GENERAL AIRCRAFT UNITED PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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

1. Which statement correctly describes the installation location of Type 1 Door Safety strap?

A. Aircraft-mounted assist handle

B. Door frame

C. Jetbridge

D. Passenger seat

2. IMC describes weather conditions that require flight using instruments only. When are IFR procedures required?

A. Instrument Meteorological Conditions; IFR procedures apply.

B. Visual Meteorological Conditions; VFR procedures apply.

C. Equatorial Meteorological Conditions; IFR procedures apply.

D. Instrument Meteorological Conditions; IFR procedures apply.

3. What direction does the 2L outboard jumpseat face?

A. Forward facing

B. Aft facing

C. Side facing

D. Upward facing

4. On a B787, which visual indicator illuminates when the lavatory smoke detector is activated?

A. Amber light on master call panel illuminates

B. Customer call reset button outside lavatory door illuminates

C. Forward Attendant Panel indicates "Smoke detected"

D. CSCP/CACP indicates "Smoke detected"

5. During a go-around, why are flaps retracted gradually?

A. To maximize drag and slow the aircraft.

B. To maintain safe airspeed and stable climb while avoiding abrupt changes.

C. To cause nose-down attitude.

D. To rapidly reduce altitude.

6. What is the purpose of alternate navigation means?

A. To reduce pilot workload during normal operations.

B. To provide a backup method of navigation when primary navigation aids fail or are unreliable.

C. To improve navigation accuracy in all conditions.

D. To enable automatic routing without pilot input.

7. Which color is associated with general aircraft?

A. Grey Icons

B. Green Icons

C. Orange Icons

D. Blue Icons

8. What is the jumpseat on the left side of the aircraft (aft) closest to the window?

A. 2L outboard

B. 2L inboard

C. 1L outboard

D. 2R outboard

9. Differentiate pressure altitude and absolute altitude.

A. Pressure altitude is the altitude above the sea level; absolute altitude is the height above the standard datum plane.

B. Pressure altitude is the height above the Earth's surface; absolute altitude is the altitude above sea level.

C. Pressure altitude is the altitude above the standard datum plane when the atmospheric pressure is 29.92 inHg; absolute altitude is the height above the Earth's surface (above ground level).

D. Pressure altitude is the altitude above sea level; absolute altitude is the altitude above the Earth's surface.

10. How many colors are on each master call panel and what are they?

A. Two colors: red and blue

B. Three colors: pink/red, blue, amber

C. Four colors: pink, blue, amber, green

D. Three colors: pink, yellow, blue

Answers

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

Explanations

1. Which statement correctly describes the installation location of Type 1 Door Safety strap?

A. Aircraft-mounted assist handle

B. Door frame

C. Jetbridge

D. Passenger seat

The strap is meant to provide a stable handhold near the door, so it must be anchored to fixed aircraft structure rather than something that moves. An aircraft-mounted assist handle is a stationary, nearby feature built into the aircraft, keeping the strap in a consistent, reachable position whether the door is open or closed. This ensures passengers can grab the strap reliably during entry, exit, or deplaning, and it avoids interference with door operation. Attaching to the door frame would move with the door and could become misaligned or inaccessible; attaching to a jetbridge or a passenger seat wouldn't provide a proper, fixed anchor on the aircraft itself.

2. IMC describes weather conditions that require flight using instruments only. When are IFR procedures required?

A. Instrument Meteorological Conditions; IFR procedures apply.

B. Visual Meteorological Conditions; VFR procedures apply.

C. Equatorial Meteorological Conditions; IFR procedures apply.

D. Instrument Meteorological Conditions; IFR procedures apply.

Instrument Meteorological Conditions describe weather conditions that require flight by reference to instruments. In IMC, pilots operate under IFR, which means filing an IFR flight plan, obtaining ATC clearance, and following procedures that rely on instruments for navigation and control rather than outside visual references. If the weather is visually clear (VMC), VFR procedures apply and IFR isn't required. The other term isn't a standard basis for IFR requirements.

3. What direction does the 2L outboard jumpseat face?

A. Forward facing

B. Aft facing

C. Side facing

D. Upward facing

Jump seats are placed to keep crew safe and ready to act, with their orientation chosen for quick visibility, communication, and movement. The 2L outboard jumpseat faces forward so the occupant has a direct view toward the front of the aircraft, can readily monitor the cabin and communicate with the cockpit and other crew, and can reach the aisle quickly for passenger assistance or evacuation if needed. This forward-facing arrangement also aligns with how safety restraints and quick-access equipment are designed to be used during critical phases of flight. Seats that face aft, to the side, or upward would slow responses, reduce visibility, and complicate egress.

