP port to the IP port is pneumatically achieved. The IP bleed check valve is open.

NOTE: Transfer to the IP stage can be forced by closing the HP bleed valve via a solenoid incorporated in the valve. This transfer is commanded by the BMC (Bleed air Monitoring Computer).

*Which answer agrees with the data in the text?*

1. The engine air bleed system has … main sub-systems.
   1. 2 B. 3 C. 4
2. The control of the transfer from HP to IP bleed is:
   1. Usually pneumatic B. Usually electrical C. Only electrical
3. The HP bleed valve override is:
   1. Controlled by a computer B. Pneumatic C. Electrical
4. The HP bleed valve is closed:
   1. By 9th stage pressure B. By the valve of 5th stage pressure

C. When the overpressure valve opens

1. 35 psig is the … value.
   1. Minimum B. Average C. Target
2. The HP bleed valve is open when the HP pressure is:
   1. Less than 35 psig B. Less than or equal to 35 psig C. More than 35 psig
3. The selection of one valve or the other is caused by:
   1. Pressure available and the systems used B. Temperature and the pressure available

C. Pressure available and engine speed

1. The check valve closes:
   1. If the pressure is too high B. To stop the movement of air to the engine

C. To decrease the quantity of bleed air

1. The check valve is closed:
   1. By 9th stage pressure B. By 5th stage pressure C. When the bleed valve closes
2. The IP bleed valve is open when IP pressure is:
   1. Less than 35 psig B. More than 35 psig C. Less than or equal to 35 psig

### *Paragraph 32. Read the text and complete the missing word-endings Level 1*

The wing tank pump (1) ……… are located in a collect (2) box form (3) by

root Rib 1 and Rib 2. Rib 2 is sealed except for vent holes at the top and clack valves at the bottom through which fuel gravitate (4) into the enclosure. Two inward-opening

hinged panels in Rib 2 provide (5) access into this area. This configuration make

(6) ……… sure that the pumps are fully in fuel during flight maneuvers. Each pump (7)

……… has an intake pipe fitt(8) ……… with a strainer. A bypass pipe with suction valve enable (9) ……… the engine to get fuel by suction if the pump (10) do not work.

|  |  |  |
| --- | --- | --- |
| 1. A. ing | B. s | C. or |
| 2. A. or | B. ing | C. ed |
| 3. A. s | B. ed | C. ing |
| 4. A. s | B. ed | C. ing |
| 5. A. “-“ | B. s | C. ing |
| 6. A. ing | B. ed | C. s |
| 7. A. s | B. “-“ | C. er |
| 8. A. ed | B. ing | C. s |
| 9. A. ing | B. “-“ | C. s |
| 10. A. s | B. “-“ | C. ing |

### *Paragraph 33. Read the following extract and then choose the best answer:* Level 1

Take-off was aborted at 70 Kt. As IAS flag in Capt. ASI came into view. As an interim measure the indicator was switched to ADC 2 and the A/C returned to service. At base, ADC N0 1 was replaced and IAS indicators were swapped.

Pressurization on Syst 2. During climb, cabin rate of climb dropped -500 ft/min. Delta P increased. Uncontrollable with RATE knob. Valves closed. Operation OK on SYS 1. See previous log entries 888949-888967-899304.

1. Is this a QRF?
   1. No. B. Yes. C. It’s QRF.
2. Was the ASI measured?

|  |  |  |
| --- | --- | --- |
| A. Yes.  3. Which ADC is replaced? | B. It’s measured | C. No. |
| A. ADC N0 2 | B. ADC N0 1 | C. Non. |

4. Where was it replaced?

|  |  |  |
| --- | --- | --- |
| A. At base  5. What was swapped? | B. On line | C. In workshop |
| A. IAS | B. ADC | C. ABC |
| 6. What A/C system is involved? | | |
| A. Syst. 1 | B. Syst. 2 | C. Syst. 3 |
| 7. What was anomaly? |  |  |
| A. Pressurization | B. Oil level | C. Bleed air |

1. How much did cabin rate of climb decrease?
   1. 300 ft/min B. 400 ft/min C. 500 ft/min
2. Did delta P decrease too?
   1. Yes. B. No. C. Too much
3. How did they solve the problem?
   1. Switching B. Swapping C. Replacing

***Paragraph 34. Fill in the blank Level 1***

Two cases (1) where the upper outboard shroud panel P/N

057546015008/009 (IPC 57-51-05 fig. 31A item 10A) FWD of aileron (2) in flight.

Investigations

Initial investigations indicate (3 production difficulty on a recent batch of panels, the source (4 which (5 located and corrected. It (6 that the installation is causing the fasteners (7 through the CFRP panel.

Follow-up plan

That an all operator telex (8 next week requesting one-time visual inspection of these panels. Subject to confirmation, the affected batch of panels (9 on approximately 80 aircraft, starting with MSN 183. Repair, if required will be (10manufacturing the panel of aluminum alloy.

|  |  |  |
| --- | --- | --- |
| 1. A. have reported | B. have recently been reported | C. reported |
| 2. A. detached | B. detachment | C. detach |
| 3. A. a | B. on | C. in |
| 4. A. in | B. to | C. of |
| 5. A. have been | B. has been | C. will be |
| 6. A. appeared | B. appear | C. appears |
| 7. A. to pull | B. pull | C. pulling |
| 8. A. will issue | B. will be issued | C. would be issued |

|  |  |  |
| --- | --- | --- |
| 9. A. installed | B. was installed | C. were installed |
| 10. A. caused | B. from | C. by |

### *Paragraph 35. Read the following passages carefully and choose the best* answer: Level 1

###### Passenger door operation

When the interior or exterior control handle is operated to open the door, a rod connected to the lifting shaft and lower connection link raises the door to the opening level.

The door is swung outward in flight direction until the door buffer contacts the fuselage and the door stay mechanism engage to lock the door.

Door guidance during the opening and closing operation is provided by the two guide arms causing the door to remain parallel to the fuselage. To close the door the button located on the grip fitting of the support arm is depressed releasing the door stay and the door is swung into the fuselage door frame. When a control handle is operated the connection from the connection link to the lifting shaft lowers the door.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Sentences | TRUE  (A) | FALSE  (B) | NOT GIVEN  (C) |
| 1 | Handle/ Connection lowers the door | X | |  |
| 2 | The door is raised by a rod | X | |  |
| 3 | Buffer isn’t used to stop the door |  | X |  |
| 4 | Guide arms maintain the door parallel to the fuselage | X |  |  |
| 5 | The control handle isn’t operated to open the door |  | X |  |

### *Paragraph 36. Read the following passages carefully and choose the best* answer: Level 1

##### OPERATIONAL EFFECTS

A non-complying MPU noise cancellation coil is only known to affect normal system operation at engine start, during an engine start the GCU monitors the MPU signal. When this signal is above 4320 RPM the GLC will close after a 80 Ms time delay.

If noise is superimposed onto the MPU signal the GCU computes an overestimated IDG speed. If the calculated speed is greater than 4320 RPM the generator line contactor (GLC) will close.

*Answer these questions:*

1. At what IDG speed does the GLC close?
   1. 3420 r.p.m. B. 2430 r.p.m. C. 4320 r.p.m
2. When does this fault change system operation?
   1. At engine starts B. At engine start C. When engines start.
3. What do the sensors measure?
   1. IDG speed B. IDG speeding C. Speed IDG
4. Which part of the sensor is wired in reverse?
   1. The coil B. The noise C. The MPU
5. How may this effect the value of IDG speed?
   1. It may be estimated B. It may be overestimated C. It may estimated

### *Paragraph 37. Read the following passages carefully and choose the best* answer: Level 1

On the maintenance panel 50VU, push the HYD LEAK MEASUREMENT VALVES/G and HYD LEAK MEASUREMENT VALVES/Y pushbutton switches (on these pushbutton switches, the OFF legends go oft).

On the overhead panel 23VU, push the FLT CTL/FAC 1 pushbutton switch (on this pushbutton switch, the OFF legend goes off and the FAULT legend comes on then goes oft).

Do the operational test of the yaw damper.

Read the following paragraph of a task, and find the word have the same meaning as below words:

* + 1. Press

A. maintenance B. push C. do

* + 1. illuminates
       1. push B. goes off C. comes on
    2. perform

A. push B. do C. switch

* + 1. Caption
       1. Legend B. Valve C. Yaw damper
    2. Ceiling

A. Maintenance panel B. Overhead panel C. Yaw damper

***Paragraph 38. TOILET NOISE Level 1***

A320 TFU 38-30-00-02

SOME OPERATORS WITH VACUUM TOILET EXPERIENCE HIGH LEVEL OF NOISE WHILE FLUSHING THE TOILET.

THIS CAUSES A SOURCE OF NUISANCE FOR PASSENGERS SEATED IN THE LAST ROWS OF THE CABIN AND FOR FLIGHT ATTENDANT IN THE GALLEY AREA.

IN ADDITION, IT HAS BEEN REPORTED SOME CASES OF TOILETS BLOCKAGES AT FLUSH VALVE LEVEL.

AN ENGINEERING REQUEST HAS BEEN LAUNCHED IN THE AIM TO DEFINE A MOD TO SIGNIFICANTLY DECREASE NOISE LEVEL DURING FLUSH INSIDE OF THE COMPARTMENT.

STUDY CONSISTING IN REDUCING THE NOISE LEVEL FROM THE TOILET BOWL IS THE FOLLOWING:

1/ USING RINSE WATER WHILST THE FLUSH VALVE IS OPEN (WATER ACTS AS A

MUFFLER DURING VACUUM): NOISE SAVED 2 DB

2/ INSTALLATION OF A NEW DESIGN OFFSET ELBOW BOWL ON TRIAL GIVING

A 2DB NOISE IMPROVEMENT

3/ INSTALLATION OF A NEW TYPE OF FLUSH VALVE SO CALLED ORBITAL VALVE

DUE TO ITS ORBITAL SLIDE DISK

UNITS ALREADY INSTALLED ON A320 A/C FOR TEST HAVE SHOWN A HIGHRELIABILITY LEVEL IN TERMS OF BLOCKAGE RATE AND NOISE. CORRESPONDING MOD 22812 (OPTION 1) WILL BE EMBODIED FROM MSN 394 AND IS COVERED BY VSB 14400-38-005 ISSUED 27 MAR 1992.

AN ADDITIONAL MOD (23671) HAS BEEN OPENED TO COVER THE BLOCKAGE REDUCTION FEATURE ONLY (OPTION 2)

THIS VSB IS UNDER REVISION TO HIGHLIGHT THE TWO IMPROVEMENT FEATURES.

CORRESPONDING SB38-1035 HAS BEEN REVISED ACCORDINGLY AND ISSUED ON 18 AUG 1993.

REFER ALSO TO MONOGRAM ALL OPERATOR LETTER (AOL) 14400-AOL-01 ISSUED ON 25 FEB 93.

1. What lavatory is affected?
   1. A320
   2. The aft lavatory
   3. The fwd lavatory
2. What is the type of problem?
   1. High level of noise while flushing the toilet
   2. Toilets blockages at flush valve level
   3. Toilets blockages at flush valve level
3. What is the purpose of the MOD?
   1. Using rinse water whilst the flush valve is open (water acts as a muffler during vacuum) : noise saved 2 db
   2. Installation of a new design offset elbow bowl on trial giving a 2db noise improvement
   3. To significantly decrease noise level during flush inside of the compartment .
4. What is the overall noise reduction?
   1. By 2 db
   2. By 4 db
   3. By 6 db
5. What is used to prevent toilets blockages at flush valve level?
   1. MOD 22812
   2. MOD 23671
   3. Installation of a new type of flush valve so called orbital valve due to its orbital slide disk.

***Paragraph 39. Pumps General Level 1***

The centrifugal pumps installed …..(1)…. the bottom part of each tank…..(2)….for transfer of fuel toward the engines under all conditions of flight, altitude and temperature.

The pumps …..(3)….to deliver fuel under pressure to the engine high pressure pumps, so as to avoid vapor lock phenomena which could …..(4)…. in plumbing affected …..(5)…. a rise…..(6)….temperature or a drop …..(7)….pressure due to altitude.

Each pump …..(8)….an electric motor. The pump and motor form an explosion-proof unit,(9)….in canister …..(10)…. the tank bottom and submerged in fuel.

|  |  |  |
| --- | --- | --- |
| 1. A. on | B. in | C. at |
| 2. A. provided | B. provides | C. provide |
| 3. A. design | B. designed | C. are designed |
| 4. A. occurs | B. occur | C. be occurred |
| 5. A. by | B. of | C. to |
| 6. A. on | B. in | C. at |
| 7. A. at | B. on | C. in |
| 8. A. drives | B. drove | C. is driven by |
| 9. A. install | B. are installed | C. installed |
| 10. A. on | B. in | C. at |

***Paragraph 40. APU START ON BATTERIES Level 1***

A320 OIT.0091/91

SUBJECT: A320 ATA 49 GTCP 36-300 APU UNSUCCESSFUL START ATTEMPT ON BATTERIES.

1/ DESCRIPTION

* IMMEDIATELY AFTER LANDING ON A COLD DAY, ONE OPERATOR RECENTLY EXPERIENCED UNSUCCESSFUL APU START ATTEMPTS WHILE PERFORMED WITH A/C ELECTRICAL NETWORK SUPPLIED BY THE BATTERIES.
* THE APU STARTED SUCCESSFULLY AS SOON AS EXTERNAL AC POWER SOURCE WAS CONNECTED TO THE A/C.

2/ INVESTIGATION STATUS

* THE RETURNED ECB HAS BEEN INVESTIGATED AND A FAULTY DIODE HAS BEEN FOUND, WHICH LOWERS THE DC VOLTAGE THRESHOLD TO A VALUE WHICH DOES NOT ALLOW THE ECB TO START THE APU.
  1. What flight phase did the APU start unsuccessfully?
     1. During approach
     2. After landing
     3. During taxi
  2. Which power source was supplying the A/C when the APU to started successfully?
     1. Batteries
     2. External power
     3. Diode
  3. Why were APU start attempts unsuccessful?
     1. Low temperature
     2. Battery discharged
     3. A faulty diode
  4. Which one is NOT true?
     1. Voltage threshold too low
     2. Diode inop
     3. Battery discharged
  5. Which one was not mentioned?
     1. APU started on GPU
     2. ECU inspected
     3. Voltage too low

### *Paragraph 41. Read the following passage carefully and then choose the best* option to fill in the blank

1. **Normal Operating Mode** Level 1

When the bleed air (1) ……….the system, it is (2) ……in the primary heat (3)…… with ambient ram air. Part of this air (4) ……. through the bypass valve 10HH (30HH) (Ref. 21- 61-00) the remainder is then (5)…….. (in the air-cycle machine (6)……….), which increases the temperature and pressure. It is cooled again in the main heat exchanger with ambient ram air. The air now enters the high-pressure water-extraction loop, where it is cooled to about its dew point. This (7)…....in the reheater which (8)…… turbine inlet air. The condenser then uses cold turbine air to further cool the air to below its dew point.

Condensed water is then (9)..….. and (11). from the air, as it passes through the high-

pressure water-extractor.

|  |  |  |
| --- | --- | --- |
| 1. A. entered | B. enters | C. entering |
| 2. A. cooled | B. cooling | C. cooler |
| 3. A. exchanging | B. exchanges | C. exchanger |
| 4. A. passes | B. passing | C. passed |
| 5. A. compresses | B. compressed | C. compressing |
| 6. A. compress | B. compressor | C. compressed |
| 7. A. happens | B. happened | C. happening |
| 8. A. using | B. used | C. uses |
| 9. A. extracted | B. extracts | C. extracting |
| 10. A. drains | B. drained | C. draining |

### *Paragraph 42. Read the following TELEX carefully and then choose the best* option to fill in the blank Level 1

ATTN. MR

SUBJ. MAIN AND BATFAN STORY REF. YT 0415

FINDINGS ON THE VENT SYSTEM (1) BEEN THAT THE DUCTING HAD BEEN IN

A (2) CONDITION I.E. SEVERAL SLEEVES MISSING AND/OR MISPLACED AS

WELL AS THE FWD EXTRACT FAN BYPASS CHECK VALVE (3) ……….. IT IS NOT

(4) ……….TO PINPOINT THE FORMER SYSTEM MISBEHAVIOUR TO A SINGLE SOURCE.

THE BYPASS CHECK VALVE SHALL (5) INSPECTED PER MS EACH IL-CHECK.

WE FEEL IT IS NOT NECESSARY TO OPEN NEW CHECK ITEMS IN THIS REGARD FOR LIGHT MAINTENANCE.

BEST REGARDS.

|  |  |  |
| --- | --- | --- |
| 1. A. HAS | B. HAVE | C. HAVING |
| 2. A. POOR | B. GOOD | C. NORMAL |
| 3. A. OPERATE | B. BAD | C. STUCK |
| 4. A. POSSIBLE | B. GOING | C. PASS |
| 5. A. TO BE | B. BE | C. BEING |

### *Paragraph 43. Read the following TELEX carefully and then answer the* questions below Level 1

##### ATTN. MR

**SUBJ. MAIN AND BATFAN STORY REF. YT 0415**

FINDINGS ON THE VENT SYSTEM HAVE BEEN THAT THE DUCTING HAD BEEN IN A POOR CONDITION I.E. SEVERAL SLEEVES MISSING AND/OR MISPLACED AS WELL AS THE FWD EXTRACT FAN BYPASS CHECK VALVE STUCK. IT IS NOT POSSIBLE TO PINPOINT THE FORMER SYSTEM MISBEHAVIOUR TO A SINGLE SOURCE.

THE BYPASS CHECK VALVE SHALL BE INSPECTED PER MS EACH IL-CHECK. WE FEEL IT IS NOT NECESSARY TO OPEN NEW CHECK ITEMS IN THIS REGARD FOR LIGHT MAINTENANCE.

BEST REGARDS.

1. The air conditioning system ducts has been missing from service.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
2. The forward extract fan bypass check valve is stuck by the sleeves departing.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
3. It is difficult to identify precisely the former system bad operation to a single source.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
4. The result of investigation found that several sleeves missing.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
5. It is recommended to raise a repetitive inspection of the bypass check valve.
   1. TRUE
   2. FALSE
   3. NOT GIVEN

### *Paragraph 44. Read the following passage carefully and then answer the* questions below Level 1

##### TFU 21.22.11.03

Some operators have reported low reliability of these fans, namely fan wheel hub cracks/failure.

Cause:

The vendor has determined that:

* The fan wheel hub cracks are due to fatigue originating at a sudden change of cross section.

Solutions:

The vendor has proposed the following improvements:

* Increase of fan hub material thickness, change of manufacturing process and gradual changes in cross section to increase fatigue life.
* Change of fan hub material.

Results of fan blade containment demonstration to comply with airworthiness requirements have permitted the improvement to be released by vendor SB.

Note: for FFCC A/C Airbus SB 21-107 introduces a new diaphragm arrangement to reduce air flow vibration levels at the AFT extract fan.

1. The design must with regulations.
   1. refuse
   2. oppose
   3. obey
2. The center of the wheel is ……….
   1. hub
   2. centerline
   3. cross section
3. The flight crew a problem with the pack.
   1. reported
   2. is suggested
   3. was reported
4. A repetitive defect means poor ……….
   1. condition
   2. reliability
   3. production
5. Engineering removed the faulty unit, unit N° 1.
   1. call
   2. namely
   3. restore
6. The of the material is 3 mm.
   1. wide
   2. height
   3. thickness
7. The of the SB is scheduled in October.
   1. create
   2. issue
   3. plan
8. Frequent landings have caused fatigue ……….
   1. vibration
   2. cracks
   3. shake
9. The aircraft is in service with 19……….
   1. airlines
   2. vendors
   3. suppliers
10. The fan are mounted on the hub.
    1. bolts
    2. materials
    3. blades

### *Paragraph 45. Read the following passage carefully and then answer the* questions below Level 2

**System Description**

1. Composition of AFS/FMS

The AFS/FMS comprises two sub-systems:

* + Flight augmentation computer system
  + Flight management and guidance computer system.

These sub-systems include the computers, actuators, control units and associated peripherals. (Ref. Fig. 003)

There are no servo actuators either for the autopilot or the auto-thrust function. The system sends the surface deflection commands for the autopilot function to:

* + ELAC 1 and ELAC 2 for pitch and roll commands
  + FAC 1 and FAC 2 for yaw commands.

The system sends the thrust command for the auto-thrust function to:

* + ECU 1/EEC 1
  + ECU 2/EEC 2

The side stick controllers and the throttle control lever do not move when the autopilot and the A/THR are engaged.

1. Controls and Indicating in the Cockpit
2. Controls
   * FAC pushbutton switches on FLT CTL panels (18) (1)
   * Flight control unit (FCU) (17)

-Multipurpose control and display units (MCDU) (11) (6) (12 active on GND and for test only)

1. Indicating
   * Primary flight display (PFD) (15) (3)
   * Navigation display (ND) (16) (2)
   * Upper and lower display units of the ECAM system (14) (4)
   * Rudder trim indicator on RUD TRIM panel (8)
   * Optical head up display (HUD)
2. Miscellaneous
   * Warnings: MASTER WARN and MASTER CAUT lights AUTO LAND warning lights
   * Take over and priority pushbutton switches (13) (5)
   * A/THR instinctive disconnect pushbutton switches (9).
3. The AFS/FMS consists of four sub-systems.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
4. The Rudder Trim panel is on the center pedestal.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
5. The system sends surface deflection orders to the ELACs and FACs.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
6. MCDU means Maintenance Control Data Unit.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
7. The Master Caution Lights are on the glare shield.
   1. TRUE
   2. FALSE
   3. NOT GIVEN

### *Paragraph 46. Read the following passage carefully and then answer the* questions below Level 1

##### A320 OIT TAIL IMPACT DURING AUTOMATIC LANDING

**SUBJECT: A320-ATA 22-TAIL IMPACT DURING AUTOMATIC LANDING**

OUR REF: ……..

