General Authority of Civil Aviation (GACA) Aeronautical Information Publication (AIP) Practice Exam (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. Don’t worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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. **What does the primary flight computer DISC light indicate?**
   - A. PFC is malfunctioning
   - B. Indicates the PFCs are disconnected and the system is in DIRECT mode
   - C. The flight control system is in standby
   - D. PFCs are actively controlling the flight

2. **What happens to the APU when both AC power and left tank DC fuel pump is non-operational?**
   - A. The APU will operate normally
   - B. The APU will not start
   - C. The APU will provide emergency power
   - D. The APU will only operate at full capacity

3. **Which of the following is NOT typically checked during an exterior inspection?**
   - A. Fluid leaks
   - B. Cabin pressure
   - C. Missing components
   - D. Obstructed static ports

4. **When will the APU to Pack Takeoff configuration be armed?**
   - A. After both engines have started
   - B. Before engine start when selecting the FMC (THRUST LIMIT SEL-APU)
   - C. During cruise flight
   - D. Only on the ground with engines off

5. **What is the APU fire/overheat detection method?**
   - A. FIRE detection only
   - B. FIRE and OVHT detection
   - C. Smoke detection only
   - D. Temperature sensors

6. When does the APU fire switch unlock automatically?

- **A. When the APU reaches operational temperature**
- **B. Upon receiving a fire warning**
- **C. During a routine system check**
- **D. When the APU generator is tripped**

7. Which of the following systems are monitored by the hydraulic synoptic display?

- **A. Flight control surfaces**
- **B. Electrical power distribution**
- **C. Fuel management systems**
- **D. Landing gear position**

8. What is one of the main functions of the EEC?

- **A. Control fuel mixture**
- **B. Regulate lift**
- **C. Provide thrust lever inputs to automatically control the engines**
- **D. Monitor cabin pressure**

9. When is the direct mode activated?

- **A. Only during manual override**
- **B. Automatically if all three PFCs fail**
- **C. Only during maintenance checks**
- **D. Manually by system reset**

10. What checks are performed on the thrust reverser during the engine inspection?

- **A. Open and obstructed**
- **B. Closed and stowed**
- **C. Locked and secure**
- **D. Checked for leaks**

Answers

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

Explanations

1. What does the primary flight computer DISC light indicate?

A. PFC is malfunctioning

B. Indicates the PFCs are disconnected and the system is in DIRECT mode

C. The flight control system is in standby

D. PFCs are actively controlling the flight

The primary flight computer DISC light serves an important function in alerting the pilot to the operational status of the primary flight control systems. When this light is illuminated, it specifically indicates that the primary flight computers (PFCs) are disconnected and that the system has entered DIRECT mode. In this mode, the aircraft's control laws are bypassed, and pilots have direct control over the flight control surfaces. This is essential information for pilots, as it signals a departure from normal automated controls, requiring manual operation and heightened situational awareness. Understanding the implications of the DISC light is crucial, especially in circumstances where automated systems may fail or require override. In contrast to other options, which suggest different system statuses, only this choice accurately reflects the specific indication given by the DISC light. While other options may reference malfunctions or standby modes, they do not capture the precise condition that the DISC light signifies in regards to the PFCs' operational state. This understanding ensures that pilots can take the necessary actions to maintain control under varying circumstances.

2. What happens to the APU when both AC power and left tank DC fuel pump is non-operational?

A. The APU will operate normally

B. The APU will not start

C. The APU will provide emergency power

D. The APU will only operate at full capacity

When both AC power and the left tank DC fuel pump are non-operational, the APU (Auxiliary Power Unit) will not start. This is because the APU requires a reliable source of fuel supply and power to function. The left tank DC fuel pump is essential for providing the necessary fuel to the APU. Without the ability to pump fuel from the tank, the APU cannot obtain the fuel it needs for proper operation. Additionally, the lack of AC power further complicates the situation since it typically provides the electrical support for starting the APU and powering its ignition system. Therefore, with both systems inoperative, the conditions necessary for the APU to start and operate efficiently are not met. In contrast, the other options suggest scenarios that are not feasible under these circumstances. The APU cannot provide emergency power or operate at full capacity without fuel and power, nor can it operate normally when these key systems are down.

