

# Advanced Avionics Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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# Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

**Remember:** successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

# How to Use This Guide

**This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:**

## **1. Start with a Diagnostic Review**

**Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.**

## **2. Study in Short, Focused Sessions**

**Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.**

## **3. Learn from the Explanations**

**After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.**

## **4. Track Your Progress**

**Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.**

## **5. Simulate the Real Exam**

**Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.**

## **6. Repeat and Review**

**Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.**

**There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!**

## Questions

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- 1. GPWS always 'looks down', while EGPWS can 'look ahead'.**
  - A. True**
  - B. False**
  - C. The statement is partially correct**
  - D. GPWS and EGPWS both look down only**
  
- 2. Which statement is correct for CAT 1 limits?**
  - A. 1200/600 RVR, 200' DA**
  - B. No restrictions**
  - C. 1200 RVR**
  - D. MDA, DH or DA**
  
- 3. Which indicator can appear on the HSI to show GPS loss of availability?**
  - A. GBAS**
  - B. RAIM**
  - C. Flags on the HSI**
  - D. WAAS**
  
- 4. Which of the following is an example of GBAS?**
  - A. WAAS**
  - B. RAIM**
  - C. INS**
  - D. LAAS**
  
- 5. Which GPWS mode is associated with Excessive terrain closure rate?**
  - A. Mode 2**
  - B. Mode 5**
  - C. Mode 1**
  - D. Mode 3**

- 6. Which statement describes the role of the Flight Data Acquisition Unit (FDAU)?**
- A. It collects sensor data and forwards it to the black boxes**
  - B. It stores flight data for two hours**
  - C. It generates engine control signals**
  - D. It displays navigation information to the pilot**
- 7. Which of the following statements is true about the limits when both RVR A and B are available?**
- A. 1200 RVR**
  - B. No restrictions**
  - C. 1200/600 RVR**
  - D. 1200/600 RVR, 200' DA**
- 8. When conducting an approach made for practice, where no landing is intended, what are the appropriate limits or restrictions?**
- A. 1200 RVR**
  - B. 1200/600 RVR**
  - C. MDA, DH or DA**
  - D. No restrictions**
- 9. Ice, dry snow and dry hail have the highest radar reflectivity and typically appear red or magenta on the display.**
- A. True**
  - B. False**
  - C. Not sure**
  - D. Not applicable**
- 10. The minimum components of an ILS are Localizer, Glidepath, and which additional system?**
- A. RVR**
  - B. Approach lighting system**
  - C. GPS**
  - D. DME**

## Answers

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1. A
2. A
3. C
4. D
5. A
6. A
7. C
8. D
9. B
10. B

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## **Explanations**

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**1. GPWS always 'looks down', while EGPWS can 'look ahead'.**

**A. True**

**B. False**

**C. The statement is partially correct**

**D. GPWS and EGPWS both look down only**

The main idea here is how the two systems assess terrain hazards. Classic GPWS relies on data from the radar altimeter and the airplane's current performance to determine how close you are to the ground or to rising terrain directly beneath you. It doesn't have a terrain database or a flight-path model to predict what terrain lies ahead, so its warnings are essentially based on what's directly below or very near the aircraft's path. That's why GPWS is described as "looking down." Enhanced GPWS changes the game by adding a digital terrain database and using position, speed, and the planned flight path to evaluate terrain ahead along the route. This look-ahead capability lets the system warn about higher terrain that lies in front of you, not just what's immediately beneath, hence it can "look ahead." So the statement is accurate: GPWS mostly looks down, while EGPWS can look ahead.

**2. Which statement is correct for CAT 1 limits?**

**A. 1200/600 RVR, 200' DA**

**B. No restrictions**

**C. 1200 RVR**

**D. MDA, DH or DA**

CAT I minima are defined by a precise decision altitude and required runway visual range. For a CAT I approach you descend to a fixed DA and must have the published RVR values met to continue below that point. A common CAT I set of minimums is an RVR of 1200 meters for the touchdown zone and 600 meters along the centerline, with a decision altitude of 200 feet. This combination shows both the visibility requirement and the altitude at which you may decide to land, which is why it's the best representation of CAT I limits. The other options miss one of these elements or mix in non-CAT I concepts (like MDA, which is used for non-precision approaches).

**3. Which indicator can appear on the HSI to show GPS loss of availability?**

**A. GBAS**

**B. RAIM**

**C. Flags on the HSI**

**D. WAAS**

GPS data are considered usable only when the receiver can provide position and velocity with acceptable integrity. If the GPS signal is lost or its integrity is degraded, the system marks the data as unavailable and the HSI will display a flag to warn you that GPS guidance should not be relied upon. That visual cue—flags on the navigation display—is what you'd see to indicate GPS loss of availability. GBAS and WAAS are augmentation systems that improve accuracy and integrity but don't by themselves serve as the direct indicator of GPS unavailability on the HSI. RAIM is the integrity-monitoring process that assesses whether GPS data can be trusted, but the explicit loss-of-availability indicator shown to the pilot on the HSI is the flag.