REF 1: …….

1. EVENT DESCRIPTION

PLEASE BE INFORMED THAT AN OPERATOR EXPERIENCED A TAIL IMPACT DURING AUTOMATIC LANDING.

THE PILOT REPORT WAS AS FOLLOWS:

QUOTE

"AUTOLAND CARRIED OUT. NORMAL APPROACH AND LANDING TO MAINWHEEL TOUCH DOWN. ALL FMA ANNUNCIATIONS NORMAL.

AS THRUST REVERSE WAS SELECTED THE NOSE OF THE A/C SUDDENLY AND RAPIDLY PITCHED UP. AUTOPILOT WAS IMMEDIATELY DISCONNECTED AND NOSE WHEEL LOWERED ONTO RUNWAY.

THE AUTOLAND WAS OTHERWISE NORMAL WITH A SMOOTH TOUCH DOWN ON THE CENTER LINE OF THE RUNWAY USING CONF 3 AND MEDIUM AUTOBRAKE."

UNQUOTE

VISUAL INSPECTION AT THE GATE REVEALED THAT TAIL HAD IMPACTED THE GROUND AND WAS DAMAGED.

1. ACTIONS

AS AGREED, IN 0/PREV REFERENCED TELEX, PLEASE FIND HEREAFTER THE FOLLOW-UP OF THE ACTIONS LAUNCHED CONCERNING THE OPERATIONAL ASPECT.

AWAITING THE AVAILABILITY OF A MODIFICATION (TFU 22 10 00 23), THE AUTOLAND WILL ONLY BE PERFORMED IN S/F CONF FULL AND NO LON GER IN S/F CONF 3. TO COVER OFFICIALLY THIS PROCEDURE, T.R.71 OF THE AFM WAS ISSUED ON 25 JAN 91 AND T.R. 98 OF THE FCOM WAS ISSUED ON 05 FEB 91.

1. Which part of the a/c touched the ground?
   1. NOSE WHEEL
   2. TAIL
   3. MAIN WHEEL
2. When did nose-up movement occur?
   1. AUTOLAND SELECTED
   2. MAIN WHEEL TOUCH DOWN
   3. T/R SELECTED
3. What was the ABS setting?
   1. HIGH
   2. MEDIUM
   3. LOW
4. How does the pilot characterize touch-down?
   1. NORMAL
   2. ABNORMAL
   3. NOT RECOGNIZED
5. What changes have been made to approach procedure?
   1. SLATS FULL ONLY
   2. SLATS/FLAPS FULL ONLY
   3. NOT MENTIONED

### *Paragraph 47. Read the following passage carefully and then choose the best* answer below Level 1

SUB-SYSTEMS

A 300 MM 23.00.00

GENERAL — DESCRIPTION AND OPERATION

(3) Selective Calling system (SELCAL) (Ref. 23-22-00) A decoder enables a ground station to call a single aircraft in flight.

B. Interphone System

1. Flight Interphone (Ref. 23-51-00)

The flight interphone system provides a means of communication between the crew members.

1. Service Interphone (Ref. 23-41-00)

The service interphone provides a means of communication between the cabin attendant stations and the crew. Additionally, ground service jacks may be connected to the service interphone.

C. Passenger Address System (PA) (Ref. 23-31-00)

The passenger address system allows transmission of announcements, instructions and pre-recorded music to passengers.

D. Cockpit Voice Recorder (Ref. 23-71-00)

The cockpit voice recorder records and stores crew communications.

1. It enables a ground station to call a single a/c in flight.
   1. PA
   2. DECODER
   3. CVR
2. It provides a means of communication between cabin attendant stations and the crew.
   1. PA
   2. GROUND SERVICE JACK
   3. SERVICE INTERPHONE
3. It allows transmission of Announcements and music.
   1. SERVICE INTERPHONE
   2. PA
   3. GROUND SERVICE JACK
4. It records and stores crew communications.
   1. CVR
   2. DECODER
   3. PA
5. It permits a headset to be connected to the interphone system
   1. SERVICE INTERPHONE
   2. GROUND SERVICE JACK
   3. CVR

### *Paragraph 48. Read the following passage carefully and then choose the best* option to fill in the blank Level 1

##### DECODER-ENCODER UNIT MOD. A320SB.23.1019

1. REASON

After extensive operational (1) …….. , it has been (2) ……… that the Decoder Encoder Units (DEUs) could (3) problems with the code address. This miscoding has been

(4) by unreliability of certain coding switches. In addition, it was possible that the

DEU connectors could become (5) ………. because of (6) This has resulted in the

replacement of the DEU connector retainer latches with more durable units.

1. DESCRIPTION

Accomplishment of this Service Bulletin consists of:

* 1. Removing DEUs-A.
  2. Modifying DEU-A mountings.
  3. Installing ground wires to the DEU-A (7) ………..
  4. Replacing the DEU-A connector retainer latches.

NOTE: The following work steps C. 5 and C. 6 are (8) only if this Service

Bulletin has been (9) ……… in conjunction with Service Bulletin Z030H 23-0O1.

New DEUs will be installed if this Service Bulletin is accomplished with Service Bulletin 132-23-1018.

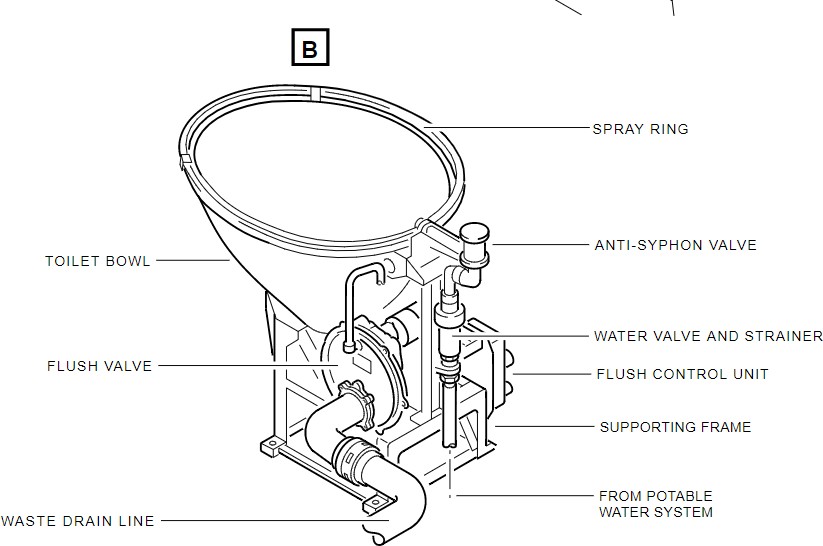
|  |  |  |
| --- | --- | --- |
|  | 1. (10) the DEUs-A. 2. Testing the DEU-A relevant systems. |  |
| 1. | A. try B. tried | C. trials |
| 2. | A. finding B. found | C. find |
| 3. | A. develop B. development | C. developed |
| 4. | A. cause B. caused | C. causing |
| 5. | A. losing B. loosen | C. loose |
| 6. | A. vibration B. vibrated | C. vibrate |
| 7 | A. mountings B. mounts | C. mounted |
| 8. | A. application B. applicable | C. apply |

1. A. accomplish B. accomplishment C. accomplished
2. A. Modifying B. Modify C. Modified

***Paragraph 49. VACUUM TOILET Level 2***

Toilet Assembly

Vacuum Toilet Assembly 50MG



Each toilet assembly has:

-A bowl and spray ring

-A water (rinse) valve and screen

-An anti-syphon valve

-A flush valve

-A flush control unit

-A support frame.

Bowl and Spray Ring

The bowl is made of stainless-steel and has a non-stick layer on its inside surface. The spray ring is attached to the top of the bowl and connected to the anti-syphon valve.

Water Valve and screen (Rinse Valve)

The water (rinse) valve is a solenoid controlled plunger type. It is connected electrically to the flush control unit. It has an integral water inlet fitting and a finger-type stainless steel- screen. The outlet of the valve is connected to the anti-syphon valve.

Anti-Syphon Valve

The anti-syphon valve is installed above the toilet bowl and is connected to the water valve and the spray ring. It lets water flow only in the direction of the spray ring and returns back- water to the bowl.

Flush Valve (Rotary Gate Type)

The flush valve is a motor operated gate valve. A duct with 130 deg. angle connects the flush valve to the toilet bowl. The flush valve body and the rotary disc are made of stainless steel. The valve is fully open during the flush cycle. The waste flows through a 2.0 in. (50.8 mm) dia. tube. The rotary disc closes and seals the tube between the flush cycles. The flush control unit controls the flush valve operation.

Flush Control Unit

The flush control unit is an electronic assembly installed on the support frame of the toilet assembly. It is connected electrically to the:

-Flush switch

-Water (rinse) valve and screen

-Flush valve

-Vacuum system controller.

The unit controls the time and sequence of the toilet operation during the flush cycle. Built- in-test Equipment (BITE), monitors the operation of the water valve, flush valve and its internal control board circuitry. Faults are transmitted to the vacuum system controller.

* 1. According to the text and the figure above, how many components does the toilet assembly has?
     1. One
     2. Seven
     3. Nine
  2. What material is the toilet bow made of?
     1. Stainless-steel
     2. non-stick layer
     3. Spray ring
  3. Which is connected to the anti-syphon valve?
     1. The toilet bowl
     2. The spray ring
     3. The water valve and the spray ring
  4. How is the water (rinse) valve controlled?
     1. Electrically
     2. Mechanically
     3. Pneumatically
  5. Which lets water flow only in the direction of the spray ring and returns back-water to the bowl?
     1. The toilet bowl
     2. The anti-syphon valve
     3. The spray ring
  6. Which valve is a rotary gate type?
     1. The water (rinse) valve
     2. The anti-syphon valve
     3. The flush valve
  7. When does the flush valve close?
     1. During the flush cycle
     2. Between the flush cycles
     3. During BITE test operation
  8. What is NOT electrically connected to the flush control unit?
     1. Flush valve
     2. Vacuum system controller
     3. Anti-syphon valve
  9. Which one may NOT be made of stainless steel?
     1. The toilet bowl
     2. The flush valve
     3. Anti-syphon valve
  10. Which components are monitored by Built-in-test Equipment (BITE)?
      1. The water valve and flush valve
      2. The water valve, flush valve and vacuum system ontroller
      3. The water valve, flush valve and the flush control unit internal control board circuitry

### *Paragraph 50. Read the following passage carefully and then answer the* questions below Level 2.

##### MODIFIED DUCTS AND AIRFLOW

SERVICE BULLETIN (A)

(3) SPARES AFFECTED

Cooling air intermediate duct A2113107500001 or A2113107500602 or A2113107500002 or A2113107500601.

REASON

To prevent formation of cracks on refrigeration unit cooling air intermediate ducts.

On in-service aircraft, cracks, caused by vibration, have been discovered on refrigeration unit intermediate ducts.

To remedy this condition, improved intermediate ducts (addition of three additional riveted stiffeners) have been installed on aircraft MSN037 thru 052. on production line.

As this solution proved to be an unsatisfactory improvement, it is recommended to replace existing intermediate ducts by reinforced ducts (with all stiffeners completely riveted).

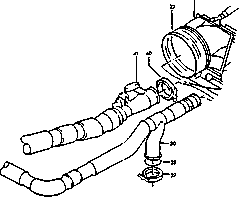
This new technical status has been incorporated on production aircraft MSN053 and subsequent.

DESCRIPTION

Accomplishment of this Service Bulletin consists in carrying out the following jobs on the aircraft:

1. Removal of refrigeration units
2. Removal of cooling air intermediate ducts
3. Installation of new cooling air intermediate ducts
4. Installation of refrigeration units. APPROVAL

This Service Bulletin is approved by the Airworthiness Authorities.



1. The new air intermediate duct has been added to the existing system
   1. TRUE
   2. FALSE
   3. NOT GIVEN
2. The improved intermediate ducts (addition of three additional riveted stiffeners) have been installed on aircraft MSN037 thru 052. on production line. This modification is most useful.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
3. This SB is a mandatory modification.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
4. From aircraft MSN053 and subsequent, these AC have been also improved intermediate ducts (addition of three additional riveted stiffeners) during on production.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
5. The accomplishment of this Service Bulletin needs new spare.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
6. This Service Bulletin recommended to be accomplished to improve pneumatic system.
   1. TRUE
   2. FALSE
   3. NOT GIVEN
7. Which components are involved (concerned)?
   1. Air Cooling Machines
   2. Air Cooling Ducts
   3. Refrigeration Units
8. Service Bulletin recommended to be accomplished
   1. To prevent vibration
   2. To prevent cracks
   3. To prevent distortion

###### Use verbs (actions) from the above to complete these sentences:

1. The refrigeration unit intermediate ducts were found ………during AC in-service.
   1. disconnection
   2. corrosion
   3. crevice
2. The accomplishment of this Service Bulletin is recommended by ……..
   1. Manufacture
   2. Authority
   3. Operator

### *Paragraph 51. Read the following passage carefully and then answer the* questions below Level 1

PITCH TRIM HANDWHEEL MECHANISM A320 S8 27.1009

TITLE: FLIGHT CONTROLS - TRIMMABLE HORIZONTAL STABILIZER CONTROL - INSTALL IMPROVED SPROCKET SHAFT AND NEEDLE ROLLER BEARINGS.

REASON

Pitch trim hand wheels can become difficult to move. This stiffness originates from deterioration of the pitch trim control drive shaft and needle bearings.

This Service Bulletin recommends the installation of a new sprocket shaft which has been improved by hardening and grinding of the needle bearing race and the exchange of the needle roller bearings.

Answer these questions

1. This text is from the A 320 AMM

TRUE FALSE NOT GIVEN

1. The source of the stiffness is the shaft and bearings. TRUE FALSE NOT GIVEN
2. The hand wheel controls the Trim able Horizontal Stabilizer. TRUE FALSE NOT GIVEN
3. The SB recommends adding material to the bearing race TRUE FALSE NOT GIVEN
4. The THS actuator is in the tail cone.

TRUE FALSE NOT GIVEN

***Paragraph 52. Fill in the blanks with correct answer (A, B or C) Level 2***

Diamond surfacing

Diamond surfacing should be (1) out in a precision lathe fitted with a compressible center to prevent (2) of the armature shaft (tallow the center).

Drive the part to be surfaced at a (3) of 3 000 rpm and take one or more very light cuts (maximum diametrical depth: 0.015 mm (0.00059 in) (4) a cutting speed of approx.

0.05 mm (0.0019 in) per revolution.

Take (5) many cuts as required to obtain a perfect commutator surface.

After surfacing, clean the segments with a small brush made(6) very soft bristle.

Check that the commutator diameter is not less (7) the minimum dimension specified in the page block "FITS AND CLEARANCES".

Protect the commutator (8) the armature is to be installed in the starter-generator. NOTE: Never touch the commutator with the fingers after diamond surfacing.

When (9) the armature after diamond surfacing of the commutator, it is advisable to operate the starter-generator for a few hours with light load applied in order to (10) a glossy finish, as this is the essential requirement to be met to obtain correct commutation and to limit brush wear.

1: A. performed B. carried C. going

2: A.overwhelming B. overacting C. overheating 3: A. speed B. altitude C. height

4: A.by B. with C.of

5: A. more B. as C. less

6: A.from B.in C. of

7: A. than B.as C. to

8: A. until B. before C. after

9: A.reinstalled B. reinstalling C. be installed 10: A. collect B. maintain C. obtain

### *Paragraph 53. Read the paragraph and complete the blanks in the text below* with an appropriate form of the words in brackets Level 1

###### Frame

The frame houses a set of field coils whose output leads, (1) by a gasket and an insulator are connected to a terminal block

The terminal block is secured to the frame by screws and tab washers It (2) two main terminals (E and B) to which the (3) leads are secured by nuts and washers and two auxiliary terminals (A and D) to which the connecting leads are secured by nuts and washers .

A (4) is secured to the frame by screws and washers by means of a box secured by screws and tab washers.

The identification plate, the (5) plate and the indicating plate are secured by

rivets to the external surface of the frame.

###### Flanged bearing

The flanged bearing, (6) at the front with a baffle for (7) air exhaust, fits into the frame to which it is secured by screws.

A locating pin is provided at the front to (8) position the starter-generator on its mount.

The flanged bearing (9) with a central bore accommodating a ball bearing. This ball bearing is retained in the (10) bearing by a flange secured by screws and on the armature shaft by a key.

|  |  |  |
| --- | --- | --- |
| 1. A. protecting | B. protected | C. protect |
| 2. A. comprises | B. comprise | C. comprising |

|  |  |  |
| --- | --- | --- |
| 3 A. connected | B. connect | C. connecting |
| 4. A. connector | B. connected | C. connects |
| 5. A. modificate | B. modification | C. modificative |
| 6. A. fitting | B. fitted | C. fits |
| 7. A. cooling | B. cooled | C. cool |
| 8. A. correct | B. correctly | C. corrects |

1. A. provided B. is provided C. providing
2. A. flanged B. flange C. flanging

### *Paragraph 54. Read the following passage and choose the correct answer to* each of the questions Level 2

SYSTEM DESCRIPTION SECTION INTRODUCTION

This section contains a system description of the Rockwell Collins Total Entertainment System (TES). System operation is also provided.

GENERAL EQUIPMENT DESCRIPTION

The TES consists of four basic functional areas.

* + Head-End
  + Area Distribution
  + Seat Group
  + Overhead System

The above functional areas control the following subsystems.

* + Audio Entertainment System
  + Video Entertainment System
  + Passenger Video Information System
  + Interactive Cabin Management System
  + Passenger Services System
  + Overhead Services System

###### Head-End

The head-end equipment digitizes and multiplexes audio signals, which are modulated onto an RF carrier. The modulated RF audio and RF video signals are then mixed and distributed throughout the IFE system.

###### Area Distribution

Area distribution provides intelligent data routing, RF signal splitting and level adjustment, and seat column driver capabilities.

###### Seat Group

The seat group equipment provides entertainment selection, channel tuning, audio/video presentation, and access to the service functions for passengers.

###### Overhead System

The overhead video system provides the video information such as VA (video announcement) video to the overhead (15-inch LCD and 10.4-inch LCD) display units (DU) in the cabin. The overhead system consists of equipment such as VDUs and DUs. The Video Distribution Unit (VDU) receives the Radio Frequency (RF) signal from the Video Modulator (VMOD) and the control signal from the Passenger Entertainment System Controller - Video (PESC-V). The received RF signal is decoded by the VDUs and distributed to the DUs. The DUs are installed throughout the aircraft above the aisles and/or on bulkheads. Alternating Current (AC) power will also be distributed from the VDUs to the DUs.

1. What is one of the functions of overhead video system?
   1. Provides the video information B. Provides intelligent data routing
2. Provides entertainment selection
3. What can VDUs decode?
   1. The multiplexes audio signals B. The received RF signal

C. The control signal

1. How many subsystems are controlled by basic functional areas of the TES?
   1. 4 B. 5 C. 6
2. Which is not the basic functional area of the TES.
   1. Head-End B. Area Distribution C. Overhead Services System
3. Which is not the subsystem of the TES.
   1. Video Entertainment System B. Overhead System

C. Passenger Video Information System

1. The modulated RF audio distributed throughout which system.
   1. Video Modulator B. IFE system C. Video Distribution Unit
2. Area distribution provides.
   1. Intelligent RF signal B. Intelligent audio/video presentation

C. Intelligent data routing

1. The seat group equipment does not provide.
   1. entertainment selection B. audio/video presentation C. control signal
2. The VA and DU in the cabin are provided by.
   1. Overhead System B. Overhead Video System C. Overhead Services System
3. The received RF signal is decoded by.
   1. VA B. DUs C. VDUs

### *Paragraph 55. Read the following passage and choose the answer that best fits* each of the blanks. Level 1

##### UNIVERSAL PASSENGER CONTROL UNIT

1. The Universal Passenger Control Unit (UPCU)/Cradle Assembly (1) part of

the Total Entertainment System (TES) onboard commercial aircraft. It (2)

passenger in-flight telephone and Passenger Entertainment/Passenger Service (PE/PS) functions at the seat.

1. The Line Replaceable Unit (LRU) (3) of the components given below.
   1. Handset (UPCU). The handsets are made in a range of colors to (4)

customer specifications.

* 1. Cradle ………… (5) in a range of colors to match the handset. (6)

available configurations include.

1. Standard cradle assembly with (7) ratcheting, integrated constant tension,

or combination cord reel.

1. Stepped cradle assembly with an attached ratcheting, constant tension, or combination cord reel.
2. In-line stepped cradle assembly with ………… (8) attached in-line ratcheting, constant tension, or combination cord reel.
3. Stand-alone cradle with remote ratcheting, constant tension, or combination cord reel.
4. 50 degree armrest cradle assembly
5. Multiple configurations of the each UPCU ………… (9) covered in this CMM. The configurations are identical except ……….. (10) the color and cradle/cord reel configuration.

|  |  |  |
| --- | --- | --- |
| 1. A. are | B. is | C. was |
| 2. A. has | B. provides | C. shows |
| 3. A. consists | B. includes | C. contains |
| 4. A. gain | B. reply | C. meet |
| 5. A. assembly | B. part | C. unit |

|  |  |  |
| --- | --- | --- |
| 6. A. A | B. An | C. The |
| 7. A. integrate | B. integrated | C. integrating |
| 8. A. A | B. An | C. The |
| 9. A. are |  | B. is C. was |
| 10. A. from | B. for | C. of |

***Paragraph 56. Use the text to answer questions: Level 2***

###### Cabin Attendant Masks

A 300 SB35.007 p. 10

* 1. Remove oxygen masks from cabin attendant seat located forward of RH emergency exit.

Refer to Figure 1, Sheet 2.

