# General Authority of Civil Aviation (GACA) Aeronautical Information Publication (AIP) Practice Exam (Sample)

**Study Guide**

BY EXAMZIFY

**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

1. **What is the function of the air cleaner in the B777-200?**
    - A. To increase airflow
    - B. To remove contamination from the air
    - C. To maintain cabin temperature
    - D. To cool the engine

2. **What does the overspeed protection limit in an aircraft?**
    - A. Maximum speed trim
    - B. Bank angle
    - C. Fuel consumption
    - D. Altitude changes

3. **What triggers the APU to start automatically during flight?**
    - A. If the APU selector is set to ON
    - B. When both AC transfer busses lose power
    - C. If the external power source fails
    - D. When maintenance is required

4. **What is a possible cause for the trim air "FAULT" light to illuminate?**
    - A. The trim air switch is manually turned off
    - B. The cabin pressure is too high
    - C. The recirculation fans are malfunctioning
    - D. The external temperature sensor is faulty

5. **In Alternate mode, how do slats and flaps extend?**
    - A. Simultaneously
    - B. Sequentially
    - C. Independently
    - D. Only flaps first

**6. 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**

**7. Under what condition are the alternate/reserve brakes activated?**

- **A. When C HYD system pressure is low**
- **B. Automatically, if R HYD system pressure is low**
- **C. Manually, by the pilot**
- **D. When the aircraft is on the ground**

**8. During which phase of flight should engine anti-ice be turned on after landing?**

- **A. During final approach**
- **B. Until engine shutdown**
- **C. Only during taxiing**
- **D. Immediately after takeoff**

**9. How can fuel jettisoning be terminated?**

- **A. By turning off the APU**
- **B. By selecting the ARM switch to OFF or both nozzles to OFF**
- **C. By adjusting the fuel pumps**
- **D. By shutting down the engines**

**10. What is the purpose of demand pumps in a hydraulic system?**

- **A. To maintain a constant pressure**
- **B. To provide supplementary hydraulic power during high demand**
- **C. To cool the hydraulic fluid**
- **D. To replace hydraulic fluid lost in leaks**

# Answers

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

# Explanations

## 1. What is the function of the air cleaner in the B777-200?

**A. To increase airflow**

**B. To remove contamination from the air**

**C. To maintain cabin temperature**

**D. To cool the engine**

**The function of the air cleaner in the B777-200 is to remove contamination from the air. This component is essential in ensuring that the air entering the engines is as clean as possible. Contaminants can include dust, dirt, and other particulates that could negatively impact engine performance and efficiency. By filtering out these impurities, the air cleaner helps to maintain the integrity of the fuel-air mixture, which is crucial for optimal combustion and overall engine operation. Air quality control is vital for the longevity of engine components and efficient functioning, and the air cleaner plays a critical role in achieving this. The other options relate to functions not served by the air cleaner; airflow increasing, cabin temperature maintenance, and engine cooling are handled by different systems and components within the aircraft.**

## 2. What does the overspeed protection limit in an aircraft?

**A. Maximum speed trim**

**B. Bank angle**

**C. Fuel consumption**

**D. Altitude changes**

**The overspeed protection limit in an aircraft primarily relates to controlling airspeed and ensuring that the aircraft does not exceed its maximum allowable speed, which is critical for maintaining safe flight operations. This limit serves to prevent potential structural damage that can occur if the aircraft operates beyond its designed speed capabilities, thereby ensuring safety and integrity of the airframe during flight. When relating this to the context of maximum speed trim, it is important to understand that speed trim doesn't just pertain to an optimal performance setting but also safeguards against exceeding the aircraft's maximum operational limits. Thus, the overspeed protection mechanisms are intricately linked to the aircraft's performance parameters, guiding pilots to maintain speeds within safe ranges. The other options, such as bank angle, fuel consumption, and altitude changes, do not pertain directly to overspeed protections. These factors are influenced by other aspects of flight management and performance but do not encapsulate the primary purpose of overspeed protection, which is aimed squarely at managing airspeed to prevent unsafe conditions during flight.**

## 3. What triggers the APU to start automatically during flight?

A. If the APU selector is set to ON

B. When both AC transfer busses lose power

C. If the external power source fails

D. When maintenance is required

The scenario where the Auxiliary Power Unit (APU) starts automatically during flight is primarily triggered when both AC transfer buses lose power. This system design ensures that the aircraft has a reliable backup power source. If both AC buses lose power, the APU can automatically activate to provide the necessary electrical power and bleed air, which are essential for maintaining operations, ensuring safety, and minimizing the risk of power loss-related issues during flight. The other options may not accurately reflect the operational procedures related to APU activation. Setting the APU selector to ON is a manual operation and does not trigger an automatic start during flight. Similarly, while the failure of an external power source is a significant event, it would not directly cause an automatic start unless it involved a loss of both AC transfer buses. Maintenance requirements, while critical, do not factor into an automatic triggering mechanism for the APU during flight operations. Thus, the logic behind the automatic activation is fundamentally tied to maintaining power integrity in flight.

## 4. What is a possible cause for the trim air "FAULT" light to illuminate?

A. The trim air switch is manually turned off

B. The cabin pressure is too high

C. The recirculation fans are malfunctioning

D. The external temperature sensor is faulty

The trim air "FAULT" light illuminating can indeed be caused by the trim air switch being manually turned off. This switch controls the flow of warm air used for cabin temperature control, and when it is disengaged, it indicates to the aircraft's systems that there is a failure in the trim air system, thus triggering the fault light. This is an important safety feature that alerts the crew to a potential lapse in cabin comfort controls. In contrast, while high cabin pressure, malfunctioning recirculation fans, or faulty external temperature sensors can affect the environment in the cabin, they do not directly correlate with the trim air system's operational status in the same manner. High cabin pressure usually results from incorrect pressurization management rather than a fault in the trim air system. Malfunctioning recirculation fans may lead to inadequate airflow but would not activate the trim air "FAULT" light. Lastly, issues with the external temperature sensor would affect readings and possibly other systems but wouldn't directly cause the trim air light to illuminate unless indirectly influencing the trim air system's performance.