**4. Which of the following is an example of GBAS?**

- A. WAAS
- B. RAIM
- C. INS
- D. LAAS**

GBAS is a ground-based augmentation approach that provides localized GNSS corrections and integrity information to aircraft in a small area around an airport, enabling precise approaches and landings. Local Area Augmentation System is the example that fits this role, since it uses ground reference stations at the airport to generate differential corrections and broadcasts them to nearby aircraft to improve accuracy and integrity for approaches. In contrast, WAAS is a Satellite-Based Augmentation System serving a wide region, RAIM is a receiver technique for detecting GNSS faults, and INS is an independent inertial navigation system. So, the example of GBAS is LAAS.

**5. Which GPWS mode is associated with Excessive terrain closure rate?**

- A. Mode 2**
- B. Mode 5
- C. Mode 1
- D. Mode 3

GPWS uses separate warnings for different dangerous situations, each tied to a specific parameter being monitored. When the aircraft is closing on terrain too quickly, the system looks at how fast the distance to the terrain is decreasing and issues a warning once that rate exceeds a safe threshold. That particular condition is associated with the second mode. The other modes alert on different scenarios—such as an excessive descent rate or an altitude loss after takeoff—so they don't apply to excessive terrain closure rate.

**6. Which statement describes the role of the Flight Data Acquisition Unit (FDAU)?**

- A. It collects sensor data and forwards it to the black boxes**
- B. It stores flight data for two hours
- C. It generates engine control signals
- D. It displays navigation information to the pilot

Collecting sensor data and forwarding it to the black boxes is what the FDAU does. It acts as the central data interface, gathering readings from various sensors (air data such as airspeed, altitude, and pressure; attitude and heading information; engine parameters, and other system sensors), converting them into a digital format, and sending them to the Flight Data Recorder for storage and later analysis. The FDAU itself doesn't store data long-term; that storage happens in the flight data recorder and related systems. It also doesn't generate engine control signals—that's the job of the engine control systems—and it doesn't display navigation information to the pilot, which is handled by the cockpit displays using data from the sensors.

**7. Which of the following statements is true about the limits when both RVR A and B are available?**

- A. 1200 RVR**
- B. No restrictions**
- C. 1200/600 RVR**
- D. 1200/600 RVR, 200' DA**

When two RVR readings are available, the published minima specify two separate requirements corresponding to the two sensors on the runway. The A sensor (often in the touchdown/approach zone) and the B sensor (usually another location along the runway) each impose their own minimum visibility. Because both sensors are in play, the approach minima are expressed as a pair, showing the minimum RVR for each sensor location. In this case, the required values are 1200 for the A sensor and 600 for the B sensor, written as 1200/600 RVR. This means you must have at least 1200 RVR at the A location and at least 600 RVR at the B location to be authorized to land under those minima. The other options don't fit because a single value doesn't account for both sensors, "No restrictions" isn't correct when RVR sensors are installed, and adding a DA figure isn't part of the RVR limit description.

**8. When conducting an approach made for practice, where no landing is intended, what are the appropriate limits or restrictions?**

- A. 1200 RVR**
- B. 1200/600 RVR**
- C. MDA, DH or DA**
- D. No restrictions**

When a practice instrument approach is flown with no landing intended, there are no published minima tied to landing that you must meet. The purpose is to rehearse the approach procedure itself, not to complete a landing, so there aren't fixed weather or visibility restrictions like runway visual range or decision altitude that would apply if you were aiming to land. You still fly the procedure safely, stay in communication with ATC, and have a plan to discontinue or execute a missed approach if conditions deteriorate or you choose not to continue. The other options reflect landing minima, which aren't in play for a practice approach without the intention to land.

**9. Ice, dry snow and dry hail have the highest radar reflectivity and typically appear red or magenta on the display.**

**A. True**

**B. False**

**C. Not sure**

**D. Not applicable**

Radar reflectivity depends on how big and how numerous the particles are, plus their dielectric properties. Large, dense targets reflect radar energy much more strongly, so they show up with the highest reflectivity on the display as red or magenta. Ice crystals, dry snow, and dry hail are typically smaller, less dense, or have lower dielectric contrast, so their echoes are weaker and usually appear in cooler colors (green, yellow, or orange) rather than the top-red/magenta range. Because not all of those precipitation types produce the strongest echoes, the statement is not correct.

**10. The minimum components of an ILS are Localizer, Glidepath, and which additional system?**

**A. RVR**

**B. Approach lighting system**

**C. GPS**

**D. DME**

An instrument landing system relies on two active guidance signals to direct the aircraft: the localizer for horizontal guidance and the glide path for vertical guidance. The third component that completes the set is the approach lighting system, which provides the pilot with vital visual cues during the approach. It helps identify the runway environment, judge distance, and transition from instrument flight to visual alignment with the runway, especially in low visibility. The other options aren't part of the ILS structure: RVR is a visibility measurement, not a component of the landing guidance; GPS is satellite navigation used for en route or approach guidance but not part of the ILS; DME is distance measuring equipment for navigation, not part of the ILS installation.

## Next Steps

**Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.**

**As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.**

**If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at [hello@examzify.com](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://advavionics.examzify.com>**

**We wish you the very best on your exam journey. You've got this!**

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