* + 1. Remove three oxygen masks (first aid) B114019-28, Item 14, and return to stores.
  1. Remove oxygen masks complete with container assy and replace life vest receptacle at cabin attendant seat located aft of LH FWD passenger/crew door.

Refer to Figure 1, Sheet 2.

* + 1. Remove and discard two screws NSA503908-03, Item 16, four washers AN960PD8, Item 17, two nuts NAS1021N08, Item 18, from oxyen mask container assy A2567028200000, Item 19.
    2. Remove and retain manual release tool 995000, Item 15.
    3. Remove and return to stores 3 oxygen masks (first aid) 114019-28, Item 14.
    4. Discard oxygen mask container assy, Item 19.
    5. Remove and retain life vest (crew) 52-VE-6, Item 9, life vest (demonstration) 52 –VE-8, Item 10, and oxygen mask (demonstration) 14019-31, Item 11.
    6. Remove and retain two screws NSA5039-08-2, Item 12, two screws NSA5039- 08-1, Item 20, and four washers AN960PD8, Item 13, and remove and discard life vest receptacle A2567026000400, Item 8.
    7. Install new vest receptacle A2567028500600, Item 27, using retained screws, Items 12 and 20, and washers, Item 13.
    8. Install retained manual release tool, Item 15, life vest (crew), Item 9, life vest (demonstration), Item 10, and oxygen mask (demonstration), Item 11.
  1. Replace placards on cabin attendant seats. Refer to Figure 1, Sheet 2.

1. What is the special tool called?
   1. Manual release B. Tool 995000 C. Retained screws
2. What do you need to install the new life vest receptacle?
   1. two screws B. two screws NSA5039-08-2 C. Screws and washers
3. What type of mask do you remove from the RH emergency exit attendant seat?
   1. B114019-28 B. First aid C. Both A & B.
4. What do you install on the attendant seats at the end of the procedure?
   1. Placards B. Nothing C. Retained manual release tool
5. Is the life vest receptacle S/N A2567029500600?
   1. No, It’s A2567028500600. B. No, It’s A2567026000400. C. Yes, It is.

### *Paragraph 57. Read the following paragraph and determine which sentence is* True (A), False (B) or Not Given (C) Level 1

A. Seat bottom

1. Horizontal displacement

Push control handle, installed on the side of the seat and in the meantime, slide the seat on tracks fore or aft, then release the control handle, the seat must be stay in the selected position.

1. Vertical displacement

Push control handle, installed on the seat side under occupant's weight. The seat moves downward. Release the control handle, the seat and must locked in the selected position.

The seat is in lower position and unoccupied, push control handle, then the seat go up automatically by means of gas cylinders.

1. The control handle is assembled on the side of the seat
   1. False B. Not given C. True
2. The seat must be stay in the selected position before sliding the seat on tracks fore or aft.
   1. False B. True C. Not given
3. Horizontal displacement must be done before Vertical displacement
   1. True B. Not given C. False
4. The seat go up and down automatically by means of gas cylinders A. True B. Not given C. False
5. The lock of the seat back/ bottom assembly in the horizontal or vertical direction in given by locking systems.
   1. True B. Not given C. False

### *Paragraph 58. Complete the blanks in the text below with an appropriate form* of the verb in brackets Level 1

##### GENERAL FIREBLOCKING INFORMATION

Fire blocking is the term used to (1) ………… the method or system of (2)……………… increased thermal protection for the foam in seat cushions.

For that reason, the cushions, fire blocking liner and dress cover (3)……………. considered to be a fire blocking system. Changes to any of the three components of the system can (4)……………………. the thermal protection capability of that system. Two factors that (5)… capability are the cleanliness of all the components and

the integrity of the fire blocking liner.

Liners (6)……………………. of materials, which, because of their chemical composition, provide inherent capability and do not (7)… on yarn or fabric treatments

and coatings. Liners have no shelf life and their capability is not (8)… by

dry cleaning. Liner capability will be decreased by mechanical damage and, as (9)……………………. above, will (10)……………………. by the cleanliness of all components of the fire blocking system (cushion, liner and dress cover.)

|  |  |  |
| --- | --- | --- |
| 1. A. describe | B. be described | C. described |
| 2. A. provides | B. provided | C. providing |
| 3. A. being | B. is | C. are |
| 4. A. be affected | B. affected | C. affect |
| 5. A. is affected | B. are affected | C. affect |
| 6. A. are made | B. make | C. is made |
| 7. A. depending | B. depends | C. depend |
| 8. A. decrease | B. decreased | C. decreasing |
| 9. A. be state | B. stated | C. stating |
| 10. A. be influenced | B. influence | C. influenced |

# Phụ lục IV: CÂU HỎI LUẬT VÀ QUY TRÌNH

*(Kèm theo Biên bản nghiệm thu số 03 /HĐTN-T3, ngày 12 tháng 12 năm 2022)*

## *Paragraph 1. Master Line Maintenance Procedure (Level 1)*

* **Preflight/Transit checks:** The Preflight/Transit checks are Line Maintenance Checks to be performed **at each transit or before each flight**, but **not earlier than two (2) hours** before the flight. This check includes also the correction of troubles reported in the Aircraft Technical Log if the airworthiness of the aircraft is affected.
* **Terminal/daily checks:** These checks are carried out in principle every day, and in any case must not exceed one calendar day (applied to ATR72), 36 hours (applied to A321/A330), 48 hours (applied to A350) and 72 hours (applied to B787) elapsed time.

###### Weekly/Line checks:

* + For A321: weekly check shall be carried out within every 08 days.
  + For A330: weekly check shall be carried out within every 07 days.
  + For A350: weekly check shall be carried out within every 08 days
  + For ATR72: weekly check shall be carried out within every 07 days.
    1. For A321, the latest Terminal check was signed at 7:00 AM on March 10, 2020, what time should the next Terminal check be signed off?
       1. 7:00 PM March 11,2020
       2. 7:00 PM March 10,2020
       3. 7:00 PM March 12,2020
    2. At which type of check that the correction of troubles reported in the Aircraft Technical Log is carried out if the airworthiness of the aircraft is affected?
       1. Preflight/Transit checks
       2. Terminal/daily, Weekly/Line checks
       3. Non above
    3. Weekly check shall be carried out on which type of aircraft within every 08 days?
       1. For A350
       2. For A330
       3. For A350 &321

## *Paragraph 2. Use and Completion of Line Documentations (Level 2)*

* **MEL/Airworthiness related acceptable deferred defect type “B” form(s):** To record MEL/Airworthiness related acceptable deferred defects - type “B” defects **-** disclosed after a flight or currently under monitoring. This form is used as technical log pages may be used up and new set of technical log pages shall be inserted and the form(s) shall be retained until all the defects recorded have been cleared or transferred in to a suitable base maintenance work package.
* **None-MEL/Airworthiness related acceptable deferred defect type “C” form(s):** To record None-MEL and None-Airworthiness nature acceptable deferred defects - type “C” defects disclosed after a flight or currently under monitoring. This form is used as technical log pages may be used up and new set of technical log pages shall be inserted and the form(s) shall be retained until all the defects recorded have been cleared or transferred in to a suitable base maintenance work package.

1. What does the text refer to?
   1. Forms used to record the defect type B and C
   2. MEL/Airworthiness and None-MEL/Airworthiness
   3. Defect type C and B must be cleared or transferred in to a suitable base maintenance work package
2. Why use forms acceptable deferred defect type “B” and “C” in technical log pages?

A The Pilot and CRS (Certificate of Release to Service) cannot easily see when holding the logbook

* 1. When replace new technical log pages, deferred defects will remain in the technical log
  2. Deferred defect type “B” and “C” not Important

1. What is the difference between the 2 forms acceptable deferred defect type “B” and “C”?
   1. “C” form is used for MEL/Airworthiness related acceptable deferred defect; “B” form is used for None-MEL/Airworthiness related acceptable deferred defect.
   2. “B” form is used for MEL/Airworthiness related acceptable deferred defect; “C” form is used for None-MEL/Airworthiness related acceptable deferred defect.
   3. “B” form is used for type “B” defects - disclosed after a flight or currently under monitoring, “C” form is used for base maintenance work package
2. Forms type “B and C” deferred defects retained until?
   1. When new set of technical log pages shall be inserted
   2. When all the defects are cleared or transferred in to a suitable base maintenance work package.
   3. When “C” check in Base maintenance
3. Choose the correct answer?
   1. None-MEL/Airworthiness related acceptable deferred defect type “C” form(s): To record MEL and None-Airworthiness nature acceptable deferred defects - type “C” defects disclosed after a flight or currently under monitoring.
   2. None-MEL/Airworthiness related acceptable deferred defect type “C” form(s): To record None-MEL and Airworthiness nature acceptable deferred defects - type “C” defects disclosed after a flight or currently under monitoring.
   3. None-MEL/Airworthiness related acceptable deferred defect type “C” form(s): To record None-MEL and None-Airworthiness nature acceptable deferred defects - type “C” defects disclosed after a flight or currently under monitoring.

## *Paragraph 3. Component’s movement monitoring (Level 2)*

Removal/installation of the parts:

* Carrying out component replacement as soon as the spare arrived and in accordance with the instructions of the aircraft manufacturer.
* After installation and satisfactory check have been carried out, ensure that:
  + All required part replacement details have been correctly entered and certified in the Technical Log (All information related to loan item must be recorded (P/N, S/N, description, A/C reg., on which loan item fitted, tech. log page, FH and FC at which loan item is fitted). All accompanied release documentation of the replacement part are attached to the corresponding Technical Log page or inserted securely in the Technical Log cover folder.
  + In case of installing the Loan/Pooled Part: An ADD C category has been raised for the Loan/Pooled Part monitoring (this is done due to the charge of loan item, the part must be removed and returned as soon as VNA own part is available).
    1. What is the topic of this passage?
       1. How to take notes in Technical Log?
       2. Part removal/installation management.
       3. Guideline of Removal/installation of the parts.
    2. In which case of an ADD C category must be raised?
       1. The Parts are removed and returned to VNA Aircraft.
       2. Components are replaced in accordance with the instructions of the aircraft manufacturer.
       3. When installing a Loan/Pooled Part.
    3. After completing the installation of the parts and test satisfactory, What should technical staff do next?
       1. Cary out fill in information of Parts (P/N, S/N, description, A/C reg …) on tech. log page.
       2. All accompanied release documentation of the replacement part are attached to the corresponding Technical Log page or inserted securely in the Technical Log cover folder.
       3. Both answers are correct.
    4. All information related to loan item must be recorded (P/N, S/N, description, A/C reg…) on which:
       1. Loan item fitted, tech. log page, FC at which loan item is fitted
       2. Loan item fitted, tech. log page, FH at which loan item is fitted
       3. (P/N, S/N, description, A/C reg, tech. log page, FH and FC at which loan item is fitted
    5. Choose the correct answer?
       1. All accompanied release documentation of the replacement part are attached to the corresponding Technical Log page or inserted securely in the Technical Log cover folder.
       2. All accompanied release documentation of the replacement part are not attached to the corresponding Technical Log page or inserted securely in the Technical Log cover folder.
       3. All accompanied release documentation of the replacement part are attached to the corresponding Technical Log page but no need to be inserted securely in the Technical Log cover folder.

## *Paragraph 4. Recording of tooling and test equipment’s used for* maintenance (Level 2):

* This Instruction is established to provide a **mandatory requirement** for traceability of tooling or test equipment used for maintenance or calibration of aircraft systems/aircraft components/test equipment.
* During maintenance or calibration of aircraft systems/aircraft components/test equipment, **the type, P/N and S/N** of the tooling/equipment used to perform the task **must be recorded** in the Technical Log by the engineer who has performed the task.
* This action **does not exclude** the case when the Outstation has only one tooling or test equipment, as it may be the situation when the tooling or test equipment dedicated to that Outstation is sent for calibration/inspection/maintenance and other tooling or test equipment will be used as replacement.
* This Instruction is **also applicable** when any tooling or test equipment is **loaned** or

**borrowed from other sources/operators**, for example, at the Outstations.

* Examples of these tooling or test equipment are tire pressure gauges, FLUKE meters, rigging pins, go-no-go gauges, torque wrenches, etc.

1. What is the content of the passage?
   1. Instruction for managing expendable materials.
   2. Instruction for recording of tooling and test equipment’s used for maintenance
   3. Instruction for managing tools in store
2. Which statement below is correct?
   1. The tools or test equipment used for maintenance or calibration of aircraft systems/aircraft components/test equipment may be recorded in the Technical Log by the engineer who has performed the task.
   2. The tools or test equipment used for maintenance of aircraft systems/aircraft components/test equipment have to record in the Technical Log by the engineer who has performed the task.
   3. This is Instruction not applicable for Outstation
3. What information of tooling and test equipment must be recorded in Technical Log?
   1. The name of tooling and test equipment.
   2. The type, P/N, S/N, manufacture of tooling/test equipment
   3. The type, P/N and S/N of tooling/test equipment
4. Who writes the information of tooling and test equipment in the aircraft Technical Log?
   1. The person who carries out the task
   2. The person who lends the tools in the store
   3. The person who issues the Certificate of Release to Service
5. Why should the tooling and test equipment’s information be recorded in the logbook?
   1. To manage the usage status of the tool
   2. To look for the origin of tooling and test equipment that was used for maintenance or calibration of aircraft systems/aircraft components/test equipment.
   3. To manage the tooling or test equipment that is loaned or borrowed from other sources/operators

## *Paragraph 5. Completion of Technical Log (Level 1):*

* All entries shall be in English.
* All entries shall be in BLOCK LETTER.
* The Technical log shall be accurately completed and must be legible. All entries shall be in black or blue ballpoint pen.
* All defect entries must be certified by authorized staff (signature and identity).
* When more than one page of Technical Log are recorded for a flight, before transferring the aircraft to flight crew, Technical staff must sign in block 15 or 16 of the last techlog page (depending on maintenance type has been done for that flight); Flight Crew required to sign the box 17 "Captain accepted the aircraft…” of the last technical log pages of that flight. Other information is not required to transfer to the last page of this flight.
* Erasure or alteration of entries in technical log is not permitted. If wrong entry occurred, cross the incorrect word(s) and re-entry the correct one (for example: ~~REDY~~ READY).
* To cancel a whole block: 01 cross (from 7h00 to 13h00) of that block to express that is wrong information (***Note:*** Not allow to cancel the block entry by others).
  1. What kind of pen can be used to fill in the Technical Log?
     1. Any color is fine as long as it's clean, legible and clear
     2. The black or blue ballpoint pen
     3. The black, green or blue ballpoint pen
  2. If wrong entry occurred, how to rewrite in technical log?
     1. Alter the wrong entries in technical log
     2. Cross the incorrect word(s) and re-entry the correct one(s)
     3. (Write the correct word(s) next to the wrong one(s).
  3. How to cancel a whole block?
     1. 01 cross (from 7h00 to 13h00) of that block to express that is wrong information then tear the wrong page off, technical staff signed and fully completed the information into CRS columns of block “10c” to confirm about cancel
     2. 01 cross (from 7h00 to 13h00) of that block, flight Crew check the CREW box and sign in the "Captain" block “10b” to confirm about cancel
     3. Both A and B

## *Paragraph 6. Recording of tooling and test equipment’s used for* maintenance (Level 1):

* This Instruction is established to provide a mandatory requirement for traceability of tooling or test equipment used for maintenance or calibration of aircraft systems/aircraft components/test equipment.
* During maintenance or calibration of aircraft systems/aircraft components/test equipment, the type, P/N and S/N of the tooling/equipment used to perform the task must be recorded in the Technical Log by the engineer who has performed the task.
* This action does not exclude the case when the Outstation has only one tooling or test equipment, as it may be the situation when the tooling or test equipment dedicated to that Outstation is sent for calibration/inspection/maintenance and other tooling or test equipment will be used as replacement.
* This Instruction is also applicable when any tooling or test equipment is loaned or borrowed from other sources/operators, for example, at the Outstations.
* Examples of these tooling or test equipment are tire pressure gauges, FLUKE meters, rigging pins, go-no-go gauges, torque wrenches, etc.
  1. What is the content of the passage?
     1. Instruction is applicable when any tooling or test equipment is loaned or borrowed from other sources/operators, for example, at the Outstations
     2. Instruction is providing recording of tooling and test equipment’s used for maintenance
     3. Instruction is providing to manage tools in store
  2. Which statement below is correct?
     1. The tools or test equipment used for maintenance or calibration of aircraft systems/aircraft components/test equipment may be recorded in the Technical Log by the engineer who has performed the task.
     2. The tools or test equipment used for maintenance of aircraft systems/aircraft components/test equipment have to record in the Technical Log by the engineer who has performed the task.
     3. This is Instruction not applicable for Outstation
  3. What information of tooling and test equipment’s needs to be recorded in Technical Log?
     1. The name of tooling, test equipment is tire pressure gauges, FLUKE meters, rigging pins, go-no-go gauges, torque wrenches, etc.
     2. The type, P/N, S/N, manufacture of the tooling/equipment
     3. The type, P/N and S/N of the tooling/equipment
  4. Who write the information of tooling and test equipment’s in the aircraft Technical Log?
     1. The person who has carry out the task
     2. The person who lends the tools in the store
     3. The person who Certificate of Release to Service
  5. Why should the tooling and test equipment’s information be recorded in the logbook?
     1. Manage the usage status of the tool
     2. Used to looking for an origin of tooling and test equipment’s used for maintenance, calibration of aircraft systems/aircraft components/test equipment.
     3. Manage the tooling or test equipment is loaned or borrowed from other sources/operators.

## *Paragraph 7. Standard Operating Procedures introduction (Level 1)*

* VAECO also develops a Standard Operating Procedures (SOP) to detail the requirements and procedures of the MOE, and to describe the operations of VAECO. The SOP will be internally approved by the Accountable Manager/ CEO but in any case, the SOP shall not contradict the VAR/MOE.
* SOP regulations which mentioned in this current MOE shall be sent to CAAV not exceed 05 working days whenever a new MOE version has been released. If CAAV has found any non-conformity with VAR and other approved documents, VAECO shall withdraw the non-conformity SOP after receiving announcement of CAAV.
* All forms are mentioned in the MOE and the SOP, are combined into the VAECO Form Manual. This document is updated, supplemented by QA Department when necessary and approved by QA Director. All VAECO employees have to use approved Form Manual which are uploaded on <http://vaeco/portal/thuvien> by the Technical Library
  1. The SOP will be approved by?
     1. CAAV
     2. Quality Manager
     3. Accountable Manager/ CEO
  2. What will happen if CAAV find any non-conformity with VAR and other approved documents?
     1. VAECO send other SOP to correct the non-conformity
     2. VAECO shall withdraw the non-conformity SOP after receiving announcement of CAAV
     3. VAECO shall withdraw the non-conformity SOP without any announcement of CAAV
  3. VAECO must send the SOP regulations mentioned in the current MOE to CAAV within
     1. 05 days
     2. 05 calendar days
     3. 05 working days.
  4. The current approval VAECO Forms are uploaded on VAECO website by
     1. QA Director.
     2. QA Department.
     3. Technical Library.
  5. The VAECO Form Manual is approved by
     1. QA Director
     2. Quality Manager
     3. CAAV

## *Paragraph 8. Preliminary inspection of aircraft component requirements* (Level 1)

Preliminary inspection of aircraft component may include but is not limited to the followings:

* Review of all accompanying documentation and Unserviceable Tag (VAECO Form 0005) or Identification Tag (VAECO Form 0003) to verify the part number, serial number, and reason for removal, date of removal, time in service and any other pertinent information of the article.
* External visual inspection for physical condition to determine any damage which may have been caused by transportation, packaging or improper storage condition.
* Partial or complete disassembly of the component may be required to accomplish this inspection.
* Perform any inspection specified in the component maintenance manual (CMM).

Discrepancies found during preliminary inspections are recorded in Component maintenance worksheet (VAECO Form 7032). All discrepancies are also recorded in Finding/ Repair Report (VAECO Form 7033). If the required corrective actions are out of the work specified on the given Work request, The component RTS staff sends the Finding/ Repair Report to the respective TD and follows the TD's direction.

1. What is the purpose of the paragraph:
   1. Guidance for preliminary inspections of raw materials.
   2. Guidance for preliminary inspections of aircraft components.
   3. Guidance for final inspections of aircraft components
2. Which form(s) must be filled out in case of abnormal finding(s)?
   1. VAECO Form 7032.
   2. VAECO Form 7033.
   3. VAECO Form 7032 and 7033.
3. How does the incoming inspector check the physical condition of the components?
   1. By external visual inspection only.
   2. By visual inspection of the component external and detailed inspection of its internal using specific tooling.
   3. By visual inspection of the component external and performing other inspections IAW CMM.

## *Paragraph 9. Component maintenance in workshop (Level 2)*

During maintenance of component:

* All defects are recorded in Finding/ Repair Report (VAECO Form 7033) and the Worksheet (VAECO Form 7032). All the defected parts must be repaired or replaced by serviceable parts IAW the CMM or other document accepted by the manufacturer.
* If the required corrective actions are out of the work specified on the given WR, the component RTS staff sends the Finding/ Repair Report to the TD and follow the TD's direction. The Workshop manager is also informed. The TD staff shall contact the repair requester for acceptance or giving instruction.
* If the defect of the component is un-repairable or considered as beyond of economic repair or out of workshop’s approved work scope but may be repairable, the article is returned to the repair requester with Unserviceable Tag (VAECO Form 0005/ right hand side), Finding/ Repair Report and concerned documentation (JCAS, Work Transit sheet, WR, test result (if any)).

1. What is the purpose of the paragraph:
   1. Requirements of component maintenance in workshop.
   2. Guidance for preliminary inspections of aircraft components.
   3. Requirements of workshop facility and tooling.
2. In which case the component is returned to the repair requester?
   1. The defect of the component is un-repairable or considered as beyond of economic repair or out of workshop’s approved work scope but may be repairable.
   2. The defect of the component is un-repairable or considered as beyond of economic repair or out of workshop’s approved work scope and may be non- repairable.
   3. The defect of the component is repairable or considered as within economic repair or out of workshop’s approved work scope but is non-repairable.
3. Which document(s) can be used to rectify the component’s defect?
   1. AMM and CMM.
   2. CMM and other manufacturer’s acceptable documents.
   3. CMM and other operator’s acceptable documents.