3. Which of the following is NOT typically checked during an exterior inspection?

A. Fluid leaks

B. Cabin pressure

C. Missing components

D. Obstructed static ports

The selection of cabin pressure as something that is not typically checked during an exterior inspection is accurate because cabin pressure is an internal condition of the aircraft that is not visible from the outside. During an exterior inspection, the focus is primarily on evaluating components and conditions that can be readily observed without entering the aircraft.   Fluid leaks, missing components, and obstructed static ports are all external factors that can significantly impact the aircraft's safety and operational performance. Checking for fluid leaks ensures that there are no leaks from systems like fuel or hydraulic fluids, which could pose risks during flight. Missing components, such as access panels or control surface hinges, can compromise the integrity and function of the aircraft. Finally, ensuring that static ports are unobstructed is critical for accurate altimeter and airspeed readings, which rely on external atmospheric pressure. In contrast, checking cabin pressure is part of monitoring the internal environment of the aircraft and would typically be performed through systems designed to assess the air pressure inside the cabin, usually during pre-flight checks while the aircraft systems are powered up and monitored from the cockpit.

4. When will the APU to Pack Takeoff configuration be armed?

A. After both engines have started

B. Before engine start when selecting the FMC (THRUST LIMIT SEL-APU)

C. During cruise flight

D. Only on the ground with engines off

The APU to Pack Takeoff configuration being armed before engine start when selecting the FMC (THRUST LIMIT SEL-APU) is correct because this configuration allows for the proper management of thrust and environmental control prior to initiating engine operations. This step is crucial as it prepares the aircraft systems by ensuring that the Auxiliary Power Unit (APU) is set to provide power to the air conditioning packs, which is essential for maintaining passenger comfort and equipment functionality during the takeoff phase. By arming this configuration before engine start, the flight crew ensures that the aircraft systems are integrated and that the APU is ready to take over the necessary loads as the engines come online. This proactive measure contributes to a smoother transition and operational efficiency, particularly in situations where immediate takeoff thrust is critical. The other options do not align with standard operational procedures. For example, arming this configuration after both engines have started would negate the benefits of preparing systems ahead of time. This is particularly relevant in efficient and safety-oriented flight operations. Additionally, arming it during cruise flight is not applicable since APU use is generally restricted during this phase, and similarly, having it only on the ground with engines off would not utilize the APU effectively nor benefit takeoff readiness.

5. What is the APU fire/overheat detection method?

A. FIRE detection only

B. FIRE and OVHT detection

C. Smoke detection only

D. Temperature sensors

The correct answer is that the APU fire/overheat detection method includes both fire and overheat detection. This is crucial because an Auxiliary Power Unit (APU) can present risks for both fire and overheating conditions, necessitating a system that is capable of detecting both scenarios to ensure prompt action and safety. Fire detectors typically operate through various methods such as heat sensors or flame detectors. However, solely relying on fire detection could lead to dangerous situations if the APU were to overheat without showing any signs of flame, highlighting the importance of an integrated detection method that also monitors for overheating conditions. Other detection methods, such as smoke detection or temperature sensors, may be part of broader systems but do not provide the comprehensive coverage needed for APU safety. Thus, having a system that encompasses both fire and overheat detection ensures a more robust safety protocol, addressing the unique hazards posed by an APU.

6. When does the APU fire switch unlock automatically?

A. When the APU reaches operational temperature

B. Upon receiving a fire warning

C. During a routine system check

D. When the APU generator is tripped

The correct answer relates to the safety protocols surrounding auxiliary power units (APUs) and their fire suppression systems. The APU fire switch is designed to enhance safety by automatically unlocking when a fire warning is received. This feature allows for immediate access to the fire suppression controls, enabling crew members to respond swiftly to an emergency situation. In the case of a fire warning, the immediate response is crucial; hence, the system is engineered to provide easy access to the necessary controls at that critical time. This proactive measure helps to ensure that any potential fire risks associated with the APU can be managed effectively and without delay. Other options, while relevant to APUs, do not accurately describe situations where the fire switch would automatically unlock. For instance, APU operational temperature does not trigger this specific safety mechanism, nor does a routine system check or the tripping of an APU generator directly relate to the fire warning protocol. Understanding this distinct function of the fire switch is essential for comprehending APU operations and safety measures in aviation.