## 5. In Alternate mode, how do slats and flaps extend?

A. Simultaneously

B. Sequentially

C. Independently

D. Only flaps first

**In the Alternate mode, slats and flaps extend simultaneously. This means that both mechanisms operate at the same time rather than waiting for one to fully extend before the other begins its operation. This form of operation ensures an efficient aerodynamic performance and enhances lift during critical phases of flight, particularly during takeoff and landing. Simultaneous extension can be crucial in situations where pilots need to quickly achieve the desired lift characteristics without delay, such as in emergency scenarios or during specific flight conditions where rapid changes in lift are necessary. While the other options suggest different methods of operation, they do not reflect the design and operational principles that many aircraft employ in Alternate mode, where the simultaneous action of slats and flaps serves to optimize performance and safety.**

## 6. 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.**

## 7. Under what condition are the alternate/reserve brakes activated?

**A. When C HYD system pressure is low**

**B. Automatically, if R HYD system pressure is low**

**C. Manually, by the pilot**

**D. When the aircraft is on the ground**

**The activation of alternate/reserve brakes is designed to enhance safety during situations where a critical hydraulic system may fail or experience pressure issues. When the primary hydraulic system experiences low pressure, the aircraft is equipped with a feature that automatically activates the alternate or reserve brake system to ensure that the pilot maintains control over the aircraft and can safely stop it. This automatic feature is crucial because it allows for immediate intervention without requiring pilot action, which is especially important during critical phases of flight such as landing. The other options describe situations that do not align with the automatic activation principle of the alternate/reserve brakes. While a pilot can engage the brakes manually or conditions on the ground can impact brake systems, the key aspect of option B lies in the automatic response to low pressure in the R HYD system, affirming the aircraft's design intent to provide safety and control without relying on pilot intervention in an emergency.**

## 8. During which phase of flight should engine anti-ice be turned on after landing?

**A. During final approach**

**B. Until engine shutdown**

**C. Only during taxiing**

**D. Immediately after takeoff**

**The engine anti-ice system is designed to prevent the build-up of ice on engine components, which can significantly affect performance and safety. After landing, it is crucial to ensure that the system remains engaged until the engine is shut down. This is particularly important if there is potential for ice accumulation on the engine while the aircraft is on the ground, for instance, during taxiing or when ambient conditions are conducive to icing. When the aircraft is still in motion post-landing, conditions such as low temperatures and moisture can lead to ice formation, which could compromise engine performance during the taxi phase. By keeping the engine anti-ice on until shutdown, the crew ensures that any ice that might have formed during the landing roll or taxiing is effectively mitigated, maintaining operational safety. The other options suggest turning off the anti-ice system prematurely, either during final approach, only during taxiing, or immediately after takeoff, which do not take into account the necessary precautions after landing, when the risk of ice remains a concern in certain conditions.**

## 9. How can fuel jettisoning be terminated?

A. By turning off the APU

**B. By selecting the ARM switch to OFF or both nozzles to OFF**

C. By adjusting the fuel pumps

D. By shutting down the engines

The process of fuel jettisoning involves the controlled release of fuel from an aircraft to reduce weight, particularly for landing within maximum weight limits. To terminate or stop the jettisoning of fuel, one effective method is by selecting the ARM switch to OFF or by setting both nozzles to OFF. This action directly disconnects the system that controls the fuel release, thereby stopping the jettisoning. The ARM switch typically manages the functionality of the jettisoning system, while the nozzles regulate the flow of fuel being released.  Other options may not effectively terminate fuel jettisoning. For instance, turning off the APU does not affect the fuel jettison system directly, and adjusting the fuel pumps could potentially lead to unintentional operational changes in other fuel systems without stopping the jettison process. Shutting down the engines would typically lead to more severe operational and safety concerns than merely stopping fuel jettisoning, as it affects the entire operation of the aircraft during flight. Therefore, option B accurately reflects the correct procedure for terminating fuel jettisoning in a safe and controlled manner.

## 10. What is the purpose of demand pumps in a hydraulic system?

A. To maintain a constant pressure

**B. To provide supplementary hydraulic power during high demand**

C. To cool the hydraulic fluid

D. To replace hydraulic fluid lost in leaks

Demand pumps play a critical role in hydraulic systems by ensuring that there is sufficient hydraulic power available during periods of high demand. Unlike other types of pumps that may operate continuously or maintain a constant pressure, demand pumps are designed to activate in response to increased hydraulic requirements. This feature allows the system to efficiently manage varying loads by supplying additional fluid to meet the immediate demands of machinery or equipment.  The option related to maintaining constant pressure is more characteristic of other pump types, such as pressure-compensating or constant-pressure pumps, which are designed explicitly to manage and stabilize pressure in the system. Cooling the hydraulic fluid is typically managed through cooling systems rather than the function of demand pumps. Similarly, addressing leaks in hydraulic fluid typically involves maintenance measures rather than the operation of demand pumps, which do not replace lost fluid but rather bolster the system's capacity when needed. Thus, the primary function of demand pumps is to provide supplementary hydraulic power during high-demand scenarios, ensuring optimal performance of the hydraulic system.

# 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!**