## *Paragraph 10. Inspection of seat covers and curtains after washing and* incoming (Level 1)

* Respective CIMC has responsibility for receiving seat covers and curtains after washing from washing agency, issues handover sheet, and evaluate serviceable status of seat covers based on the below standards:
  + Seat cover is considered as satisfied if it has not been torn, frayed, ravelled out, and faded out partly or totally.
* Appropriate qualified staff or RTS staff shall issue Certificate of Conformity (COC – VAECO Form 7036) for serviceable seat covers and curtains.
* Respective CIMC hands over serviceable seat covers and curtains together with COC to LGC for incoming inspection, issuing GRN, serviceable tag and storing in according to applicable procedure.

1. Who can issue COC for the serviceable seat covers and curtains?
   1. Qualified mechanics.
   2. RTS staff or appropriate qualified staff.
   3. Only RTS staff.
2. Which of the following seat covers shall be accepted?
   1. Torn, frayed, ravelled out, and faded out seat covers.
   2. Not torn, frayed, ravelled out, and partly faded out seat covers.
   3. Not torn, frayed, ravelled out, nor faded out seat covers.
3. Which document(s) shall be handed over from CIMC to LGC together with serviceable seat covers and curtains?
   1. COC.
   2. COC, GRN, and serviceable tag.
   3. COC, serviceable tag.

## *Paragraph 11. Working in the aircraft’s cabin and near the aircraft door* (Level 1)

* Safety equipment must be used whenever a cabin door is open with no stairs or no gateway in position, the safety strap should be installed and the door should not be left unattended.
* When a door remains open and unattended for more than two days duration maintenance check, it requires that the installation of a safety barrier (door net or equivalent device) in absence of stairs or gateway.
* Stepladder could be use when working in the cabin of large aircraft for accessing to the high-level areas. The stepladder dimension could be found in the relevant AMM task for each type of aircraft.

1. When do you have to install safety barrier at cabin door?
   1. When such door is opened and unattended for more than two days.
   2. When such door is opened and unattended for more than two days and no stairs/gateway in place.
   3. When such door is closed and unattended for more than two days and no stairs/gateway in place.
2. Where can you find the correct dimension of the stepladder being used inside the aircraft?
   1. In the relevant CMM for each type of aircraft.
   2. In the relevant AMM for each type of aircraft.
   3. Any stepladder that fits the working space can be used.
3. What safety measures should be used when a cabin door is open with no stairs or no gateway in position?
   1. The safety strap should be installed and the door should not be left unattended.
   2. The safety strap should be installed and the door can be left unattended.
   3. The safety barrier can be absent and the door should not be left unattended.

## *Paragraph 12. Maintenance cleanliness and FOD prevention (Level 2)*

* A Foreign Object is defined as a substance or article alien to the aircraft that has been allowed to invade it. Foreign Object in the immediate area of or in area from which migration is possible, e.g. through tooling holes, bend relief cut-outs, drain hole, etc., and which could cause a system or component malfunction or deterioration is classified critical.
* Foreign Object Damage (FOD) is any damage attributed to a foreign object which can be expressed in physical or economic (monetary) terms which may or may not degrade aircraft safety and/or performance characteristics. The effect of FOD on maintenance costs can be significant. For example, the cost to repair a FOD- damaged engine can easily exceed $1 million. FOD can also incur extensive indirect costs.

1. Which is the correct statement?
   1. FOD may or may not degrade aircraft safety and/or performance characteristics.
   2. FOD will degrade aircraft safety and/or performance characteristics.
   3. FOD only affects maintenance costs.
2. Which is the definition of FOD?
   1. A substance or article alien to the aircraft that has been allowed to invade it.
   2. Any damage attributed to a foreign object which can be expressed in physical or economic (monetary) terms which may or may not degrade aircraft safety and/or performance characteristics.
   3. A substance or article alien to the aircraft that has been allowed to invade it and could cause a system or component malfunction or deterioration is classified critical.
3. Which kind of Foreign Object is classified as critical?
   1. Foreign Object in the immediate area of or in area from which migration is possible.
   2. Foreign Object in the immediate area of or in area from which migration is possible, excluding those through tooling holes, bend relief cut-outs, drain hole, etc…
   3. Foreign Object in the distant area or in area where migration is unlikely.

## *Paragraph 13. FOD PREVENTIVE PROGRAM FOR HANGAR (Level 2)*

* During work process:
  + Fluid leaks: The maintenance staff must use the suitable container to collect the fluid. In case the fluid is spilled to floor, it should be absorbed by sand/sawdust…and clean up immediately to avoid the fluid from causing any possible damage to the aircraft or the personnel in that area.
  + Metal chip or debris: During the maintenance activities, metal chips or debris are collected using proper equipment. Suitable plate or cover shall be provided to prevent debris or tool from dropping.
* After work cleaning:
  + All maintenance staff is requested, after the work is accomplished, to clean the ground, the racks, and work benches and the work area of the aircraft to remove any debris, scrapped hardware, rags, etc.
  + Also the maintenance staff must check the tools and equipment with respect to the task had been removed from the working area to ensure there is nothing left when all works are accomplished. Should there be any tool/equipment missing after check, the supervisor must be informed to perform the searching of the nearby area thoroughly to prevent any consequential damage to the aircraft or aircraft system.
    1. What are the requirements to prevent FOD when maintenance work is completed?
       1. Clean the ground, the racks, and work benches and the work area of the aircraft; and check the tools and equipment with respect to the task had been removed from the working area to ensure there is nothing left when all works are accomplished.
       2. Clean the ground, the racks, and work benches and the work area of the aircraft; and check the tools and equipment with respect to the task had been removed from the working area to ensure there is nothing left before the end of the working shift.
       3. Both A and B are correct.
    2. Who must be informed when a tool/equipment is missing after the work is completed?
       1. QC inspector.
       2. Foreman.
       3. Supervisor.
    3. How to prevent a fluid spillage when doing maintenance works?
       1. The fluid must be absorbed by sand/sawdust…and clean up immediately.
       2. By using suitable containers.
       3. By cleaning up the fluid immediately to avoid it from causing any possible damage to the aircraft or the personnel in that area.

## *Paragraph 14. Foreign Object related risk management (Level 2)*

* When a FO is suspected falling into critical system/area(s) of aircraft/engine(s) during performance of maintenance, the technician/ maintenance staff responsible for related maintenance tasks shall inform his team leader and manager/ foreman immediately. All activities in the affected area(s) of the aircraft/engine(s) are requested to stop for searching. A searching team shall be established by the on duty leaders of the maintenance center. The number and member of the searching team depend on the size of the affected area(s).
* The FO search continues until the suspected lost item(s) is found or adequate assurances are made that the FO is not contained in critical area(s) of the aircraft/engine(s) and does not affect the safety or airworthiness of the aircraft. The searching action shall only be called off by the respective director of maintenance center.
* The searching team leader is responsible for investigation and record result in Foreign Object Report (VAECO form 7012) and sends to his/her director and informs QC division within 24 hours and before release the A/C to service.
  1. When a FO is suspected falling into critical system/area(s) of aircraft/engine(s) during maintenance, should activities in the affected area(s) of the aircraft/engine(s) be halted?
     1. Yes.
     2. No.
     3. Depends on the team leader’s decision.
  2. When can the FO search be called off?
     1. When the respective maintenance center director decides to do so.
     2. When there is an adequate assurance that the FO is not contained in critical area(s) of the aircraft/engine(s).
     3. A and B.
  3. The aircraft will be released to service in 2 hours; the FO search was completed satisfactory. When must the searching team leader submit the VAECO form 7012 to their director?
     1. Within 24 hours.
     2. Within their working shift.
     3. Within 2 hours.

## *Paragraph 15. Maintenance document completion requirements (Level 2)*

* Authorized staff checks completed maintenance documents especially the NRC’s for completeness and appropriateness of entries. Authorized staff affixes his/her stamp and signature upon vetting to indicate that the completed work document was satisfactory. For traceability and record keeping process, document vetting must consider the following:
* For work that involves replacement or installation of serialized aircraft parts/components, authorized staff and Technician must ensure that the Part Number (P/N), Serial Number (S/N) and GRN are clearly annotated on the appropriate portion of the maintenance document (NRC, worksheet...). Copy of Release/ Return to Service certificate such as FAA Form 8130-3, EASA Form 1, CAAV Form 1 or equivalent and Serviceable tag must be attached together with the completed work documents.
* For work that involves usage of consumable materials, whole or partial (e.g. paint, adhesive, sealant, etc.), and replacement or installation of Standard Parts (e.g. bolts, nuts, washers, rivets, etc.), authorized staff and Technician must ensure that the Part Number (P/N) and GRN are clearly annotated on the appropriate portion of the document (NRC, worksheet...). Copy of Certificate of Conformance/ Compliance (C of C) and document to prove the equivalency need to be attached to the completed work documents in case using of substitute material.
  1. What indicates that the work document was completed satisfactory?
     1. Stamp of authorized staff.
     2. Signature of authorized staff.
     3. Both A and B.
  2. In which case the copy of Release/ Return to Service certificate must be attached together with the completed work documents?
     1. When the related work includes installing of serialized aircraft parts/components.
     2. When the related work includes installing of consumable material.
     3. When the related work includes installing of serialized tools/equipment.
  3. For work that involves usage of consumable materials, does copy of Certificate of Conformance/ Compliance need to be attached together with the completed work documents?
     1. Yes, in all cases.
     2. No.
     3. Yes, depends on the actual consumable materials used.

## *Paragraph 16. Maintenance document completion requirements (Level 2)*

* Document completion and sign-off shall be performed just after each maintenance work step(s)/ subtask(s)/ stage completion and before commencing next maintenance work step(s)/ subtask(s)/ stage.
* The referred technical data name and specific task number (E.g. AMM xx-xx-xx-xxx- xxx-x, MEL xx-xx-xxx...) with amendment/ revision status (revision number and date) used to perform the work/ react to the defect must be specified in maintenance

document (work card/ job card/ task card, worksheet, EO, SRO, NRC…) or statement in a sheet/ WO for whole WP.

* The necessary information such as check/ test result must be recorded in appropriate block of maintenance document as specified.
* Any mistake in the maintenance document is corrected by authorized staff who had performed the work. To correct, he strikes out the wrong words or makes one (or two) diagonal line(s) (for a block of text) and certifies by his signature and authorized number then writes the correct words next to the incorrect ones. Erasing or overwriting of the incorrect words is not allowed.
  1. Can authorized staff correct mistake in maintenance document?
     1. Yes, provided that he performed the mentioned maintenance work.
     2. Yes, he can correct all mistakes in maintenance document, including those made by others.
     3. No, if he performed the mentioned maintenance work.
  2. When shall the maintenance documents be signed-off?
     1. Right after each maintenance work step(s)/ subtask(s)/ stage completion and before commencing next maintenance work step(s)/ subtask(s)/ stage.
     2. Right before each maintenance work step(s)/ subtask(s)/ stage completion and commencing next maintenance work step(s)/ subtask(s)/ stage.
     3. Maintenance documents can be signed off when the whole work package is completed.
  3. Is it mandatory that the referred technical data name and specific task number with amendment/ revision status be specified in maintenance document in a work package?
     1. Yes.
     2. Not in all cases.
     3. Information not given in the passage.

## *Paragraph 17. VAECO just culture policy (Level 2)*

* All personnel within the company are enabled and encouraged for free and frank reporting of any (potentially) safety related occurrence and maintenance error.
* No punishment against the person reporting occurrences and/or errors.
* All personnel involved in maintenance activities of the company are treated in a fair, consistent, objective and timely manner. However, they also have a responsibility to actively participate in the SMS by reporting maintenance errors, occurrences and hazards so that learning and improvement can happen.
* All incidents/accidents are investigated and, where incidents/accidents are reported in a timely and open manner, the presumption of blamelessness is the norm and the expectation is that disciplinary action is the exception. If any disciplinary or administrative action is needed, this is not done without a proper investigation and a full review of the findings of that investigation. Nevertheless, all serious failures of personnel to act responsibly are still attract sanction under this policy.
  1. If a person reports his/her own errors/violations, would he/she be disciplined?
     1. No.
     2. Yes, in all cases.
     3. Yes, but only if he/she seriously failed to act responsibly.
  2. Who is encouraged for free and frank reporting of any (potentially) safety related occurrence and maintenance error?
     1. Everyone within the company.
     2. Only managerial personnel.
     3. Information not given in the paragraph.
  3. What is one of the responsibilities of all maintenance personnel to contribute to VAECO just culture policy?
     1. Actively participate in the SMS.
     2. Incidents/accidents are investigated in a timely and open manner.
     3. Both A and B.

## *Paragraph 18. Mandatory occurrence report (Level 1)*

* Maintenance staff immediately report occurrences (specified in 10.12.4) discovered during maintenance or reported by flight crew (applicable for VNA aircraft) to team leader and the respective Technical Division. Related maintenance staff must fill Form 2035 or CAAV Form 14ab or Form of customer (as applicable) including Auth. No.
* The respective Technical Division creates an aircraft event including initial occurrence report (VAECO Form 2035) on the Technical Information module on the VAECO website. If the occurrence happened during base maintenance, BMC’s TD must create separate event from the maintenance check event on VAECO.
* All customers complaints related to safety and quality of maintenance shall be reported by functional department/center (MCC/ Maintenance Center/ LGC/ BPD) to QAD. QAD shall evaluates or investigates (if necessary) and feedbacks to related department/center.
  1. What must be done when complaints from customers are received?
     1. QAD shall be reported about the matter.
     2. MCC shall be reported about the matter.
     3. Customer Relation Department shall be reported about the matter.
  2. In case an occurrence is reported by VNA flight crew, when must maintenance staff report it to their team leader?
     1. In 2 hours.
     2. Immediately.
     3. Form 2035 or CAAV Form 14ab or Form of customer must be filled out.
  3. After receiving the occurrence information, does Technical Division have to create an aircraft event on VAECO website?
     1. Yes.
     2. Yes, but only BMC’s TD has to do so.
     3. Yes, but only CIMC’s TD has to do so.

## *Paragraph 19. Work handover (Level 1)*

* Inspector handover sheet (VAECO Form 2015) shall be left by each of the inspectors leaving the job before completion of a project for information to the succeeding inspector. Its purpose is to assure a continuing inspection responsibility for in- progress work inspections.
* The Inspector handover sheet binders are located throughout VAECO and made readily available to both shift out-going and incoming inspectors to ensure the continuity for inspection completion. The Inspector handover sheet binders shall be located as follows:
* Dock Control Room for base maintenance.
* RTD for ramp maintenance.
* Shop office for component maintenance.

1. What is the purpose of VAECO Form 2015?
   1. Assuring a continuing inspection responsibility for in-progress work inspections.
   2. Assuring continuous general information exchanges between maintenance centers.
   3. Both A and B.
2. Where can maintenance staff find the Inspector handover sheet binders?
   1. RTD Control Room for base maintenance.
   2. Dock for ramp maintenance.
   3. Shop office for component maintenance.
3. After completing a project, do the inspector leaving have to complete the handover sheet to the succeeding inspector?
   1. Yes.
   2. No.
   3. Information not given in the paragraph.

## *Paragraph 20. Returning unserviceable parts (Level 2)*

* During performing component maintenance in workshop, if failure of a component is out of workshop capability the shop staff must re-assemble the component, bring it to storage condition and return the component to VAECO store with Unserviceable Tag (VAECO Form 0005/ right hand side), Finding/ Repair Report and test result (if any).
* For the defected part/ sub-assembly removed from a component, if it is in repairable type with P/N and S/N, the shop staff returns it to VAECO store with Unserviceable tag (VAECO Form 0005), Finding/ Repair Report and test result (if any).
* Serviceable part/ materials must be returned to VAECO store right after maintenance centers determine that no need for such part/ materials.
  1. If the repair of a failed component is out of workshop capability, what must the shop staff do?
     1. Re-assemble the component, bring it to storage condition.
     2. Return the component to VAECO store with Unserviceable Tag (VAECO Form 0005/ right hand side), Finding/ Repair Report and test result (if any).
     3. Both A and B.
  2. In case a serviceable part/ materials is determined not necessary, when must it be returned to VAECO store?
     1. Within the working shift.
     2. Immediately.
     3. Within the day.
  3. What must be done with an unserviceable part/ sub-assembly removed from a component?
     1. It must be sent to condemned store.
     2. Shop staff must send it to other capable workshops.
     3. Shop staff must send it to VAECO store with applicable documents.

## *Paragraph 21. CAAV MOE, Part 2, Chapter 6 Rating and Capabilities* (Level 1)

1. VAECO may perform maintenance, preventive maintenance, or modifications on an aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof only for which it is rating and within the limitations specified in Operations Specifications and/ or capabilities approved by CAAV.
2. The Capability List manual is issued by VAECO, exposing all maintenance and fabrication capabilities of ratings which described in the Operations Specification and other maintenance works, approved by CAAV
   1. Who is responsible for AMO’s rating approval?
      1. CAAV
      2. Customer
      3. Manufacturer
   2. Where is a maintenance organization's rating indicated??
      1. Operations Specifications
      2. Capabilities list
      3. Operations Specifications and/ or Capabilities list
   3. Who is responsible for approve Capability list manual?
      1. CAAV
      2. Customer
      3. Manufacturer

## *Paragraph 22. CAAV MOE Part 2, Chapter 10, MAINTENANCE*

***PROCEDURES (Level 1)***

VAECO will only perform maintenance, preventive maintenance, or modifications on articles for which it is rated and within the limitations found in its approval certificate.

Maintenance, preventive maintenance or modifications will be performed utilizing the most current manufacture’s maintenance manuals or other CAAV approved maintenance data.

1. What are the privileges of a maintenance organization (VAECO)?
   1. Perform maintenance, preventive maintenance, or modifications on articles if evaluate that they are simple.
   2. Perform maintenance, preventive maintenance, or modifications on articles for which it is rated and without the limitations found in its approval certificate.
   3. Perform maintenance, preventive maintenance, or modifications on articles for which it is rated and within the limitations found in its approval certificate.
2. Which maintenance data can be used during maintenance?
   1. Manufacture’s maintenance manuals
   2. Manufacture’s maintenance manuals or other CAAV approved maintenance data
   3. Current manufacture’s maintenance manuals or other CAAV approved maintenance data

## *Paragraph 23. Standard practices (Level 1)*

* Maintenance/ manufacturing tasks are (1) in a manner that precludes foreign object entrapment and product contamination. Documents (2) necessary processes and procedures for (3) contamination and debris during fabrication and assembly operations.
* Boxes or special trays (4) used for small items, such as hand drills, hardware, which is to be (5) in aircraft. This tray is used to (6) tools to and from the tool crib/ shadow board and act (7) temporary storage container for (8) hardware. The removed hardware (9) disposed of properly when the tray and tools are returned (10) the tool crib/ shadow board.
  1. A. Planned and sequenced B. Planning and sequencing C. Plan and sequence
  2. A. Contain B. Contained C. Containment
  3. A. Control B. Controlling C. Controlled
  4. A. Am B. Is C. Are
  5. A. Use B. Usage C. Used
  6. A. Transport B. Transportation C. Transports
  7. A. As B. To C. At
  8. A. Removal B. Removed C. Removing
  9. A. Is B. Are C. Being
  10. A. As B. For C. To

## *Paragraph 24. Maintenance record completion and sign-off (Level 1)*

1. Maintenance records and forms shall be ……(1)……. right after the maintenance work is performed. Non-applicable blocks shall be specified “N/A”.
2. Maintenance sign-off is performed by appropriate authorized personnel (Return to Service Staff - RTS staff or Aviation Repair Specialist – ARS). Such personnel is authorized in ……(2)……. with Part 3 Chapter 10 of this manual.
3. A maintenance work is considered completed after the appropriate authorized staff performs inspection and sign-off.
4. Sign-off means the authorized staff certifies ……(3)……. a step of the maintenance work or whole maintenance work of the Work Order/ Job Card/ Task Card/ Non-routine Card/ Engineering Order/ Worksheet/ Structure Repair Order/ Technical Log… has been performed in compliance with maintenance data, including maintenance record completion by that authorized staff or under the supervision of that authorized staff.
5. Sign-off is ……(4)……. by appropriate authorized staff putting his signature and his authorization number/ stamping on the appropriate places on the Work Order/ Task Card…

###### Question:

|  |  |  |  |
| --- | --- | --- | --- |
| 1. | A. Complete | B. Is completed | C. Completed |
| 2. | A. According | B. Accordance | C. Accordant |
| 3. | A. Who | B. That | C. Whom |
| 4. | A. Performing | B. Perform | C. Performed |

5. What is the main purpose of the passage ?

1. When maintenance record should be completed
2. Maintenance record completion and sign-off
3. What is a maintenance work and sign-off?

## *Paragraph 25. Re-fuel (Level 1):*

Not in all the cases but … (1) … of aircraft may be necessary during transit service or before a flight. The amount of… (2) … to be re-fueled is given by the captain of the flight. Maintenance staff has the … (3) …to coordinate closely with the fueling company ... (4) … the fueling process.

For the refueling process referred to the Refueling Procedure for... (5)

###### Fill in the blanks with correct words:

|  |  |  |
| --- | --- | --- |
| **1.** A. re-fuel | B. re-fueling | C. re-fueled |
| **2.** A. fuel | B. fueling | C. fueled |
| **3.** A. Responsible | B. Responsibility | C. response |
| **4.** A. When | B. VAECO | C. During |

**5.** A. Details B. Detailed C. Detailing

## *Paragraph 26. Tools and Equipment (T&E) mentioned ……(1)……. this* procedure are classified as *follows (Level 1):*

1. Specific Tools and Equipment ……(2)……. designed solely to support specific airplane component ……(3)……. system maintenance task procedure(s) as specified in Technical Data. Specific tools and equipment are specified by part number ……(4)……. Technical Data.