7. Which of the following systems are monitored by the hydraulic synoptic display?

A. Flight control surfaces

B. Electrical power distribution

C. Fuel management systems

D. Landing gear position

The hydraulic synoptic display is specifically designed to present information relating to the hydraulic systems of an aircraft, which includes the monitoring of flight control surfaces. The primary function of hydraulic systems in aviation is to manipulate the movement of various components such as ailerons, elevators, and rudders—collectively known as flight control surfaces. These components rely heavily on hydraulic pressure to operate effectively, making it crucial for pilots and maintenance personnel to monitor their status in real-time. The other options—electrical power distribution, fuel management systems, and landing gear position—are all monitored by different systems suited for their particular functions. Electrical power distribution is tracked by the aircraft's electrical system, fuel management is handled by the fuel system displays, and landing gear position is monitored through landing gear indicators and related systems. Thus, flight control surfaces are the correct choice as they are specifically tied to the functionalities provided by the hydraulic systems.

8. What is one of the main functions of the EEC?

A. Control fuel mixture

B. Regulate lift

C. Provide thrust lever inputs to automatically control the engines

D. Monitor cabin pressure

The main function of the Engine Electronic Controller (EEC) is to provide thrust lever inputs to automatically control the engines. The EEC is responsible for managing the engine's performance based on pilot commands, optimizing fuel efficiency, and ensuring that engine parameters remain within safe limits. By automatically adjusting the fuel flow, ignition timing, and other parameters, the EEC helps achieve desired thrust while responding to changes in flight conditions, making it a crucial component for engine operation. Controlling fuel mixture, while related to the engine's functioning, is just one aspect of the broader capabilities of the EEC. The regulation of lift is primarily handled by the aircraft's aerodynamic surfaces, not the EEC. Similarly, monitoring cabin pressure is a task assigned to other systems onboard the aircraft, separate from the EEC's responsibilities.

9. When is the direct mode activated?

A. Only during manual override

B. Automatically if all three PFCs fail

C. Only during maintenance checks

D. Manually by system reset

The correct response is that the direct mode is activated automatically if all three PFCs (Power Fly-By-Wire Control Computers) fail. In aviation systems, particularly those involving fly-by-wire technology, the PFCs are critical for controlling the aircraft's flight surfaces efficiently and safely. If there is a total failure of these systems, the aircraft must transition to a direct mode as a fail-safe measure. This mode allows for basic control of the aircraft to ensure that pilots can still operate the aircraft even without the standard electronic assistance, thereby maintaining safety during critical failure scenarios. Direct mode being activated in this way is essential in ensuring that the pilots have control over the aircraft until they can either rectify the failures or perform a safe landing. Other scenarios such as manual overrides or maintenance checks do not trigger the activation of direct mode in the same manner.

10. What checks are performed on the thrust reverser during the engine inspection?

A. Open and obstructed

B. Closed and stowed

C. Locked and secure

D. Checked for leaks

The verification of the thrust reverser being "closed and stowed" is crucial during an engine inspection as it ensures the component is in the correct position for normal flight operations. If the thrust reverser is not properly stowed and closed, it could inadvertently deploy during flight, leading to a significant loss of control or performance issues. This check is essential in confirming that the reverser, which is designed to redirect engine thrust to aid in deceleration during landing, is not in an active state when it should be secured for takeoff or in-flight. When inspecting the thrust reverser, it's also important to confirm that it is secured against unintended deployment, thus preventing any operational hazards. While the other options could represent aspects of a comprehensive inspection, such as looking for leaks or ensuring components are not obstructed, the specific focus on whether the thrust reverser is closed and stowed addresses a primary safety concern during the inspection process.

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://gaca-aeronauticalinformationpublication.examzify.com

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