

MFC

- ✓ 01. THE "MFC" SYSTEM CONSISTS OF :
- A. One computer.
 - B. Two independent computers with two modules A and B.
 - C. Two computers with four independent modules 1A 1B 2A 2B.
02. EACH "MFC" MODULE PROCESSES DATA RECEIVED FROM SEVERAL SYSTEMS AND :
- A. The signals are taken into account by one or more modules, depending on the degree of reliability/safety required for the system.
 - B. Each module is equipped with a self test system, monitoring correct operation of that module.
 - C. Each module is supplied by two separate electrical sources (28VDC), primary and secondary.
 - D. A + B + C are correct.
03. THE "MFC" FUNCTIONS ARE :
- A. Monitor, control and authorize operation of aircraft systems.
 - B. Manage system failures and flight envelope anomalies and command triggering of associated warnings in the CCAS.
 - C. A + B are correct.
04. AN INTERNAL COMMUTATION ALLOWS AN AUTOMATIC SWITCHING FROM "NORMAL" TO "ALTERNATE" ELECTRICAL SUPPLY, IF SOURCE VOLTAGE FALLS BELOW :
- A. 19 VDC.
 - B. 22 VDC.
 - C. 28 VDC.
05. THE "MFC" IS OPERATIVE AS SOON AS CARGO DOOR CONTROL PANEL IS CLOSED AND :
- A. Battery is switched ON.
 - B. Battery is switched ON and the modules self test is completed.
 - C. DC BUS 1 or 2 are powered.

01 = C 02 = D 03 = C 04 = A 05 = B

M F C

06. THE "MFC" AMBER LIGHT COMES "ON" FLASHING IN "1A" AND "2A" MODULES TO INDICATE :

- A. Electrical supply fault is detected.
- B. Self-test of these modules.
- C. A malfunction.

07. WHEN A MODULE FAILURE IS DETECTED BY ITS INTERNAL MONITORING SYSTEM :

- A. Fault light only, on "MFC" panel, illuminates.
- B. Single chime sound is triggered, MASTER CAUTION light flashes, MFC illuminates on CAP and associated amber fault light on overhead panel.
- C. Single chime sound is not triggered, MASTER CAUTION light illuminates steady and MFC illuminates on CAP.

TEST
B

06 = B 07 = B

CCAS

* 01. THE HEART OF CENTRALIZED CREW ALERTING SYSTEM (CCAS) IS THE "MFC" SYSTEM AND THE OPERATING MODULES ARE :

- A. 1 A and 2 B.
- B. 1 A and 2 A.
- C. 1 B and 2 B.

02. THE FOLLOWING WARNINGS ARE NOT PROCESSED BY THE "MFC" :

- A. Engine fire, excess. cab. Δ. press., excess. cab. altitude, nacelle. overheat, and smoke.
- B. Engine fire, smoke, engine oil low press., excess. cab. altitude and pitch disconnect.
- C. Engine fire, excess. cab. Δ. press., excess. cab. altitude, smoke and flaps unlock.

1.02.10
P1

03. A CENTRALIZED CREW ALERTING SYSTEM (CCAS) IS MONITORING ALL AIRCRAFT SYSTEMS IN ORDER TO PROVIDE THE FOLLOWING FUNCTIONS:

- A. Alert the crew of system malfunction (MASTER WARNING or MASTER CAUTION).
- B. Identify the malfunction (CREW ALERTING PANEL C. A. P).
- C. Direct the appropriate actions (LOCAL ALERT).
- D. A + B + C are correct.

04. THE MASTER CAUTION SYSTEM IS TYPICALLY IDENTIFIED FOR:

- A. Emergency situation.
- B. Abnormal situation.
- C. Advisories.

05. THE MASTER WARNING SYSTEM IS TYPICALLY IDENTIFIED FOR:

- A. Emergency situation.
- B. Abnormal situation.
- C. Advisories.

01 = C 02 = A 03 = D 04 = B 05 = A

CCAS

06. TO EXTINGUISH MASTER WARNING OR MASTER CAUTION IT'S NECESSARY:

- A. To press the corresponding light.
- B. To perform the necessary corrective action.
- C. To depress CLR push button on the CAP.

07. CAN YOU EXTINGUISH ALL C.A.P. LIGHTS BY PRESSING "CLR" PUSH BUTTON ?

- A. Yes.
- B. Yes, for the red and amber lights except PRK BRK, GPWS FAULT and MAINT PNL.
- C. Yes, for the amber lights except PRK BRK, GPWS FAULT, and MAINT PNL.

08. T.O. CONFIG TEST IS USED BEFORE TAKE OFF:

- A. To check if aircraft configuration is correct by simulating throttles at take off position (except parking brake).
- B. To perform an automatic recall.
- C. A + B are correct.