**Note**: The commercial and standard tool/ equipment that are ……(5)……. as COM-[ ] or STD-[ ] in the technical data ……(6)……. considered as specific tool/ equipment.

1. Non-Specific Tools and Equipment are acceptable for ……(7)……. in maintenance activities without specific requirements……(8)……. the technical data and the commercial and standard tool/ equipment.

**Note**: Non-Specific Tools and Equipment include standard hand tools and those tools and equipment that ……(9)……. multiple applications …(10)…their use.

**Question:**

|  |  |  |
| --- | --- | --- |
| 1. A. in | B. at | C. on |
| 2. A. is | B. are | C. be |
| 3. A.or | B. and | C. are |
| 4. A. in | B. at | C. on |
| 5. A. refer | B. referred | C. referenc |
| 6. A. is not | B. are not | C. is |
| 7. A. use | B. used | C. use to |
| 8. A. in | B. at | C. on |
| 9. A. has not | B. have | C. has |
| 10. A. for | B. in | C. of |

## *Paragraph 27. Maintenance Data (Level 1)*

* 1. The maintenance data (1) by the Customer/Air Carrier.
  2. When received from the Customer/Air Carrier, the maintenance data

(2) controlled and kept current in accordance with Part 3, Chapter 11 of this manual.

* 1. Regardless of source, all data will be CAAV approved or found CAAV (3) .

(1)

* + 1. Will be provided
    2. Are provided
    3. Has been provided

(2)

1. Have been
2. Has been
3. Shall be

(3)

1. Acceptable
2. Rejected
3. Properly

## *Paragraph 28. REPORTING OF UN-AIRWORTHY CONDITIONS*

***(Level 1)***

* 1. The AMO holder shall report to CAAV and the aircraft design organization any

(1) that could present a serious hazard to the aircraft.

* 1. Reports shall be made on a form and in a manner prescribed by CAAV and contain all pertinent information about the condition known to the AMO holder.
  2. Where the AMO holder is contracted by an AOC holder to carry out maintenance, that AMO holder shall report to the AOC holder any condition (2) the aircraft or aircraft component.
  3. Reports shall be made as soon as (3) , but in any case within 3 working days of the AMO holder identifying the condition to which the report relates.

(1)

A. detecting condition

B. identifying condition

C. identified condition

(2)

* + 1. affecting
    2. being affected
    3. affected

(3)

1. Possible
2. Soon
3. Can

## *Paragraph 29. AVIATION MAINTENANCE TECHNICIAN* EXPERIENCE REQUIREMENTS (Level 1)

* 1. Each applicant for an AMT license or rating shall present:
     1. An appropriate (1) or a certificate of completion from an ATO approved by CAAV,
     2. (2) documentary evidence of practical experience for the period of time and types of work prescribed by the CAAV (3) to the rating(s) sought.

(CAAV VAR PART 7 7.357)

(1)

* + - 1. Graduated certificate
      2. Graduating certificate
      3. Graduation certificate

(2)

1. Acceptable
2. Accountable
3. Appropriate

(3)

1. Acceptable
2. Accountable
3. Appropriate

# Phụ lục V: CÂU HỎI VỀ CHUYÊN NGÀNH, THỰC TẾ BẢO DƯỠNG VÀ QUY TRÌNH

#### *(Kèm theo Biên bản nghiệm thu số 03 /HĐTN-T3, ngày 12 tháng 12 năm 2022)*

1. a constant high or low voltage, and cause/ however, DC voltages/ the heart to/stop beating/ are **. (Level 1)**
2. However, DC voltages are a constant high or, the heart to stop beating and cause low voltage
3. However, the heart to stop beating. DC voltages are a constant high or low voltage and cause
4. However, DC voltages are a constant high or low voltage, and cause the heart to stop beating.
5. DC voltages /amperage (the measure of the current flow) / cause fatal damage/ is relatively high when compared/ to the low amperage level from/ required /from AC voltages to **(Level 1)**
6. Amperage (the measure of the current flow) require from AC voltages to cause fatal damage is relatively high when compared to the low amperage level from DC voltages.
7. Amperage (the measure of the current flow) from AC voltages to require cause fatal damage is relatively high when compared to the low amperage level from DC voltages.
8. Amperage (the measure of the current flow) required from AC voltages to cause fatal damage is relatively high when compared to the low amperage level from DC voltages.
9. connected /to the analog audio outputs (external connector)/ this /runs/ on 9 to 12 volts DC, and is directly/runs **(Level 1)**
10. This runs on 9 to 12 volts DC, and is directly connected is to the analog audio outputs (external connector).
11. This runs on 9 to 12 volts DC, and is directly connected to the analog audio output (external connector).
12. This runs on 9 to 12 volts DC, and is directly connected to the analog audio outputs (external connector).
13. live voltages, you risk damaging internal circuits / connect disconnect the seat harness/ with/ If you **(Level 1)**
14. If you connect disconnect with the seat harness live voltages, you risk damaging internal circuits.
15. If you connect disconnect the seat harness live voltages, you with risk damaging internal circuits.
16. If you connect disconnect the seat harness with live voltages, you risk damaging internal circuits.
17. exposure to /the damage/ may /not be apparent at first, but continued / this type of maintenance practice will / or erode the internal devices/deteriorate **(Level 1)**
18. The damage may not be apparent at first, but continued exposure is to this type of maintenance practice will deteriorate or erode the internal devices.
19. The damage may not be apparent at first, but continued exposure to this type of maintenance practice will deteriorate or the erode the internal devices.
20. The damage may not be apparent at first, but continued exposure to this type of maintenance practice will deteriorate or erode the internal devices.
21. Mean Time Between Failures (MTBF) of the unit/ this will / intermittent problems and eventually cut down on the/cause many **(Level 1)**
22. This will cause many is intermittent problems and eventually cut down on the Mean Time Between Failures (MTBF) of the unit.
23. This will cause many of intermittent problems and eventually cut down on the Mean Time Between Failures (MTBF) of the unit.
24. This will cause many intermittent problems and eventually cut down on the Mean Time Between Failures (MTBF) of the unit.
25. to make the equipment less susceptible to ESD /the airline industry, aircraft manufacturers/ and / suppliers/ are /working / in-flight entertainment system **(Level 1)**
26. The airline industry, aircraft manufacturers in-flight entertainment system suppliers are working to make and the equipment less susceptible to ESD.
27. The airline industry, aircraft manufacturers in-flight entertainment system and suppliers are working to make the equipment less susceptible to ESD.
28. The airline industry, aircraft manufacturers and in-flight entertainment system suppliers are working to make the equipment less susceptible to ESD.
29. the SEB /this is mainly/ to prevent / and damage to/ audio circuitry in/ / DPCU microprocessor lock-ups **(Level 1)**
30. This is mainly DPCU microprocessor lock-ups and damage to audio to prevent circuitry in the SEB
31. This is mainly DPCU microprocessor lock-ups and to prevent damage to audio circuitry in the SEB
32. This is mainly to prevent DPCU microprocessor lock-ups and damage to audio circuitry in the SEB.
33. protective internal circuitry /must/ It /can be/ assumed/ that/ also be applied/ in other LRUs **(Level 1)**
34. It
35. \n be assumed that protective internal circuitry must also be applied in other LRUs.
36. observing ESD precautions /in all cases/however, this / the line maintenance technician from/ does not/ excuse **(Level 1)**
37. However, this does not excuse in the line maintenance technician from observing ESD precautions in all cases.
38. However, this does not excuse of the line maintenance technician from observing ESD precautions in all cases.
39. However, this does not excuse the line maintenance technician from observing ESD precautions in all cases.
40. ESD awareness / to /costs down and system availability up/ essential/ is/ keeping maintenance **(Level 1)**
41. ESD awareness essential to keeping maintenance costs down and is system availability up.
42. ESD awareness essential to keeping maintenance costs down and system is availability up.
43. ESD awareness is essential to keeping maintenance costs down and system availability up.
44. A digital signal / designate/ ones or zeros/ has / voltage levels, high or low, which/only two **(Level 1)**
45. A digital signal has is only two voltage levels, high or low, which designate ones or zeros
46. A digital signal has or only two voltage levels, high or low, which designate ones or zeros
47. A digital signal has only two voltage levels, high or low, which designate ones or zeros.
48. audio data /the Main Mux / the seats/ in this way/transmits/ to **(Level 1)**
49. The Main Mux transmits audio data to the seats in this way.
50. The Main Mux transmits audio data to the seats in this way.
51. The Main Mux transmits audio data to the seats in this way.
52. to/ control and data signals/ transmit/ a digital signal / also used/ is **(Level 1)**
53. A digital signal is also use to transmit control and data signals.
54. A digital signal is also used transmit to control and data signals.
55. A digital signal is also used to transmit control and data signals.
56. is / the avionics industry / serial data communication/ arinc 429: A standard communication protocol that/in use in/ for (Level 2)
57. ARINC 429: A standard communication protocol that is in the use in the avionics industry for serial data communication.
58. ARINC 429: A standard communication protocol that is in use in the avionics industry for the serial data communication.
59. ARINC 429: A standard communication protocol that is in use in the avionics industry for serial data communication.
60. the cabin bulkhead walls /wall-mounted overhead / are /on/ /monitors/ located **(Level 1)**
61. Wall-mounted are overhead monitors located on the cabin bulkhead walls.
62. Wall-mounted overhead monitors located on the cabin are bulkhead walls.
63. Wall-mounted overhead monitors are located on the cabin bulkhead walls.
64. individual units/ It also/ for status / acknowledgment of data /asks/ and **(Level 1)**
65. It also asks individual units and for status acknowledgment of data.
66. It also asks individual units for and status acknowledgment of data.
67. It also asks individual units for status and acknowledgment of data.
68. This protocol/ the Main Mux and the PVSCU/ is / to communicate to/ from CIDS for/used

###### (Level 1)

1. This protocol is used to communicate to from CIDS for by the Main Mux and the PVSCU.
2. This protocol is use to communicate to from CIDS for the Main Mux and the PVSCU.
3. This protocol is used to communicate to from CIDS for the Main Mux and the PVSCU.
4. data bus /this / a closed-loop bi-directional type of /is **(Level 1)**
5. This is a closed-loop bi-directional type of is data bus.
6. This is a closed-loop bi-directional type of an data bus.
7. This is a closed-loop bi-directional type of data bus.
8. PPC /used / the Panasonic PVSCU/ talking with TUs and VDUs for/by/is **(Level 1)**
9. PPC is used by the Panasonic PVSCU for is talking with TUs and VDUs.
10. PPC is use by the Panasonic PVSCU for talking with TUs and VDUs.
11. PPC is used by the Panasonic PVSCU for talking with TUs and VDUs.
12. It /is /also used/ to send/ data /from/ the Mux to the SEBs, from/ the /SEBs to/ the DPCUs **(Level 1)**
13. It is also used to send data from the Mux the SEBs, from to the SEBs to the DPCUs
14. It is also used to send to data from the Mux the SEBs, from the SEBs to the DPCUs
15. It is also used to send data from the Mux to the SEBs, from the SEBs to the DPCUs
16. it / the Programmable Video System Control Unit /is /also used / the VCPs to/from **(Level 1)**
17. It is also used from the VCPs to the Programmable Video System is Control Unit.
18. It is also used from the VCPs to the Programmable Video is System Control Unit.
19. It is also used from the VCPs to the Programmable Video System Control Unit.
20. one that controls certain system functions / that particular discrete signal goes “active”/ a discreet signal/ is/when **(Level 1)**
21. A discreet signal one that controls certain system functions when that particular discrete is signal goes “active”.
22. A discreet signal one that controls certain system functions when that particular is discrete signal goes “active”.
23. A discreet signal is one that controls certain system functions when that particular discrete signal goes “active”.
24. are /transmit data /there/ of audio signals used/ to / in MPES/two/ types **(Level 1)**
25. There are two to types of audio signals used transmit data in MPES
26. There are two types of audio to signals used transmit data in MPES
27. There are two types of audio signals used to transmit data in MPES.
28. is / that / analog Audio: This / present at a headphone or speaker/ the type of audio/is

###### (Level 1)

1. Analog Audio: This is the type of audio is present at a that headphone or speaker.
2. Analog Audio: This is the type of audio is present at that a headphone or speaker.
3. Analog Audio: This is the type of audio that is present at a headphone or speaker.
4. The signal strength / the volume, and the frequency determines the pitch/determines

###### (Level 1)

1. The signal strength determines of the volume, and the frequency determines the pitch.
2. The signal strength determines is the volume, and the frequency determines the pitch.
3. The signal strength determines the volume, and the frequency determines the pitch.
4. an analog audio signal /been sampled and converted /is /into a 16-bit digital audio word/ PCM Audio: This/that /has **(Level 1)**
5. PCM Audio: This is an analog audio signal that has been sampled and convert into a 16-bit digital audio word.
6. PCM Audio: This is an analog audio signal that has been sample and converted into a 16-bit digital audio word.
7. PCM Audio: This is an analog audio signal that has been sampled and converted into a 16-bit digital audio word.
8. MPES Audio System utilizes only one type of video signal-Baseband Video/ the / attached/ to/ an/ Video system. **(Level 1)**
9. The Video system attach to an MPES Audio System utilizes only one type of video signal-Baseband Video.
10. The Video system attached an MPES Audio System utilizes only to one type of video signal-Baseband Video.
11. The Video system attached to an MPES Audio System utilizes only one type of video signal-Baseband Video.
12. PAL video signals /the Panasonic video /recognize and display NTSC/ and / systems/ can **(Level 1)**
13. The Panasonic video systems can and recognize display NTSC and PAL video signals.
14. The Panasonic video systems and can recognize display NTSC and PAL video signals.
15. The Panasonic video systems can recognize and display NTSC and PAL video signals.
16. and/ require different decoding frequencies before /they can be displayed/ these/ each formatted /to /a different standard /are **(Level 1)**
17. These are each formatted a different standard and require different to decoding frequencies before they can be displayed.
18. These are each formatted a different standard and require to different decoding frequencies before they can be displayed.
19. These are each formatted to a different standard and require different decoding frequencies before they can be displayed.
20. a power switch for MPES at / configurations / include/ the Forward Attendant Panel/ will/most **(Level 1)**
21. Most configurations will be include a power switch for MPES at the Forward Attendant Panel
22. Most configurations will a power switch for include MPES at the Forward Attendant Panel
23. Most configurations will include a power switch for MPES at the Forward Attendant Panel.
24. OVS / powered / the PVSCU power switch/ is/ by **(Level 1)**
25. OVS is power by the PVSCU power switch.
26. OVS is powered by the PVSCU is power switch.
27. OVS is powered by the PVSCU power switch.
28. the seat boxes /MPES /music audio and video audio (soundtrack) /to/ / provides **(Level 1)**
29. MPES provides to music audio and video audio (soundtrack) the seat boxes.
30. MPES provides music audio and video audio (soundtrack) the to seat boxes.
31. MPES provides music audio and video audio (soundtrack) to the seat boxes.
32. The system /line maintenance personnel/ with the ability/ /to the seat boxes with BITE/ also provides/ to/ troubleshoot **(Level 1)**
33. The system also provides line maintenance personnel with the ability to troubleshoot the seat boxes to with BITE.
34. The system also provides line to maintenance personnel with the ability to troubleshoot the seat boxes with BITE.
35. The system also provides line maintenance personnel with the ability to troubleshoot to the seat boxes with BITE.
36. corresponding PA audio data / the SEB/ This/ will /the Main Mux/ to/ send/ the/tell/to (Level 2)
37. This will tell the Main Mux to send the corresponding PA to audio data the SEB.
38. This will tell the Main Mux to send the corresponding to PA audio data the SEB.
39. This will tell the Main Mux to send the corresponding PA audio data to the SEB.
40. the seat (headset)/It should be / PA audio overrides / that PA /will be/ the only /MPES audio heard at/ / noted that/entertainment audio, so (Level 2)
41. It should be noted that PA audio so overrides entertainment audio, that PA will be the only MPES audio heard at the seat (headset).
42. It should be noted that PA audio overrides entertainment audio, so that PA will be is the only MPES audio heard at the seat (headset).
43. It should be noted that PA audio overrides entertainment audio, so that PA will be the only MPES audio heard at the seat (headset).
44. an unused DPCU channel (depending on the audio source)/ Video audio (movie soundtrack) / can be/ to/ inputs /assigned **(Level 1)**
45. Video audio (movie soundtrack) can be assigned to an unused inputs DPCU channel (depending on the audio source).
46. Video audio (movie soundtrack) inputs can be assigned an unused DPCU to channel (depending on the audio source).
47. Video audio (movie soundtrack) inputs can be assigned to an unused DPCU channel (depending on the audio source).
48. Wall Disconnect Boxes/ for two-way data communications via 2 sets /of data lines that send configuration and layout data/ the Main Mux / to two SEB columns through/connected/ is. (Level 2)
49. The Main Mux is connected is to two SEB columns through Wall Disconnect Boxes for two-way data communications via 2 sets of data lines that send configuration and layout data.
50. The Main Mux is connected to two SEB columns through Wall Disconnect Boxes for two-way data communications via 2 sets of the data lines that send configuration and layout data
51. The Main Mux is connected to two SEB columns through Wall Disconnect Boxes for two-way data communications via 2 sets of data lines that send configuration and layout data.
52. the opposite direction /the /repeats/ the process, but/next data cycle/ in **(Level 1)**
53. The next data cycle repeats in the process, but the opposite direction.
54. The next data cycle in repeats the process, but the opposite direction.
55. The next data cycle repeats the process, but in the opposite direction.
56. In some older / will / the seat electronics boxes/ installations, the Mux/ supply 115VAC/ to **(Level 1)**
57. In some older installations, to the Mux will supply 115VAC the seat electronics boxes (SEBs).
58. In some older installations, the Mux will supply 115VAC the seat to electronics boxes (SEBs).
59. In some older installations, the Mux will supply 115VAC to the seat electronics boxes (SEBs).
60. the Mux / and/ video PA keyline information / also/ transmits zone information/ to the SEBs (Level 2)
61. The Mux also transmits zone information and video PA a keyline information to the SEBs.
62. The Mux also transmits zone information and video PA keyline information is to the SEBs.
63. The Mux also transmits zone information and video PA keyline information to the SEBs.
64. DIP switch / inside /mono channel programming/ settings/ the Main Mux determine stereo/ or (Level 2)
65. DIP switch settings inside the Main Mux determine stereo mono channel or programming.
66. DIP switch settings inside the Main Mux determine stereo mono or channel programming.
67. DIP switch settings inside the Main Mux determine stereo or mono channel programming.
68. the DPCU part number /DPCU channel / are/ a combination of audio input wiring / the Main Mux /and / assignments/ to **(Level 1)**
69. DPCU channel assignments are a combination and of audio input wiring to the Main Mux the DPCU part number.
70. DPCU channel assignments are a combination of audio and input wiring to the Main Mux the DPCU part number.
71. DPCU channel assignments are a combination of audio input wiring to the Main Mux and the DPCU part number.
72. Video audio / be / by/and / zone depending on system wiring, configuration data / airline choice/can/ selected (Level 2)
73. Video audio can be selected by the zone depending on system wiring, configuration data and airline choice.
74. Video audio can be select by zone depending on system wiring, configuration data and airline choice.
75. Video audio can be selected by zone depending on system wiring, configuration data and airline choice.
76. The video audio / be / to / or /an existing audio DPCU channel / an empty non-audio channel/can/assigned (Level 2)
77. The video audio can assigned to an existing be audio DPCU channel, or an empty non-audio channel.
78. The video audio can be assigned an existing to audio DPCU channel, or an empty non-audio channel.
79. The video audio can be assigned to an existing audio DPCU channel, or an empty non-audio channel.
80. the Main Mux /stereo or mono /channels / assigned/ with DIP switches / can be/inside

###### (Level 1)

1. Stereo or mono channels can be assigned with DIP switches inside is the Main Mux.
2. Stereo or mono channels can be assign with DIP switches inside the Main Mux.
3. Stereo or mono channels can be assigned with DIP switches inside the Main Mux.
4. the PVSCU for PA use /the proper video source / be / and executed /from/ must/ designated **(Level 1)**
5. The proper video source be must designated and executed from the PVSCU for PA use.
6. The proper video source must designated and be executed from the PVSCU for PA use.
7. The proper video source must be designated and executed from the PVSCU for PA use.
8. The video audio / applied /the correct cabin zone based / video keylines/ will/the MPES configuration and/ the active/ on/ to/ be (Level 2)
9. The video audio will be applied the correct cabin zone based on the MPES to configuration and the active video keylines.
10. The video audio will be applied to the correct on cabin zone based the MPES configuration and the active video keylines.
11. The video audio will be applied to the correct cabin zone based on the MPES configuration and the active video keylines.
12. the installed/ video components, including the Video Players and TUs/ initiates/ BITE for/ at power-up, the PVSCU (Level 2)
13. At power-up, the PVSCU initiates the BITE for the installed video components, including the Video Players and TUs.
14. At power-up, the PVSCU initiates BITE for the installed video component, including the Video Players and TUs.
15. At power-up, the PVSCU initiates BITE for the installed video components, including the Video Players and TUs.
16. to view important video messages / the safety video /when their monitors / for take-off and landing/ these monitors/ allow passengers/ who/ are seated/ in the front rows/ such as/ are stowed **(Level 1)**
17. These monitors allow passengers who are seated in the front rows to view important video messages such as the safety video when their monitors are stowed by for take- off and landing.
18. These monitors allow passengers who are seated in the front rows to view important video messages such as the safety video when their monitors are stowed is for take- off and landing.
19. These monitors allow passengers who are seated in the front rows to view important video messages such as the safety video when their monitors are stowed for take-off and landing.
20. monitors / to /display /passengers / the progress of their flight without /exit theentertainment that / playing/ on their seatback monitors/ are also used/ the moving map so that/ can see/ having to/ is **(Level 1)**
21. Monitors are also used to display the moving map so that passengers can see the progress by of their flight without having to exit theentertainment that is playing on their seatback monitors.
22. Monitors are also used to display the moving map so that passengers can see the progress is of their flight without having to exit theentertainment that is playing on their seatback monitors.
23. Monitors are also used to display the moving map so that passengers can see the progress of their flight without having to exit theentertainment that is playing on their seatback monitors.
24. the IFE system /cabin crew/ maintenance personnel/ Cabin Management Interface (CMI) screens to /operate, control, and monitor / and / use **(Level 1)**
25. Cabin crew and maintenance personnel Cabin Management Interface (CMI) use screens to operate, control, and monitor the IFE system.
26. Cabin crew and use maintenance personnel Cabin Management Interface (CMI) screens to operate, control, and monitor the IFE system.
27. Cabin crew and maintenance personnel use Cabin Management Interface (CMI) screens to operate, control, and monitor the IFE system.
28. display interactive menu screens/ passenger /monitors / provide / various entertainment services/ which/ access to **(Level 1)**
29. Passenger monitors display interactive menu provide screens which access to various entertainment services.
30. Passenger monitors display interactive menu screens which access to provide various entertainment services.
31. Passenger monitors display interactive menu screens which provide access to various entertainment services.
32. touch-screen feature of each monitor / screen navigation /service selection /and/ control

