1. CPIOM nd IOM area. LRU**b. LRM**c. Sub- assemblyd.Both

2. Advantage of CPIOM area. Space & weight savingb. Upgradation & easy maintenance**c. Both A&B and possibility of combining of more function**d. Only a is correct

3. Pneumatics will be looked after by**a. CPIOM A**

b. PIOM Bc. CPIOM Cd.CPIOM D

4. IOM hasa. AFDX data busb. Non- AFDX data busc. Non- AFDX data bus with LRU**d. All of the above**

5. Function of IMA is in form ofa. Memoryb. Core processor

**c. Option B & Software**

d.All

6. Electrical load shedding will be handed bya. CPIOM D**b. CPIOM E**c. CPIOM F

d.CPIOM A

7. For air conditioning & cabin pressurizatiom module used is

a. CPIOM Ab. ASCPC ( air supply & cabin pressure controller)**c. A for Airbus & B for Boeing**

d.All

8. Fuel jettisoning is part of function of**a. CPIOM F**b. CPIOM Ac. CPIOM Dd.CPIOM G

9. Fuel quantity discrepancy is

a. Defect**b. Reportable incident & its investigation**c. Fuel computer errord.None

10. CPIOM C functional areas area. Cockpitb. Flt control & auto pilot**c. Both A & B**d.none

11. Air conditioning cockpit in cabin in temp is adjusted ona. FAP ( flt attendent panel )b. In A & by selecting zone wise target temp**c. In B & provide the cabin temp selector in cabin is set at Central psn**d.Only a is correct

12. Anti -skid system function is part ofa. CPIOM Gb. AACU ( auto brake & anti - skid controller unit )**c. A in Airbus & B in Boeing**d.Only B is correct

13. AFDX stands for**a . Avionics full duplexer**

b. Aviation full duplexera. CPIOM Ac. ASCPC ( air supply & cabin pressure controller)d. A for Airbus & B for Boeing

14. Cockpit crew alerting system is part ofa. CPIOM Ab. CPIOM B**c. CPIOM C**

d CPIOM D

15. CB montionering is part ofa. CPIOM Ab. CPIOM C**c. CPIOM E**

d.CPIOM D

16. In case of replacement of tank unit after FQIS( fuel quantity indication system)a. FIM ( fault isolation manual )b. AMM 2

**c. Both A & B but follow fuel tank safety procedure**

d.None

17. The electrical load which is share is indicated ona. PFD ( primary flt display )b. Upper EICAS

**c. Electrical synoptic in MFD**d.Only a is correct

18. CPDLC ( controller pilot data link communication ) usesa. HFb. VHF**c. A or B or SATCOM**

d. Both a and b

19. CPDLC is communication witha. Airline company**b. ATC controller**c. Area control centre

d .All

20. For maintainance purpose link is used isc. Avionics fuel duplexera. ATC data link

b. Company data link**c. ACMS data link ( a/c conditioning monitoring system )**d.All

21. A/C psn report will be used**a. ATC data link**b. Company data linkc. ACMS data link

d. Only b is correct

22. Automatic accurate psn reporting is done by usinga. VOR- DMEb. GPS- IRS**c. By FMC using A& B whichever is most accurate**d.None

23. Admin communication will usea. CPDLCb. ACARS**c. ACARS on company channel**d.All

24. Real time failure msg in ACARS area. Automatically sent

b. A & by ACMS ( A/C conditioning monitoring system )

**c. B & sent to company dispatch & engine manufacturers**d.none

25. IMA partioning is useda. To allow system to perform function independentlyb. To allow system to remain unaffected by fault in other systemc. To allow more function to be added**d. All of the above**