4. On a B787, which visual indicator illuminates when the lavatory smoke detector is activated?

A. Amber light on master call panel illuminates

B. Customer call reset button outside lavatory door illuminates

C. Forward Attendant Panel indicates "Smoke detected"

D. CSCP/CACP indicates "Smoke detected"

When a lavatory smoke detector is activated on a 787, the crew is alerted by the amber light on the Master Call Panel. This amber indicator is the dedicated visual cue that signals a lavatory smoke condition to the cabin crew, allowing them to locate and address the source quickly. Other panels may display related messages, but the immediate, primary visual cue is the amber lamp on the Master Call Panel.

5. During a go-around, why are flaps retracted gradually?

A. To maximize drag and slow the aircraft.

B. To maintain safe airspeed and stable climb while avoiding abrupt changes.

C. To cause nose-down attitude.

D. To rapidly reduce altitude.

During a go-around you want a smooth, controlled transition from approach to climb. Flaps extended for landing boost lift at low speed but also add a lot of drag and change the wing's lift characteristics. If you retract them too quickly, the sudden change in lift and drag can upset the airplane's attitude and airspeed, making the climb unstable or harder to control. Retracting flaps gradually allows the airspeed to rise toward a safe climb value while keeping the airplane's pitch and stability manageable, preserving enough elevator authority to maintain a steady, positive-rate climb. Once you're clean and at a safe speed, you complete the retraction.

6. What is the purpose of alternate navigation means?

A. To reduce pilot workload during normal operations.

B. To provide a backup method of navigation when primary navigation aids fail or are unreliable.

C. To improve navigation accuracy in all conditions.

D. To enable automatic routing without pilot input.

Alternate navigation means are built to provide a backup method for determining position and tracking the route when the primary navigation aids are unavailable or unreliable. In flight, you rely on main systems like VOR, GPS, or instruments tied to the airways for guidance. If those fail or degrade, switching to an alternate means lets you maintain situational awareness, verify your position, and continue to fly the planned course safely. It's not about reducing workload during normal operations, and it doesn't guarantee better accuracy in all conditions. It also doesn't imply automatic routing without pilot input—the backup methods are used to support continued navigation with appropriate pilot actions and checks.

7. Which color is associated with general aircraft?

A. Grey Icons

B. Green Icons

C. Orange Icons

D. Blue Icons

Color-coding icons helps you identify categories at a glance. In this material, gray icons are used to represent general aircraft, signaling standard, non-specialized airframes. The other colors are reserved for different categories or conditions, so they don't represent general aircraft. That's why gray is the best choice here.

8. What is the jumpseat on the left side of the aircraft (aft) closest to the window?

A. 2L outboard

B. 2L inboard

C. 1L outboard

D. 2R outboard

Jumpseats are identified by their side, row, and whether they sit toward the window (outboard) or toward the aisle (inboard). On the left side, the outboard position is the seat closest to the window, while the inboard position is nearer the aisle. In the aft (rear) section, the left side has a seat that is right at the window—the outboard position. That's why this seat is the correct one: it's the left-side seat in the rear that sits nearest the window. The other options would place you closer to the aisle on the left, or on the opposite (right) side of the aircraft.

9. Differentiate pressure altitude and absolute altitude.

A. Pressure altitude is the altitude above the sea level; absolute altitude is the height above the standard datum plane.

B. Pressure altitude is the height above the Earth's surface; absolute altitude is the altitude above sea level.

C. Pressure altitude is the altitude above the standard datum plane when the atmospheric pressure is 29.92 inHg; absolute altitude is the height above the Earth's surface (above ground level).

D. Pressure altitude is the altitude above sea level; absolute altitude is the altitude above the Earth's surface.

Pressure altitude and absolute altitude are defined using different reference surfaces. Pressure altitude is the altitude above the standard datum plane—the theoretical surface where the pressure equals 29.92 inHg in the International Standard Atmosphere. In other words, it's the height you would have if the atmospheric pressure were 29.92 inHg, regardless of actual terrain. Absolute altitude is the actual vertical distance from the aircraft to the Earth's surface (in this context, height above the ground). So, the statement that pressure altitude is the altitude above the standard datum plane when the atmospheric pressure is 29.92 inHg is correct, and absolute altitude is the height above the Earth's surface (above ground). The other descriptions mix up the reference surfaces (sea level vs datum plane) or imply the wrong reference for absolute altitude.

10. How many colors are on each master call panel and what are they?

A. Two colors: red and blue

B. Three colors: pink/red, blue, amber

C. Four colors: pink, blue, amber, green

D. Three colors: pink, yellow, blue

The concept here is that master call panels use a color-coded alert system so you can distinguish between different types of calls at a glance. Each panel features three distinct colors to represent those different categories or priorities, enabling rapid recognition even in a busy cockpit. The colors shown are pink/red, blue, and amber. Having three colors keeps the signaling simple and consistent, so crew members can respond quickly without needing to read words. While the exact meaning of each color can vary by aircraft or procedure, the essential point for this question is that there are three colors, and they are pink/red, blue, and amber.

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.

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

https://genaircraftunited.examzify.com

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