/the / enables/as well as **(Level 1)**

1. The touch-screen feature of each monitor enables and screen navigation as well as service selection control.
2. The touch-screen feature of each monitor enables screen and navigation as well as service selection control.
3. The touch-screen feature of each monitor enables screen navigation as well as service selection and control.
4. this /allows / devices/ to / with/ each other using the Internet Protocol (IP)/ /network/ all connected/communicate **(Level 1)**
5. This network allows all connected devices communicate to with each other using the Internet Protocol (IP).
6. This network allows all to connected devices communicate with each other using the Internet Protocol (IP).
7. This network allows all connected devices to communicate with each other using the Internet Protocol (IP).
8. are manually /IP addresses / assigned /LRUs by / the system is configured/ to the IFE system/ Panasonic when **(Level 1)**
9. IP addresses are manually assigned to the IFE system LRUs by Panasonic when is the system is configured.
10. IP addresses are manually assign to the IFE system LRUs by Panasonic when the system is configured.
11. IP addresses are manually assigned to the IFE system LRUs by Panasonic when the system is configured.
12. the cabin/ has/ the A350/ a total of nine wallmounted / located/ on the bulkhead walls of/ overhead monitors **(Level 1)**
13. The A350 has a total of nine wallmounted overhead monitors located on the bulkhead wall of the cabin.
14. The A350 has a total of nine wallmounted overhead monitors located the bulkhead walls of the cabin.
15. The A350 has a total of nine wallmounted overhead monitors located on the bulkhead walls of the cabin.
16. normal phases/ emergency related/ can/ these conditions/ be/ or / of a fligh/occur during

###### (Level 1)

1. These conditions can be emergency related occur or during normal phases of a fligh.
2. These conditions can be emergency or related occur during normal phases of a fligh.
3. These conditions can be emergency related or occur during normal phases of a fligh.
4. occurs/ if a cabin decompression / in flight, / automatically /specific actions/the IFE system/ performs **(Level 1)**
5. If a cabin decompression occurs in flight, the IFE is system automatically performs specific actions.
6. If a cabin decompression occurs in flight, the IFE a system automatically performs specific actions.
7. If a cabin decompression occurs in flight, the IFE system automatically performs specific actions.
8. of the IFE system /a physical power reset / required /must be/ cleared/ in order to/ resume normal operation/ is / and the decompression discrete **(Level 1)**
9. A physical power reset required and the decompression discrete must be cleared in order is to resume normal operation of the IFE system.
10. A physical power reset required and the decompression discrete must be cleared in order to resume normal operation of the IFE is system.
11. A physical power reset is required and the decompression discrete must be cleared in order to resume normal operation of the IFE system.
12. data feed/ the last rows/ in each of/ / a separate Fiber Optic SIB /in Business Class, there/ is / for a redundant data/ feed to /in the event of / of the primary/ to provide/ the EcoSEB/ a failure (Level 2)
13. In each of the last rows in Business Class, there a separate Fiber Optic SIB to provide for is a redundant data feed to the EcoSEB in the event of a failure of the primary data feed.
14. In each of the last rows in Business Class, there a separate Fiber Optic SIB to provide for a redundant data feed is to the EcoSEB in the event of a failure of the primary data feed.
15. In each of the last rows in Business Class, there is a separate Fiber Optic SIB to provide for a redundant data feed to the EcoSEB in the event of a failure of the primary data feed.
16. connection/ this/ is /for passengers/ row seats / their SM is stowed/ provided/ in front/ only/ and used when **(Level 1)**
17. Analog audio /the SM / the streamed digital media /video /and/ /converts/ into
18. This connection is provided for passengers in front row seats only and used when their SM is stowed.
19. The SM converts the streamed digital media into video and analog audio.
20. displayed /the CMI screens/ on/ / and /the Crew Terminal provide cabin crew / maintenance personnel the ability / operate, control, and / the IFE system/to/monitor **(Level 1)**
21. The CMI screens displayed on and the Crew Terminal provide cabin crew and maintenance personnel the ability to operate, control, monitor the IFE system.
22. The CMI screens displayed on the Crew Terminal provide cabin crew and maintenance and personnel the ability to operate, control, monitor the IFE system.
23. The CMI screens displayed on the Crew Terminal provide cabin crew and maintenance personnel the ability to operate, control, and monitor the IFE system.
24. service controls /interactive screens / passengers / entertainment menus/ and/ / provide/with **(Level 1)**
25. Interactive screens provide and passengers with entertainment menus service controls.
26. Interactive screens provide passengers with entertainment menus service and controls.
27. Interactive screens provide passengers with entertainment menus and service controls.
28. of your finger /when / on-screen button, press /with the tip/touching an/ gently **(Level 1)**
29. When touching an on-screen button, press gently with the tip of the your finger.
30. When touching an on-screen button, press gently with on the tip of your finger.
31. When touching an on-screen button, press gently with the tip of your finger.
32. Selection/do / repeatedly / the same/not/ push **(Level 1)**
33. Do not a repeatedly push the same selection.
34. Do not repeatedly push is the same selection.
35. Do not repeatedly push the same selection.
36. 3000 psi hydraulic fluid/the metering valve/to the actuator/directs **(Level 1)**
37. The metering valve directs 3000 psi hydraulic fluid is to the actuator
38. The metering valve direct 3000 psi hydraulic fluid to the actuator
39. The metering valve directs 3000 psi hydraulic fluid to the actuator
40. entering the system/to prevent oil/seals/are installed **(Level 1)**
41. Seals are installed to prevent oil entering the system.
42. Seals are installed is to prevent oil entering the system.
43. Seals are installed to prevent oil is entering the system
44. controls/to dampen yaw axis movement/the yaw damper system/the rudder **(Level 1)**
45. The yaw damper system controls the rudder to dampen yaw axis movement
46. The yaw damper system controls the rudder is to dampen yaw axis movement
47. The yaw damper system control the rudder to dampen yaw axis movement
48. a signal/the sensor/to turn on the red warning/provides **(Level 1)**
49. The sensor provides a signal to turn on the red warning
50. The sensor a signal to turn on the red provides warning
51. The sensor provides a signal is to turn on the red warning
52. the push-button/the system/pushing/resets **(Level 1)**
53. Pushing the push-button resets the system
54. Pushing the resets push-button the system
55. Pushing the push-button resets is the system
56. the valve/opens and closes/to control the fuel flow/an electrical motor **(Level 1)**
57. An electrical motor opens and closes the valve to control the fuel flow
58. An electrical motor opens and closes on the valve to control the fuel flow
59. An electrical motor opens and closes is the valve to control the fuel flow
60. the bleed air temperature/a pre-cooler/controls. **(Level 1)**
61. A pre-cooler controls the bleed air temperature.
62. A pre-cooler control the bleed air temperature.
63. A pre-cooler controls is the bleed air temperature.
64. with two fasteners/the seat unit/to the seat track/an attachment fitting/attaches. **(Level 1)**
65. An attachment fitting attaches the seat unit to the seat track with two fasteners.
66. An attachment fitting the seat unit to the seat track with attaches two fasteners.
67. An attachment fitting the seat unit to the attaches seat track with two fasteners.
68. inhibits/ an electronic device/ of several transmitters/ the simultaneous selection. **(Level 1)**
69. An electronic device inhibits the simultaneous selection of several transmitters.
70. An electronic device the simultaneous selection of inhibits several transmitters.
71. An electronic device inhibit the simultaneous selection of several transmitters.
72. the 115 V 400 Hz current/ the exciters/ to enable ignition/ into high voltage, pulsating current/ transform. **(Level 1)**
73. The exciters transform the 115 V 400 Hz current into high voltage, pulsating current to enable ignition.
74. The exciters transform in the 115 V 400 Hz current into high voltage, pulsating current to enable ignition.
75. The exciters the 115 V 400 Hz current into high voltage, transform pulsating current to enable ignition.
76. from the engine HP compressor/by a heat exchange process/cools/the pre-cooler/the hot air. **(Level 1)**
77. The pre-cooler cools the hot air from the engine HP compressor by a heat exchange process.
78. The pre-cooler cools is the hot air from the engine HP compressor by a heat exchange process.
79. The pre-cooler cools of the hot air from the engine HP compressor by a heat exchange process.
80. to open the valve/necessary/a minimum upstream pressure of 8 psig/is **(Level 1)**
81. A minimum upstream pressure of 8 psig is necessary to open the valve.
82. A minimum is upstream pressure of 8 psig necessary to open the valve.
83. A minimum upstream pressure of 8 psig necessary to open is the valve.
84. comprises/extending from frame 1 to frame 24/ the lower section of the fuselage/3 skin panels. **(Level 1)**
85. The lower section of the fuselage comprises 3 skin panels extending from frame 1 to frame 24.
86. The lower section of the fuselage 3 skin panels extending from frame 1 to comprises frame 24.
87. The lower section of the fuselage 3 skin panels extending comprises from frame 1 to frame 24.
88. to drive the valve/if the other motor does not operate/permits/the gear system/one motor.

###### (Level 1)

1. The gear system permits one motor to drive the valve if the other motor does not operate.
2. The gear system one motor to drive the permits valve if the other motor does not operate.
3. The gear system one motor to drive the valve if the other permits motor does not operate.
4. the position/two switches/according to a logic/give. **(Level 1)**
5. Two switches give the position according to a logic.
6. Two switches give by the position according to a logic.
7. Two switches give on the position according to a logic.
8. Distribution/ cabin/ conditioned/ system/air/aft **(Level 1)**
9. Aft cabin conditioned air distribution system
10. Aft cabin air conditioned distribution system
11. Aft conditioned air cabin distribution system
12. System/ oxygen/ crew/ flight **(Level 1)**
13. Flight crew oxygen system
14. Flight crew oxygen is system
15. Flight oxygen crew system
16. Column/ captain/ control **(Level 1)**
17. Captain control column
18. Captain control the column
19. Captain control is column
20. Marker/ light/ inner **(Level 1)**
21. Inner marker light
22. Inner marker in light
23. Inner marker on light
24. Box/ gear/ nose/ interphone **(Level 1)**
25. Nose gear interphone box
26. Nose gear box interphone
27. Nose gear interphone is box
28. Recline/ button/ control **(Level 1)**
29. Recline control button
30. Recline control is button
31. Recline is control button
32. Receptacle/ ground/ door/ access/ power **(Level 1)**
33. Ground power receptacle access door
34. Ground power access receptacle door
35. Ground power access receptacle door
36. Wing/ left /fairing/ hand / tip **(Level 1)**
37. Left hand wing tip fairing
38. Left tip hand wing fairing
39. Left hand the wing tip fairing
40. Fuel/ integral/ tank **(Level 1)**
41. Integral fuel tank
42. Integral is fuel tank
43. Integral fuel by the tank
44. Door/ cargo/ fittings/ lock **(Level 1)**
45. Cargo door lock fittings
46. Cargo lock door fittings
47. Cargo door is lock fittings
48. Panel/ lighting/ exterior/ control **(Level 1)**
49. Exterior lighting control panel
50. Exterior lighting is control panel
51. Exterior lighting control the panel
52. Unit/ display/ lower **(Level 1)**
53. Lower display unit
54. Lower is display unit
55. Lower a display unit
56. Main/ doors/ gear **(Level 1)**
57. Main gear doors
58. Main gear is doors
59. Main gear are doors
60. Edge/ right/ trailing/ upper **(Level 1)**
61. Upper right trailing edge
62. Upper right is trailing edge
63. Upper right trailing by edge
64. Handle/ control /spoiler **(Level 1)**
65. Poiler control handle
66. Poiler control is handle
67. Poiler control by handle
68. clips / turnbuckles / from / and / remove / discard / safety **(Level 1)**
69. Remove safety clips from turnbuckles and discard
70. Remove safety clips and from turnbuckles discard
71. Remove safety clips from and turnbuckles discard
72. cable / pulley / remove / mounts / from / guards **(Level 1)**
73. Remove cable guards from pulley mounts
74. Remove cable guards pulley from mounts
75. Remove cable pulley guards from mounts
76. safety / tighten / and / pins / cotter / with / nuts **(Level 1)**
77. Tighten nuts and safety with cotter pins
78. Tighten nuts and with safety cotter pins
79. Tighten nuts cotter and safety with pins
80. P/N11001/ pin / in / tension / rigging / cable / insert / lever **(Level 1)**
81. Insert rigging pin p/n11001 in cable tension lever
82. Insert rigging pin p/n11001 in a cable tension lever
83. Insert rigging pin in p/n11001 cable tension lever
84. digital/authority/full/control/engine **(Level 1)**
85. Full authority digital engine control
86. Full authority digital an engine control
87. Full authority digital is engine control
88. pressure/cabin/controller **(Level 1)**
89. Cabin pressure controller
90. Cabin pressure the controller
91. Cabin pressure by controller
92. system/entertainment/pax **(Level 1)**
93. Pax entertainment system
94. Pax entertainment a system
95. Pax entertainment is system
96. unit/decoder/encoder **(Level 1)**
97. Decoder encoder unit
98. Decoder is encoder unit
99. Decoder the encoder unit
100. guidance/flight/computer/management/and **(Level 1)**
101. Flight management guidance end computer
102. Flight management guidance the end computer
103. Flight management guidance end computer
104. 3000 psi hydraulic fluid/the metering valve/to the actuator/directs **(Level 1)**
105. The metering valve directs 3000 psi hydraulic fluid to the actuator
106. The metering valve directs are 3000 psi hydraulic fluid to the actuator
107. The metering valve directs is 3000 psi hydraulic fluid to the actuator
108. Entering the system/to prevent oil/seals/are installed **(Level 1)**
109. Seals are installed to prevent oil entering the system
110. Seals are installed is to prevent oil entering the system
111. Seals are installed a to prevent oil entering the system
112. Controls/to dampen yaw axis movement/the yaw damper system/the rudder **(Level 1)**
113. The yaw damper system controls the rudder to dampen yaw axis movement
114. The yaw damper system controls of the rudder to dampen yaw axis movement
115. The yaw damper system controls is the rudder to dampen yaw axis movement
116. A signal/the sensor/to turn on the red warning/provides **(Level 1)**
117. The sensor provides a signal to turn on the red warning
118. The sensor provides a signal is to turn on the red warning
119. The sensor provides a signal the to turn on the red warning
120. The push-button/the system/pushing/resets **(Level 1)**
121. Pushing the push-button resets the system
122. Pushing the push-button resets is the system
123. Pushing the push-button resets of the system
124. The valve/opens and closes/to control the fuel flow/an electrical motor **(Level 1)**
125. An electrical motor opens and closes the valve to control the fuel flow
126. An electrical motor opens and closes the valve is to control the fuel flow
127. An electrical motor opens and closes of the valve to control the fuel flow
128. The bleed air temperature/a pre-cooler/controls **(Level 1)**

A. A pre-cooler controls the bleed air temperature

B. A pre-cooler controls is the bleed air temperature

C. A pre-cooler controls on the bleed air temperature

1. With two fasteners/the seat unit/to the seat track/an attachment fitting/attaches **(Level 1)**
   1. An attachment fitting attaches the seat unit to the seat track with two fasteners
   2. An attachment fitting attaches is the seat unit to the seat track with two fasteners
   3. An attachment fitting attaches on the seat unit to the seat track with two fasteners
2. Inhibits/ an electronic device/ of several transmitters/ the simultaneous selection **(Level 1)**
   1. An electronic device inhibits the simultaneous selection of several transmitters
   2. An electronic device inhibits is the simultaneous selection of several transmitters
   3. An electronic device inhibits of the simultaneous selection of several transmitters
3. Comprises/extending from frame 1 to frame 24/ the lower section of the fuselage/3 skin panels **(Level 1)**
   1. The lower section of the fuselage comprises 3 skin panels extending from frame 1 to frame 2
   2. The lower section of the fuselage comprises 3 skin panels of theextending from frame 1 to frame 2
   3. The lower section of the fuselage comprises 3 skin panels is extending from frame 1 to frame 2
4. To drive the valve/if the other motor does not operate/permits/the gear system/one motor **(Level 1)**
   1. The gear system permits one motor to drive the valve if the other motor does not operate
   2. The gear system is permits one motor to drive the valve if the other motor does not operate
   3. The gear system a permits one motor to drive the valve if the other motor does not operate
5. The position/two switches/according to a logic/give **(Level 1)**
   1. Two switches give the position according to a logic
   2. Two switches a give the position according to a logic
   3. Two switches are give the position according to a logic
6. examine/ of/ the shock absorber/ of oil leaks/ the gland seals/ for signs **(Level 1)**
   1. Examine the gland seals of the shock absorber for signs of oil leaks.
   2. Examine the gland seals of the shock absorber for a signs of oil leaks.
   3. Examine the gland of seals of the shock absorber for signs oil leaks.
7. extension “h”/and/ the shock absorber/ write down/ measure **(Level 1)**
   1. Measure and write down the shock absorber extension “h”
   2. Measure and a write down the shock absorber extension “h”
   3. Measure and write down the shocked absorber extension “h”
8. applied / to the surface / is / glue **(Level 1)**
   1. Glue is applied to the surface.
   2. Glue is applied is to the surface.
   3. Glue applied is to the surface.
9. the planes / checked / are /before every flight **(Level 1)**
   1. The planes are checked before every flight
   2. The planes are check before every flight
   3. The planes are checks before every flight
10. were / during the last check /all faults /corrected **(Level 1)**
    1. All faults were corrected during the last check
    2. All faults was corrected during the last check
    3. All faults were is corrected during the last check
11. plane / in / our / fleet / the / A380 / is / the / biggest **(Level 1)**
    1. The A380 is the biggest plane in our fleet
    2. The A380 is the biggest in plane our fleet
    3. The A380 the biggest plane is in our fleet
12. of / all / these / planes / the / B737 / has / the / narrowest / cabin **(Level 1)**
    1. The B737 has the narrowest cabin of all these planes
    2. The B737 has the narrowest cabin of the all these planes
    3. The B737 has the narrowest cabin the all these planes
13. The / the / B737 / cabin / of / is / narrow **(Level 1)**
    1. The cabin of the B737 is narrow
    2. The cabin is of the B737 narrow
    3. The cabin of the B737 is a narrow
14. expensive / than / an / A320 / an / A340 / is / more **(Level 1)**
    1. An A340 is more expensive than an A320
    2. An A340 more expensive than is an A320
    3. An A340 is more expensive more than an A320
15. than / an / A340 / cabin / an / A320 / cabin / is / narrower **(Level 1)**
    1. An A320 cabin is narrower than an A340 cabin
    2. An A320 cabin narrower is than an A340 cabin
    3. An A320 cabin an narrower than is A340 cabin
16. The / fuel / consumption / of / the / aircraft **(Level 1)**
    1. The fuel consumption of the aircraft
    2. The fuel consumption on the aircraft
    3. The fuel consumption is the aircraft
17. of / the / aircraft / the / floor / path / marking / system **(Level 1)**
    1. The floor path marking system of the aircraft
    2. The floor path marking system on the aircraft
    3. floor path marking system is the aircraft
18. the / aircraft / the / business / class / seats / in **(Level 1)**
    1. The Business Class seats in the aircraft
    2. The Business Class seats on the aircraft
    3. The Business Class seats of the aircraft
19. of / this / airplane / the / maximum / take-off / weight **(Level 1)**
    1. The maximum take-off weight of this airplane
    2. The maximum take-off weight of a this airplane
    3. The maximum is take-off weight of this airplane
20. this / airplane / the / fuselage / of **(Level 1)**
    1. The fuselage of this airplane
    2. The fuselage of the this airplane
    3. The fuselage of this is airplane
21. than / the / wiring / diagram / the / test / is / more / complicated **(Level 1)**
    1. The test is more complicated than the wiring diagram
    2. The test is more complicate than by the wiring diagram
    3. The test is more complicated thann on the wiring diagram
22. the / new / engine / this / engine / consumes / more / fuel / than **(Level 1)**
    1. This engine consumes more fuel than the new engine
    2. This engine consumes more than fuel than the new engine
    3. This engine is consumes more fuel than the new engine
23. more / than / A321 / the / cost / of / buying / A350 / aircraft / is **(Level 1)**
    1. The cost of buying A350 aircraft is more than A321
    2. The cost of the buying A350 aircraft is more than A321
    3. The cost of buying A350 aircraft is a more than A321
24. Noi Bai airport / is / larger / than / Tan Son Nhat airport **(Level 1)**
    1. Noi Bai airport is larger than Tan Son Nhat airport
    2. Noi Bai airport is a lager than Tan Son Nhat airport
    3. Noi Bai airport is a lager more than Tan Son Nhat airport
25. A321 / flies / faster / than / A330 **(Level 1)**
    1. A321 flies faster than A330
    2. A321 flies more fast than A330
    3. A321 flies more fast by than A330
26. The / B747 / than / the / B737 / flies / faster **(Level 1)**
    1. The B747 flies faster than the B737
    2. The B747 flies faster than is the B737
    3. The B747 flies than faster the B737
27. The new / materials / the / old / materials/ are / better / than **(Level 1)**
    1. The new materials are better than the old materials
    2. The new materials is better than the old materials
    3. The new materials are better than is the old materials
28. The / HF / reception / than / FM / reception / was / worse **(Level 1)**
    1. The HF reception was worse than FM reception
    2. The HF reception were worse than FM reception
    3. The HF reception was worse more than FM reception
29. BOEING airplanes / produce / the USA **(Level 1)**
    1. BOEING airplanes are produced in the USA
    2. BOEING airplanes are produce in the USA
    3. BOEING airplanes are produced the USA
30. The course / change / autopilot **(Level 1)**
    1. The course was changed by autopilot
    2. The course were change autopilot
    3. The course are change by autopilot
31. The repairs / do / qualified personnel **(Level 1)**
    1. The repairs were done by qualified personnel
    2. The repairs do qualified personnel
    3. The repairs were done a qualified personnel
32. Cracks / examine / specialists yesterday **(Level 1)**
    1. Cracks were examined by specialists yesterday
    2. Cracks examine specialists yesterday
    3. Cracks is examine by specialists yesterday
33. Many broken screws / replace / sheet metal workers during the last overhaul **(Level 1)**
    1. Many broken screws were replaced by sheet metal workers during the last overhaul
    2. Many broken screws replace sheet metal workers during the last overhaul
    3. Many broken screws was replace of the sheet metal workers during the last overhaul
34. Bolts / not tighten / English teachers **(Level 1)**
    1. Bolts are not tightened by English teachers
    2. Bolts not tighten English teachers
    3. Bolts are not tighten English teachers
35. planes / fly / pilots and co-pilots **(Level 1)**
    1. Planes are flown by pilots and co-pilots
    2. Planes fly pilots and co-pilots
    3. Planes are fly by the pilots and co-pilots
36. Coffee / serve / flight attendants **(Level 1)**
    1. Coffee is served by flight attendants
    2. Coffee serve flight attendants
    3. Coffee is serve in the flight attendants
37. The surface / treat / the apprentices tomorrow **(Level 1)**
    1. The surface will be treated by the apprentices tomorrow
    2. The surface treat the apprentices tomorrow
    3. The surface is treat the apprentices tomorrow
38. Adhesive / use / fixing placards **(Level 1)**
    1. Adhesive is used for fixing placards
    2. Adhesive use fixing placards
    3. Adhesive is use of fixing placards
39. Defective windows / remove / Charles during his last night shift **(Level 1)**
    1. Defective windows were removed by Charles during his last night shift
    2. Defective windows remove Charles during his last night shift
    3. Defective windows the remove Charles during his last night shift
40. Old lockwire / not reuse / Lufthansa **(Level 1)**
    1. Old lockwire are not reused by Lufthansa
    2. Old lockwire not reuse Lufthansa
    3. Old lockwire do not reuse Lufthansa
41. The next C-Check / do / the mechanics in Munich on Monday **(Level 1)**
    1. The next C-Check will be done by the mechanics in Munich on Monday
    2. The next C-Check do the mechanics in Munich on Monday
    3. The next C-Check will done the mechanics in Munich on Monday
42. Landing gears / extend and retract / cockpit crew **(Level 1)**
    1. Landing gears are extended and retracted by the cockpit crew
    2. Landing gears extend and retract cockpit crew
    3. Landing gears is extend and retract by cockpit crew
43. An instrument on a B727 / monitor / the flight engineer **(Level 1)**
    1. An instrument on a B727 is monitored by the flight engineer
    2. An instrument on a B727 monitor the flight engineer
    3. An instrument on a B727 and monitor the flight engineer
44. New timetables / print / next month **(Level 1)**
    1. New timetables will be printed next month
    2. New timetables next month print
    3. New timetables print next month
45. t / remove / the surface **(Level 1)**