09. T.O. CONFIG TEST IS USED BEFORE TAKE OFF TO CHECK:

- A. PWR MGT selector in TO position (ENG).
 - B. Pitch trim in green sector and flaps 15° position (CONFIG).
 - C. Travel limit unit in LO SPD configuration (TLU).
 - D. A + B + C are correct.
- N/L* *See*

10. WHEN PRESSING "T.O. INHI" PUSH-BUTTON, YOU WILL INHIBIT:

- A. All red and amber lights on C.A.P.
- B. All amber lights on C.A.P.
- C. Eng. Oil low pressure, smoke warning and all the cautions amber light on CAP except EFIS COMP, PRK BRK, GPWS FAULT, MAINT PNL, ENG (for ADC SW fault alert), FLT CTL (for TLU or FLAP ASYM. alert).

06 = A 07 = C 08 = C 09 = D 10 = C

CCAS

11. WHEN IS THE "T.O. INHI" FUNCTION AUTOMATICALLY CANCELED ?

- A. As soon as one gear leg is not locked down.
- B. Gear is locked up.
- C. Gear and flaps are up.
- D. The first leg of landing gear and flaps are up.

12. MANUAL CANCELLATION OF "T.O. INHI" IS OBTAINED :

- A. By pressing RCL PB.
- B. By pressing CLR PB.
- C. By pressing T.O. INHI PB.
- D. By selecting PWR MGT on another position than T.O..

13. THE EMERGENCY AUDIO CANCEL SW, ALLOWS THE CREW TO CANCEL A NUISANCE AURAL WARNING, WHICH WILL BE REACTIVATED:

- A. At the next aircraft power up only
- B. At the next aircraft power up, or after MFC 1B/2B reset, or after pressing RCL pb or following to CONFIG TEST for all aural warnings.
- C. At the next aircraft power up, or after MFC 1B/2B reset, or after pressing RCL pb or following to CONFIG TEST, except for LANDING GEAR, VMO, VFE, VLE, STALL WARNING, PITCH TRIM WHOOLER, AP DISCONNECT, which will be rearmed as soon as the triggering condition disappears.

14. PUSHING AN ILLUMINATED RED MASTER WARNING LIGHT WILL CANCEL WHICH OF THE FOLLOWING ?

- A. Any warning or caution light illuminated at that time.
- B. Any warning light illuminated at that time.
- C. The MASTER WARNING light and any CAP (crew alerting panel) red light illuminated at that time.
- D. Only the MASTER WARNING lights and the associated aural warning.

11 = A 12 = A 13 = C 14 = D

CCAS

15. ALL THE INHIBITED OR CANCELED "CAUTION" LIGHTS ON CAP CAN BE RECALLED BY DEPRESSING :

- A. RCL PB.
- B. CLR PB.
- C. TO INHI PB.

16. WHICH RED CREW ALERT PANEL LIGHT CAN BE CLEARED BY USING THE CLR BUTTON ?

- A. None.
- B. All of them.
- C. All except SMOKE and FIRE light.

17. THE A/C STALL WARNING PROTECTION TRIGGERS :

- A. Aural alert (cricket) plus stick shaker activation.
- B. Stick pusher activation.
- C. A + B are correct.

18. STALL ALERT AND STICK PUSHER ACTIVATION IS GENERATED BY :

- A. Critical angle of attack information, directly processed by CCAS.
- B. Critical speed information.
- C. A + B are correct.

19. STICK PUSHER ACTIVATION IS INHIBITED :

- A. On ground and as long as T.O. INHI is on.
- B. On ground and as long as flaps are not retracted.
- C. On ground and for 10 seconds after lift off and in flight when the aircraft descends below 500 ft RA.

15 = A 16 = A 17 = C 18 = A 19 = C

CCAS

20. ICING "AOA" ILLUMINATED, THE STALL ALERT THRESHOLD IS AT A CRITICAL ANGLE OF ATTACK OF :

- A. 8° always.
- B. Lower than normal, depending on flaps position.
- * C. 7.6° for take off and change when 10 minutes have elapsed after lift-off, or when flaps are retracted to 0°, whichever occurs first.
- D. B + C are correct.

21. STICK PUSHER ACTIVATION OCCURS :

- A. Before stall warning advise.
- B. After stall warning advise .
- C. At the same time of stall warning advise.

22. WHENEVER ICING "AOA" IS ILLUMINATED, THE A/C IS PROTECTED BY AN EARLIER STALL THRESHOLD AS FOLLOW :

- A. Stall alert threshold is modified for flaps 0° only.
- B. Stall alert threshold is modified but not stick pusher threshold.
- C. Stall alert threshold and stick pusher threshold are modified.
- D. Only stick pusher threshold is modified.

* 23. IN CASE OF "MFC 1B" AND "MFC 2B" FAILURE :

- A. All level two (CAUTION) alerts are processed without MASTER CAUTION.
- B. All CCAS operations continue.
- C. All level three (WARNING) alerts, except CONFIG, ENG OIL, PROP BRK., are processed without MASTER WARNING and CRC, all level two alerts (CAUTION) are not processed.

24. STICK PUSHER SHAKER TEST HAS TO BE PERFORMED :

- A. Before each flight
- B. Daily
- C. Once a week.
- D. Every 200 hours.

20=D 21=B 22=C 23=C 24=B