A. Old paint is removed from the surface.

B. Old paint the surface remove

C. The surface remove old paint

##### I.WRITE THE COMPLETE SENTENCES BY PUTTING VERB, ADJECTIVE, ADVERB, ETC. IN THE RIGHT FORM:

1. an-hours (dismantle) the unit. (Level 1)
   1. takes eight man-hours to dismantle the unit.
   2. take eight man-hours to dismantling the unit.
   3. tooken eight man-hours to dismantled the unit.
2. event) the nose gear from (vibrate). (Level 1)
   1. e anti-shimmy prevents the nose gear from vibrating.
   2. anti-shimmy preventing the nose gear from vibrated.
   3. anti-shimmy prevented the nose gear from vibrate.
3. one pump (fail), the pressure (drop) . (Level 1)
   1. n one pump fails, the pressure drops
   2. one pump failed, the pressure drop
   3. one pump fail, the pressure dropping
4. engine thrust, (advance) the throttle levers. (Level 1)
   1. increase, advance engine thrust the throttle levers.
   2. increase engine thrust, advance the levers throttle.
   3. increase engine thrust, advance the throttle levers.
5. guard (use) the emergency switch. (Level 1)
   1. ft the guard to use the switch emergency
   2. use Lift the guard the emergency switch.
   3. ft the guard to use the emergency switch.
6. g equipment is mainly (use) in the cockpit to (provide) sufficient general brightness and to illuminate the working areas. (Level 1)
   1. ghting equipment is mainly **use** in the cockpit to **provided** sufficient general brightness and to illuminate the working areas.
   2. ghting equipment is mainly **using** in the cockpit to **provideing** sufficient general brightness and to illuminate the working areas.
   3. ghting equipment is mainly **used** in the cockpit to **provide** sufficient general brightness and to illuminate the working areas.
7. perature (change) the density. (Level 1)
   1. air temperature **changing** the density.
   2. e air temperature **changes** the density.
   3. air temperature **change** the density.
8. h) the air pressure gets, the higher the resulting thrust (be). (Level 1)
   1. e **highed** the air pressure gets, the higher the resulting thrust **is**.
   2. e **higher** the air pressure gets, the higher the resulting thrust **are**.
   3. e **higher** the air pressure gets, the higher the resulting thrust **is**.
9. increase) altitudes, the ambient pressure (decrease) and the temperature decreases continuously until 36000ft is reached. (Level 1)
   1. **increase** altitudes, the ambient pressure **decrease**d and the temperature decreases continuously until 36000ft is reached.
   2. **increasing** altitudes, the ambient pressure **decrease**d and the temperature decreases continuously until 36000ft is reached.
   3. h **increasing** altitudes, the ambient pressure **decreases** and the temperature decreases continuously until 36000ft is reached.
10. air temperatures at (high) altitudes (give) a small increase in thrust. (Level 1)
    1. e colder air temperatures at **higher** altitudes **give** a small increase in thrust.
    2. colder air temperatures at **highe**r altitudes **gives** a small increase in thrust.
    3. colder air temperatures at **high** altitudes **gived** a small increase in thrust.
11. r factor of the airspeed (cause) an opposite change on the (generate) thrust. (Level 1)
    1. other factor of the airspeed **causes** an opposite change on the **generated** thrust.
    2. r factor of the airspeed **causing** an opposite change on the **generate**

thrust.

* 1. r factor of the airspeed **cause**s an opposite change on the **generate** thrust.

1. rical power for (heat) is mainly (use) in the galleys for ovens and coffee machines. (Level 1)
   1. ectrical power for **heating** is mainly **used** in the galleys for ovens and coffee machines.
   2. rical power for **heated** is mainly **use**ing in the galleys for ovens and coffee machines.
   3. rical power for **heatin**g is mainly **are use** in the galleys for ovens and coffee machines.
2. all this equipment, a large amount of electrical energy (be) necessary. (Level 1)
   1. **operate** all this equipment, a large amount of electrical energy **is** necessary.
   2. all this equipment, a large amount of electrical energy **is** necessary.
   3. **operate** all this equipment, a large amount of electrical energy **are** necessary.
3. aircraft (have) two main gears and a (support) gear. (Level 1)
   1. aircraft **had** two main gears and a **supported** gear.
   2. aircraft **hav**ing two main gears and a **support** gear.
   3. t aircraft **have** two main gears and a **supporting** gear.
4. h (speak) by about 800 million people. (Level 1)
   1. h **spoken** by about 800 million people.
   2. h **are spoke**d by about 800 million people.
   3. glish **is spoken** by about 800 million people.
5. s technical apprentices (train) in FRA, HAM and MUC. (Level 1)
   1. ECO’s technical apprentices  **trained** in FRA, HAM and MUC.
   2. ECO’s technical apprentices **were training** in FRA, HAM and MUC.
   3. ECO’s technical apprentices **are trained** in FRA, HAM and MUC.
6. irst A340 (deliver) to Lufthansa in 1993. (Level 1)
   1. first A340 **delivered** to Lufthansa in 1993.
   2. first A340 **was delivering** to Lufthansa in 1993.
   3. e first A340 **was delivered** to Lufthansa in 1993.
7. (cause) by a bird strike. (Level 1)
   1. damage **caused** by a bird strike.
   2. damage **was causing** by a bird strike.
   3. e damage **was caused** by a bird strike.
8. irst Airbuses (build) in the seventies. (Level 1)
   1. first Airbuses **built** in the seventies.
   2. first Airbuses **was builted** in the seventies.
   3. e first Airbuses **were built** in the seventies.
9. unction of the combustion chamber is (produce) a hot stream of gas for the turbines and for the jet nozzle. (Level 1)
   1. function of the combustion chamber is to **produce**d a hot stream of gas for the turbines and for the jet nozzle.
   2. e function of the combustion chamber is to **produce** a hot stream of gas for the turbines and for the jet nozzle.
   3. function of the combustion chamber is to **producing** a hot stream of gas for the turbines and for the jet nozzle.
10. is a very difficult process on aircraft engines because of many (oppose) factors and requirements. (Level 1)
    1. mbustion is a very difficult process on aircraft engines because of many

**opposition** factors and requirements.

* 1. mbustion is a very difficult process on aircraft engines because of many

**oppositting** factors and requirements.

* 1. mbustion is a very difficult process on aircraft engines because of many

**opposing** factors and requirements.

1. bustion chamber should have a high (operate) lifetime because the replacement of these engine components is very time (consume). (Level 1)
   1. combustion chamber should have a high **operated** lifetime because the replacement of these engine components is very time **consumer.**
   2. e combustion chamber should have a high **operating** lifetime because the replacement of these engine components is very time **consuming.**
   3. combustion chamber should have a high **operate** lifetime because the replacement of these engine components is very time **consum.**
2. of combustion chambers (use) on jet engines. (Level 1)
   1. veral **type** of combustion chambers are **use** on jet engines.
   2. veral **types** of combustion chambers are **used** on jet engines.
   3. veral **typing** of combustion chambers are **use** on jet engines.
3. uel air mixture (be) then electrically (ignite) by an igniter plug. (Level 1)
   1. fuel air mixture **are** then electrically **ignited** by an igniter plug.
   2. e fuel air mixture **is** then electrically **ignited** by an igniter plug.
   3. fuel air mixture **are** then electrically **igniting** by an igniter plug.
4. est of the airflow bypasses the primary combustion zone and (mix) with the hot gas in the dilution zone of the combustion chamber. (Level 1)
   1. rest of the airflow bypasses the primary combustion zone and **mixing** with the hot gas in the dilution zone of the combustion chamber.
   2. rest of the airflow bypasses the primary combustion zone and **mixed** with the hot gas in the dilution zone of the combustion chamber.
   3. e rest of the airflow bypasses the primary combustion zone and **mixes** with the hot gas in the dilution zone of the combustion chamber.
5. dary airflow (form) a (cool) film on the inner surface of the liners, which (help) to protect the liner from the intense heat of the combustion gases. (Level 1)
   1. secondary airflow **form a cooll** film on the inner surface of the liners, which

**help** to protect the liner from the intense heat of the combustion gases.

* 1. e secondary airflow **forms a cooling** film on the inner surface of the liners, which **helps** to protect the liner from the intense heat of the combustion gases.
  2. secondary airflow **form a coolled** film on the inner surface of the liners, which **help** to protect the liner from the intense heat of the combustion gases.

1. are many different (method) of (design) flame tubes to get an optimum cooling film. (Level 1)
   1. ere are many different **method of design** flame tubes to get an optimum cooling film.
   2. ere are many different **methods of designed** flame tubes to get an optimum cooling film.
   3. ere are many different **methods of designing** flame tubes to get an optimum cooling film.

###### II. Put the following words in the correct order to make meaningful sentences:

1. ted / t / its / overall / is / shorter / than / the / CF6-50 / engine / length / the / CF6-80 / engine (Level 1)
   1. lated to its overall length the CF6-80 engine is than shorter the CF6-50 engine
   2. lated to its overall length the CF6-80 engine is shorter than the CF6-50 engine
   3. lated to its the CF6-80 overall length engine is shorter than the CF6-50 engine
2. r / than / the A340-300 / the A340-600 / is / more / than (Level 1)
   1. A340-600 is more than longer than the 10 metters A340-300
   2. e A340-600 is more than 10 metters longer than the A340-300
   3. A340-300 is more than 10 metters longer than the A340-600
3. electrical / systems / of / my / old / car / have / more / energy / than / those / of / my / new / car (Level 1)

The electrical systems of my old car have more energy than those of my new car The systems electrical of my old car have more energy than those of my new car The electrical systems have of my old car more energy than those of my new car

1. new / sliding / windows / have / to / be / adjusted / / easier / than / / the / old

/ ones (Level 2)

* 1. new sliding windows the old ones have to be adjusted easier than
  2. new sliding windows have to be adjusted than easier the old ones
  3. e new sliding windows have to be adjusted easier than the old ones

1. s / more / complicated / to / do / an / operational / check / of / a / system / than

/ to / service / it (Level 1)

* 1. is more complicated to do an operational check to service it of a system than
  2. is more complicated to do an operational check of a system than to service it
  3. is more complicated to do check of a system than to service it an operational

1. adjustment / of / a / reading / light / is / easier / than / the / adjustment / of / the / landing / gear / switches (Level 1)
   1. adjustment of a reading light is easier than the adjustment of the gear switches landing
   2. e adjustment of a reading light is easier than the adjustment of the landing gear switches
   3. adjustment of a reading light of the landing gear switches is easier than the adjustment
2. / understand / the / written / instructions / if / you / speak / English / you / will / understand / the / written / instructions (Level 1)
3. If you speak English the written instructions, you will understand
4. You will understand instructions the written If you speak English,
5. If you speak English, you will understand the written instructions
6. / part / is / replace / it / damaged / he / will (Level 1)
   1. he is damaged, the part it will replace
   2. he is the part will replace damaged, it
   3. the part is damaged, he will replace it
7. / part / had / would / have / replaced / it / been / damaged / I (Level 1)
   1. the part had been damaged, I replaced it would have
   2. the part damaged, I had been would have replaced it
   3. the part had been damaged, I would have replaced it
8. doesn’t / whether / the / part / is / available / know (Level 1)
   1. doesn’t know whether the part is available
   2. he part He doesn’t know is available
   3. doesn’t know whether availablethe part is
9. t / whether / this / crack / is / see / within / the / allowable / limits (Level 1)
   1. t see whether this crack the allowable limits is within
   2. is crack is within the allowable I cannot see whether limits
   3. ot see whether this crack is within the allowable limits
10. / will / do / the / work, / unless / have / to / Vanessa / comes (Level 1)
    1. vid will have to do the work, unless Vanessa comes
    2. vid will have to do the work, Vanessa comes unless
    3. vid will have, unless Vanessa comes to do the work
11. my / car / provided / that / you / can / borrow / return / it / with / a / full / tank (Level 1)
    1. u can borrow my car provided with a full tank that you return it
    2. u can borrow my a full tank car provided that you return it with
    3. u can borrow my car provided that you return it with a full tank
12. l / out / the / repair / provided / that / the / proper / carry / spare / parts / are / available / at / the / store (Level 1)
    1. will carry out the repair provided that the available at the store proper spare parts are
    2. will carry out the repair provided that the proper spare parts are available at the store
    3. will carry out the repair provided that the available at the store proper spare parts are
13. ical/the/ is /11.76 m/ hig/ /stabilizer (Level 1)
    1. vertical stabilizer high is 11.76 m
    2. e vertical stabilizer is 11.76 m high
    3. stabilizer vertical is 11.76 m high
14. f/the/the/37.57m/is/fuselage (Level 1)
    1. e fuselage length of the is 37.57 m
    2. e length of the fuselage is 37.57 m
    3. length fuselage is of the 37.57 m
15. 7m/fuselage/the/is (Level 1)
    1. fuselage long is 37.57 m
    2. e fuselage is 37.57 m long
    3. fuselage 37.57 m is long
16. is/the/of/width/the/fuselage (Level 1)
    1. width 3.95 m of the fuselage is
    2. width of is 3.95 m the fuselage
    3. e width of the fuselage is 3.95 m
17. 2mm/thickness/the/of/the (Level 1)
    1. thickness is 2 mm of the spacer
    2. e thickness of the spacer is 2 mm
    3. thickness spacer of the is 2 mm

|  |  |  |  |
| --- | --- | --- | --- |
| **204.** |  | Thick/2mm/th/is/spacer (Level 1) | |
|  | A. | The thick spacer is 2 mm | |
|  | B. | The spacer is 2 mm thick | |
|  | C. | The is 2 mm spacer thick | |
| **205.** |  | Is/57000kg/of/the/aircraft/the/weight (Level 1) | |
|  | A. | The weight aircraft is 57,000 kg of the | |
|  | B. | The weight of the aircraft is 57,000 kg | |
|  | C. | The weight of is 57,000 kg the aircraft | |
| **206.** |  | 6900 litres/the/inner/is/tank/capacity/the/of (Level 1) | |
|  | A. | The capacity 6,900 litres of the inner tank is |  |
|  | B. | The of the inner tank capacity is 6,900 litres |  |
|  | C. | The capacity of the inner tank is 6,900 litres |  |
| **207.** | A. | Connectors/disconnect/electrical/the/following  Disconnect the following connectors electrical | (Level 1) |
| **208.** | B.  C. | Disconnect the following electrical connectors Disconnect electrical the following connectors  Electrical/dustcap/from/remove/connector | (Level 1) |
|  | A.  B.  C. | Remove connector dustcap from electrical  Remove dustcap from electrical connector Remove dustcap connector from electrical |  |
| **209.** From/release/shockmount/aft/support (Level 1) | | | |
| **210.**  **211.** | A.  B.  C.  A.  B.  C.  a.  b. | Release from support aft shockmount Shockmount from support Release aft Release aft shockmount from support  Blanking/line/fuel/remove/feed/cap/from (Level 1) Remove fuel feed from blanking cap line Remove blanking cap from fuel feed line Remove blanking cap feed line from fuel  The/is/to control/the/of the/control lever/ailerons/purpose (Level 1) The purpose of the control the ailerons lever is to control  The purpose of the control lever is to control the ailerons. | |
|  | c. | The purpose is to control the ailerons of the lever control | |
| **212.** |  | To adjust/the lights/the dim knob/used/is/ (Level 1) | |
|  | A. | The the lights dim knob is used adjust to | |
|  | B. | The dim knob is used to adjust the lights | |
|  | C. | The lights is used to adjust The dim knob | |

1. Antenna/is designed/the/signals/for transmitting (Level 1)
   1. The transmitting signals. Antenna is designed for
   2. Is designed signals. For transmitting The antenna
   3. The antenna is designed for transmitting signals.
2. Is made to/the/seal unions/O-ring/ensure tightess (Level 1)
   1. Ensure tightness and The O-ring is made to seal unions

|  |  |  |
| --- | --- | --- |
|  | B. | The O-ring unions and ensure tightness is made to seal |
| C. | The O-ring is made to seal unions and ensure tightness |
| **215.** |  | Electrical power/the/provides/on the ground/GPU/ (Level 1) |
|  | A. | The GPU provides on the ground electrical power |
|  | B. | The GPU provides electrical power on the ground |
|  | C. | Electrical power on the ground The GPU provides |
| **216.** |  | Surge vent tank/connecting/acts as means of/ the tanks to the atmosphere/the |
|  |  | (Level 1) |
|  | A. | The surge vent tank acts as a means of the tanks to the atmosphere.connecting |
|  | B. | The surge vent tank acts as a tanks to the atmosphere.means of connecting the |
|  | C. | The surge vent tank acts as a means of connecting the tanks to the atmosphere. |
| **217.** |  | Electrical power/serve to supply/an emergency/ in/the batteries (Level 1) |
|  | A. | The batteries serve to supply electrical an emergency power in |
|  | B. | The batteries serve to supply electrical power in an emergency |
|  | C. | The batteries electrical power in an emergency serve to supply |
| **218.** |  | Enable/the/throttle/engine control/levers (Level 1) |
|  | A. | The throttle levers control enable engine |
|  | B. | The enable engine control throttle levers |
|  | C. | The throttle levers enable engine control |
| **219.** |  | To trap/filter/particles/the/is designed (Level 1) |

1. The filter is designed to trap (catch, collect) particles
2. To trap The filter is designed (catch, collect) particles
3. The filter is designed particles to trap (catch, collect)
4. Of/is to coordinate/turns and reduce lift/the purpose/the spoiler/on the wing (Level 1)
   1. The spoiler is to purpose of coordinate The turns and reduce lift on the wing
   2. The purpose of the spoiler is to coordinate turns and reduce lift on the wing
   3. The purpose coordinate turns of the spoiler is to and on the wing reduce lift
5. Check valve/the/a flow/provides/in one direction (Level 1)
   1. The check one direction valve provides a flow in
   2. The check valve provides one direction a flow in
   3. The check valve provides a flow in one direction
6. Temperature monitoring/enables/temperature sensor/the (Level 1)
   1. The temperature monitoring sensor temperature enables
   2. The temperature monitoring enables temperature sensor

|  |  |  |
| --- | --- | --- |
|  | C. | The temperature sensor enables temperature monitoring |
| **223.** |  | On the yaw axis/of is to control/the rudder pedals/ the aircraft /the purpose |
|  |  | (Level 1) |
|  | A. | The purpose of the rudder pedals is to control the aircraft on the yaw axis. |
|  | B. | The purpose on the yaw axis. Of the is to control the aircraft rudder pedals |
|  | C. | The purpose on the yaw axis. Of the rudder pedals is to control the aircraft |
| **224.** |  | To the aircraft/provides/APU/electric power/the (Level 1) |
|  | A. | The APU provides the aircraft to electric power |
|  | B. | The power to the aircraft APU provides electric |
|  | C. | The APU provides electric power to the aircraft |
| **225.** | A. | Drain water/of/the/drain valves/is to/of/the purpose (Level 1) The purpose of the drain water drain valves is to |

B. The purpose of the drain valves is to drain water

C. The purpose of the drain water to is drain valves

Of/is to/the purpose/the test bench/test the equipment (Level 1)

A. The purpose of the test the equipment is to test bench

B. The purpose of the test bench is to test the equipment

C. The purpose of the test bench is to the equipment test

1. A safety valve/the/spill valve/ fuel pump/in the/acts as/ (Level 1)
   1. The as a safety valvespill valve in the fuel pump acts
   2. The spill valve in the fuel pump acts as a safety valve
   3. The spill valve in as a safety valve the fuel pump acts
2. Lubrication/the/oil system/for/provides/the bearings (Level 1)
   1. The bearings. For the oil system provides lubrication
   2. The oil system provides lubrication for the bearings.
   3. The oil system for the bearings. Provides lubrication
3. Before/to/make sure that/all/isolated/the circuits/supply/you/the aircraft/electrical power (Level 1)
   1. Make sure that all the circuits are isolated before you electrical power to supply the aircraft
   2. Make sure that all the circuits are isolated before you supply electrical power to the aircraft
   3. Make sure that all before you supply electrical power to the aircraft the circuits are isolated
4. The HP ground connector/ to tell/to pressurize/a warning notice / put / the / system / pneumatic / the persons (Level 1)
   1. Put a warning notice on the HP the pneumatic system. Ground connector to tell to pressurize persons not
   2. Put a warning notice on the HP ground connector to tell persons not to pressurize the pneumatic system.
   3. Put a warning notice on the HP ground connector to tell the pneumatic system.persons not to pressurize
5. The return line/the case drain hose/from/of/disconnect (Level 1)
   1. Disconnect drain hose the return line of the hydraulic power from the case
   2. Disconnect of the hydraulic power the return line from the case drain hose.
   3. Disconnect the return line of the hydraulic power from the case drain hose.
6. The sense line/the anti ice valve/between/the air cycle machine / remove / start / before / these procedures/ and/ you (Level 1)
   1. Remove the sense-line between the air-cycle machine the anti ice and valve before you start these procedures.
   2. Remove the sense-line between the air-cycle machine the anti ice valve before and you start these procedures.
   3. Remove the sense-line between the air-cycle machine and the anti ice valve before you start these procedures.
7. Spacer/thickness/2mm//the/of/the/is (Level 1)

|  |  |  |
| --- | --- | --- |
|  | A. | The thickness of the spacer is 2 mm |
| B. | The spacer is 2 mm thickness of the |
| C. | The thickness of spacer is 2 mm the |
| **233.** |  | Tank/the/inner/is/capacity/the/of/6900 litres |
|  | A. | The capacity 6,900 litres of the inner tank is |
|  | B. | The capacity of the inner tank is 6,900 litres |
|  | C. | The capacity tank is 6,900 litres of the inner |
| **234.** |  | Drain water/the/drain valves/drain (Level 1) |
|  | A. | The drain valves drain water |
|  | B. | The drain water drain valves |
|  | C. | Drain The valves drain water |
| **235.** |  | Brakes/pilot/ applies/ the/the (Level 1) |

(Level 1)

|  |  |  |
| --- | --- | --- |
|  | A.  B.  C. | The pilot applies the brakes The pilot the brakes applies  The brakes The pilot applies |
| **236.** |  | AMM/Apply/procedure/the (Level 1) |
|  | A. | Apply the AMM procedure |
|  | B. | Apply procedure the AMM |
|  | C. | The AMM Apply procedure |
| **237.** |  | Is/every/sealant/500 hours/applied (Level 1) |
|  | A. | Sealant every 500 hours is applied |
|  | B. | Sealant is applied every 500 hours |
|  | C. | Every 500 hours Sealant applied is |
| **238.** |  | Audio/cancel push-button/the/the/aural warning/stops (Level 1) |
|  | A. | The audio cancel aural warning push-button stops the |
|  | B. | Push-button The audio cancel stops the aural warning |
|  | C. | The audio cancel push-button stops the aural warning |
| **239.** |  | Operational test/carries out/mechanic/the /the (Level 1) |

* 1. The mechanic carries out the operational test
  2. Carries out the operational test The mechanic
  3. Carries out the The mechanic operational test

1. The flight instruments/is connected/ADC/to/the (Level 1)
   1. The ADC instruments is connected to the flight
   2. The connected to ADC is the flight instruments
   3. The ADC is connected to the flight instruments
2. When/wing anti-ice system/the/is/the/A/C is on the ground/deactivated (Level 1)
   1. The wing anti-ice system is deactivated the a/c when is on the ground
   2. When the a/c The wing anti-ice system is deactivated is on the ground
   3. The wing anti-ice system is deactivated when the a/c is on the ground
3. Follow-up/the/shuts/control valve/the/mechanism (Level 1)
4. The follow-up mechanism shuts the control valve.
5. The follow-up mechanism control valve.shuts the
6. The follow-up control valve.mechanism shuts the

B. Air pressurizes/the/the/labyrinth/seals (Level 1)

1. The air pressurizes the labyrinth seals
2. The labyrinth seals air pressurizes the
3. The the labyrinth seals air pressurizes
4. Outlet/ tightened/ the/ valve/the plumber (Level 1)
   1. Outlet valve the plumber tightened the
   2. The plumber the outlet valve tightened
   3. The plumber tightened the outlet valve
5. Flying /an altitude /we /are /at /currently / of /15,000 metters (Level 1)
   1. We are an altitude of currently flying at 15,000 metters
   2. We are an altitude of 15,000 metters currently flying at
   3. We are currently flying at an altitude of 15,000 metters
6. Its final/ / to heathrow /approach /is now/ making /the plane (Level 1)
   1. The plane is now making its final approach to Heathrow
   2. The plane is approach to Heathrow now making its final
   3. The plane is approach to Heathrow now making its final
7. A pitch motion/ is /an up or down /movement /of /the nose /of /the aircraft (Level 1)
   1. A pitch down movement motion is an up or of the nose of the aircraft
   2. A pitch motion is an up or down movement of the nose of the aircraft
   3. A pitch movement of the nose of the aircraft motion is an up or down
8. The airport/ its final descent/ the plane/ is making /into (Level 1)
   1. The plane is making its final descent into the airport
   2. The plane final descent is making its into the airport
   3. Final descent the plane is making its into the airport
9. Trim/ is/ on/ center/ the/ rudder/ the/ pedestal/ panel (Level 1)

|  |  |  |
| --- | --- | --- |
|  | A. | The center pedestal rudder trim panel is on the |
| B. | The rudder trim the center panel is on pedestal |
| C. | The rudder trim panel is on the center pedestal |
| **249.** |  | System/ flight/ computer/ management/ and/ guidance (Level 1) |
|  | A. | Flight management and computer system guidance |
|  | B. | Flight computer system management and guidance |
|  | C. | Flight management and guidance computer system |
| **250.** |  | Valve/ disconnect/ the electrical/ the bypass / connector/ from (Level 1) |

* 1. Disconnect the electrical connector from the bypass valve
  2. Disconnect bypass valve the electrical connector from the
  3. Disconnect the from the bypass valve electrical connector

1. On /the /connectors /disconnected /put /blanking caps /electrical (Level 1)
   1. Put blanking caps on the disconnected electrical connectors
   2. Put blanking caps electrical connectors on the disconnected
   3. Disconnected electrical connectors put blanking caps the on
2. The bypass/ check valve/ shall/ be/ inspected/ per/ daily check (Level 1)
   1. The bypass check valve shall be inspected per daily check
   2. The bypass check valve shall be daily check inspected per
   3. The bypass shall be inspected check valve per daily check
3. The FWD / bypass check valve/ is / extract /fan/ blocked (Level 1)
   1. The FWD extract fan bypass check valve is blocked
   2. The FWD extract fan bypass valve is blocked check
   3. Bypass check valve is the FWD extract fan blocked
4. Examine/the/shock/of/gland/the/seals/absorber/of/oil/for/leak/ signs (Level 1)
   1. Examine signs of oil leaks. The gland seals of the shock absorber for
   2. Examine the the shock absorber gland seals of for signs of oil leaks.
   3. Examine the gland seals of the shock absorber for signs of oil leaks.
5. Sure/that/you/make/put/warning/a/notice/in/the/cockpit/person/not/ to tell/to/ operate/gear/landing/the (Level 2)
   1. Make sure that operate the Landing Gear.you put a warning notice persons not to in the cockpit to tell
   2. To tell persons not to operate Make sure that you put a warning notice in the cockpit the Landing Gear.
   3. Make sure that you put a warning notice in the cockpit to tell persons not to operate the Landing Gear.
6. Through the reservoir filling system/ The mechanic/ to replenish the system/ fills/ the reservoir. (Level 1)
   1. The mechanic fills the reservoir through the reservoir filling system to replenish the system
   2. Fills the reservoir through the reservoir filling system to replenish the system The mechanic
   3. Reservoir filling system The mechanic fills the reservoir through the to replenish the system
7. Stores/ the selected track number/ A battery-buffer memory/ for later use. (Level 1)
   1. A battery-buffer memory stores the selected track number for later use.
   2. The selected A track number battery-buffer memory stores for later use.
   3. A stores the selected track number for later use battery-buffer memory
8. The fuel supply/ controls/ to the other wing/ A cross-feed valve. (Level 1)
   1. The fuel supply a cross-feed valve controls to the other wing
   2. A cross-feed the fuel supply to the other wing valve controls
   3. A cross-feed valve controls the fuel supply to the other wing
9. To control the aircraft/ the main information/ presents/ The screen (Level 1)
   1. The screen presents the main information to control the aircraft.
   2. Presents The screen the main information to control the aircraft.
   3. The aircraft. The screen presents the main information to control
10. To open the valve/ necessary/ a minimum/ upstream pressure of 8 psig/ is (Level 1)
    1. A minimum upstream pressure of 8 psig is necessary to open the valve.
    2. A minimum open the valve. Upstream pressure of 8 psig is necessary to
    3. A minimum to open upstream pressure is necessary the valve. Of 8 psig
11. Entering/ the system/ to prevent/ oil/ Seals/ are installed (Level 1)
    1. Seals entering the system. Are installed to prevent oil
    2. Seals are installed to prevent oil entering the system.
    3. Seals prevent oil are installed to entering the system.
12. A signal/ the sensor/ To turn on the red warning/ provides (Level 1)
    1. The red warning provides a signal to turn on. The sensor
    2. The sensor provides a signal to turn on the red warning.
    3. The signal to turn on the red warning. Sensor provides a
13. The/ of/ an/ a/ with/ ceramic core/ continuous loop/ sensing element/ consists/ Inconel tube/ filled (Level 1)
    1. The continuous tube filled with a ceramic core. Loop sensing element consists of an Inconel
    2. The continuous loop sensing element consists of an Inconel tube filled with a ceramic core.
    3. The consists of an Inconel tube filled with a ceramic core continuous loop sensing element
14. Supply/ the/ aileron/ valve/ shutoff/ is/ of/ a/ component/ the aileron/ modular unit/ system. (Level 1)
    1. The aileron aileron system modular unit. Supply shutoff valve is a component of the

unit.

The aileron supply shutoff valve is a component of the aileron system modular

* 1. The aileron supply the aileron system modular unit shutoff valve is a component of

1. Remove/which/the/connects/clamp/condenser/the/pack/to/the/ air/ outlet-bellows. (Level 1)
   1. Remove the clamp which the pack air outlet-bellows connects the condenser to.
   2. Remove the clamp which connects the condenser to the pack air outlet-bellows.
   3. Remove the clamp which connects the the pack air outlet-bellows condenser to.
2. The/connector/from/valve/electrical/the/disconnect/bypass (Level 1)
   1. Disconnect the bypass valve. The electrical connector from
   2. Disconnect the electrical connector from the bypass valve.
   3. Disconnect from the bypass valve. The electrical connector
3. Put/on/blanking/ the/caps/electrical/disconnected/connectors (Level 1)
   1. On the connectors disconnected electrical. Put blanking caps
   2. Put blanking caps on the disconnected electrical connectors.
   3. Put disconnected blanking caps on the connectors. Electrical
4. To / cables/fairleads and pulleys / aft / gain access / to / in / of / fuselage / section

/ door 812 and 152AZ / open (Level 1)

* 1. Open door 812 and 152AZ in aft section of fuselage to gain access fairleads and pulleys to cables
  2. Open door 812 and 152AZ fairleads and pulleys to gain access to cables in aft section of fuselage
  3. Open door 812 and 152AZ to gain access to cables fairleads and pulleys in aft section of fuselage

1. Clips / turnbuckles / from / and / remove / discard / safety (Level 1)
   1. Remove turnbuckles safety clips from and discard
   2. Safety clips from Remove turnbuckles and discard
   3. Remove safety clips from turnbuckles and discard
2. Cable / pulley / remove / mounts / from / guards (Level 1)
   1. Remove cable guards from pulley mounts
   2. Remove mounts cable guards from pulley
   3. Remove pulley mounts cable guards from
3. Safety / tighten / and / pins / cotter / with / nuts (Level 1)
   1. Tighten nuts and safety with cotter pins
   2. Tighten cotter pins nuts and safety with
   3. Cotter pins Tighten nuts and safety with
4. P/N11001/ pin / in / tension / rigging / cable / insert / lever (Level 1)
   1. Tension lever Insert rigging pin P/N11001 in cable
   2. P/N11001 in cable tension lever Insert rigging pin
   3. Insert rigging pin P/N11001 in cable tension lever
5. Flap / trailing / edge / inboard (Level 1)
   1. Inboard flaptrailing edge
   2. Inboard trailing flap edge
   3. Inboard trailing edge flap
6. The associate / remove / brake equalizer / rods / the truck/ from (Level 1)
   1. Remove the truck the associate brake equalizer rods from
   2. Brake equalizer rods remove the associate from the truck
   3. Remove the associate brake equalizer rods from the truck
7. Landing / strut / gear / gauges / pressure (Level 1)
   1. Gauges landing gear strut pressure
   2. Landing gear strut pressure gauges
   3. Strut pressure gauges landing gear
8. Wing/ tip /navigation/ light/ lens (Level 2)
   1. Light lens wing tip navigation
   2. Navigation wing tip light lens
   3. Wing tip navigation light lens
9. Overwing / covers / light / emergency (Level 2)
   1. Light covers overwing emergency
   2. Overwing emergency light covers
   3. Overwing light covers emergency
10. Broken / two main / wheel tiebolts / gear / per wheel may be (Level 2)
    1. May be broken two main gear wheel tiebolts per wheel
    2. Wheel tiebolts two main gear per wheel may be broken
    3. Two main gear wheel tiebolts per wheel may be broken
11. Gear / retracting / the landing / system is / to be inoperative / allowed (Level 2)
    1. Retracting system is allowed to be the landing gear inoperative
    2. The landing gear is allowed to be inoperative retracting system
    3. The landing gear retracting system is allowed to be inoperative
12. Of / performance / wing / decrement / the / illumination / the / light (Level 2)
    1. The performance decrement of the wing illumination light
    2. The performance the wing decrement of illumination light
    3. The performance illumination light decrement of the wing
13. May be / overwing / light / emergency /covers / missing / all (Level 2)
    1. All overwing emergency covers may be missing light
    2. All overwing light covers emergency may be missing
    3. All overwing emergency light covers may be missing
14. Be / all / components / have to / secured / inoperative/ properly / on the gear (Level 2)
    1. All secured properly inoperative components on the gear have to be
    2. All inoperative components on the gear have to be secured properly
    3. The gear have to be secured all inoperative components on properly
15. The / gear / visually / each / inspected / landing / before / take-off / is (Level 2)
    1. The landing gear is visually inspected before each take-off
    2. The each take-off landing gear is visually inspected before
    3. Visually inspected each take-off before the landing gear is
16. That the truck will tilt to / to ensure / the retract position / one forward and one aft brake / must be removed / on the same side (Level 2)
    1. "to ensure that the must be removed truck will tilt to the retract position, one forward and one aft brake on the same side "
    2. " the retract position to ensure that the truck will tilt to, one forward and one aft brake on the same side must be removed"
    3. "to ensure that the truck will tilt to the retract position, one forward and one aft brake on the same side must be removed"
17. For / cap and / and electrical wiring / the affected brakes / the hydraulic lines / secure (Level 2)
    1. The affected brakes cap and secure the hydraulic lines and electrical wiring for
    2. Cap and secure and electrical wiring for the affected brakes the hydraulic lines
    3. Cap and secure the hydraulic lines and electrical wiring for the affected brakes
18. Chocked / ensure / wheels / adequately / that / the wheels / are (Level 2)
    1. Chocked ensure that the wheels are adequately
    2. The wheels are adequately chocked ensure that
    3. Ensure that the wheels are adequately chocked
19. Airplane / configuration / restore / to / required / its (Level 2)
    1. Restore required configuration airplane to its
    2. Airplane to its required configuration restore
    3. Restore airplane to its required configuration
20. Freezing/ high pack discharge temperatures/at low/ ambient temperatures/ and/ to limit/ to prevent (Level 2)
    1. To prevent freezing at low high pack discharge temperatures ambient temperatures and to limit
    2. Ambient temperatures and to limit high pack discharge temperatures to prevent freezing at low
    3. To prevent freezing at low ambient temperatures and to limit high pack discharge temperatures
21. Machine/ fan/ the cooling airflow/ supplies/ the air-cycle (Level 2)
    1. Cooling airflow the air-cycle machine fan supplies the
    2. The air-cycle machine fan supplies the cooling airflow
    3. The air-cycle machine fan supplies the cooling airflow fan
22. Valve/ disconnect/ the electrical/ the bypass / connector/ from (Level 2)
    1. Disconnect the electrical connector from the bypass valve
    2. Disconnect valve the electrical connector from the bypass
    3. Disconnect from the bypass valve the electrical connector
23. The FWD / bypass check valve/ is / extract /fan/ blocked (Level 2)
    1. The FWD extract fan bypass check valve is blocked
    2. The FWD is blocked extract fan bypass check valve
    3. Bypass check valve is blocked the FWD extract fan
24. These /horns /preliminary /studies /are /burning /that /have /shown (Level 2)
    1. Preliminary studies have shown that these horns are burning
    2. Have shown preliminary studies that these horns are burning
    3. That these horns are burning preliminary studies have shown
25. As/ a result/ of /the /call horn/ ground crew/ these warnings trigger (Level 2)
    1. These warnings trigger as a result of the ground crew call horn
    2. These warnings crew call horn trigger as a result of the ground
    3. These trigger as a result of the ground warnings crew call horn
26. Against/ the/ protected/ antenna /is/ erosion/ caused/ by rain (Level 2)
    1. The antenna is protected against erosion caused by rain
    2. The antenna is protected against caused by rain erosion
    3. The antenna is protected against by rain erosion caused
27. Connected/ by/ means of rods/ the screen/ the structure/ is/ to (Level 2)
    1. The screen is connected to the structure by means of rods
    2. The screen of rods is connected to the structure by means
    3. Connected to the the screen is structure by means of rods
28. During ground tests/ the air is still hot/ Extreme caution/ of thermal anti−ice systems/ is necessary/ because (Level 2)
    1. Extreme caution is necessary during ground tests of thermal anti−ice systems because the air is still hot.
    2. Extreme caution is necessary the air is still hot. During ground tests of thermal anti−ice systems because
    3. Extreme caution is necessary of thermal anti−ice systems during ground tests because the air is still hot.
29. And long when the slats/ is short/ when the slats are retracted/ The telescoping duct/ are extended (Level 2)
    1. The telescoping duct is short when the slats are retracted and long when the slats are extended.
    2. The slats are extended. Is short when the slats are retracted and long when the telescoping duct
    3. The telescoping duct is short when the slats are retracted and when the slats are long extended.
30. By the bleed valve/ anti−ice system/ The left and right wing/ uses/ which is already regulated/ hot air (Level 2)
    1. The bleed valve. Uses hot air which is already regulated by The left and right wing anti−ice system
    2. The left and right wing already regulated uses hot air which is by anti−ice system the bleed valve.
    3. The left and right wing anti−ice system uses hot air which is already regulated by the bleed valve.
31. To the engine combustor/ supplies/ The compressor of a gas turbine engine/ a continuous flow of air (Level 2)
    1. The compressor of a gas turbine engine supplies a continuous flow of air to the engine combustor.
    2. The engine combustor of a gas turbine engine supplies a continuous flow of air to. The compressor
    3. The compressor of a engine combustor. A continuous flow of air to the gas turbine engine supplies