# Exam simulation

ATPL - Airline Transport Pilot Licence - Air Law

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| STUDENT NAME: | DATE AND TIME: |
|---|---|

**01. Which statement, in relation to the climb limited take-off mass of a jet aeroplane, is correct?**

a) The climb limited take-off mass is determined at the speed for best rate of climb

b) The climb limited take-off mass decreases with increasing OAT

c) On high elevation airports equipped with long runways the aeroplane will always be climb limited

d) 50% of a headwind is taken into account when determining the climb limited take-off mass

**02. Separation - VMC and own separation. The 'Clearance to fly maintaining own separation while in visual meteorological conditions' may be given by the appropriate ATS authority. This has to be requested by the pilot of a controlled flight and has to be agreed by the pilot of the other aircraft. The conditions are:**

a) Airspace Class D and E, VMC, hours of daylight

b) Airspace Class C, D and E, VMC

c) Airspace Class C, D, VMC

d) Airspace Class C, VMC, hours of daylight

**03. The distance between two waypoints is 200 NM. To calculate compass heading, the pilot used 2°E magnetic variation instead of 2°W. Assuming that the forecast W/V applied, what will the off track distance be at the second waypoint?**

a) 7 NM

b) 14 NM

c) 21 NM

d) 0 NM

**04. For standard performance class A turbojet dispatch to a wet destination runway, without approved wet-runway AFM data or reduced landing distance approval, the required LDA is the unfactored dry landing distance plus approximately:**

a) 67%

b) 92%

c) 43%

d) 70%

**05. The reason for the fact that an aeroplane designed for long distances cannot simply be used for short haul flights at higher frequencies is that**

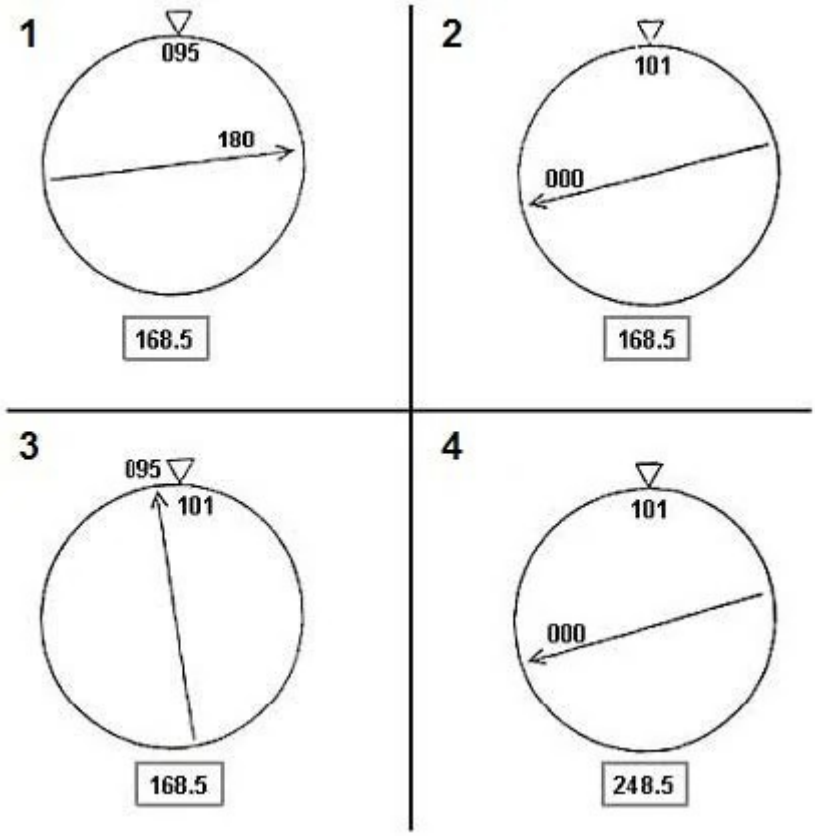
a) These aeroplanes often consume too much fuel on short haul flights.

b) The procedures and checklists for this kind of aeroplanes will take too much time.

c) In that case some fuel tanks remain empty during the whole flight, which stresses the aeroplane's structure in an unacceptable way.

d) The lifetime of the fatigue sensitive parts has been based on a determined load spectrum.

**06. Refer to figure op1. The INS position is 71°55.1′N 094°55.3′W, tracking north along the meridian to RESOLUTE BAY VOR at 74°43.6′N 094°55.3′W, with 6° left drift. The VOR is referenced to true north. The gyro has been reset to north on a north-polar grid parallel to the Greenwich meridian. Assume the RMI shows the unconverted VOR true-bearing input against its grid-heading card and that height effects on DME are negligible (use 1 NM per minute of latitude). Which displayed RMI/DME combination is correct?**




a) 3

b) 4

c) 2

d) 1

**07. Induced drag is created by the:**

a) Spanwise flow pattern resulting in the tip vortices
b) Propeller wash blowing across the wing
c) Separation of the boundary layer over the wing
d) Interference of the air stream between wing and fuselage

**08. While on IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?**

a) Submit a detailed report to ATC within 24 hours
b) Request an amended clearance or cancel the IFR flight plan
c) Squawk 7700
d) The appropriate ATC unit shall be notified of the action taken as soon as circumstances permit

**09. The span-wise flow is caused by the difference between the air pressure on top and beneath the wing and its direction of movement goes from:**

a) Beneath to the top of the wing via the wing tip
b) The top to beneath the wing via the leading edge
c) Beneath to the top of the wing via the trailing edge
d) The top to beneath the wing via the wing's trailing edge

**10. In order to provide an adequate 'buffet boundary' at the commencement of the cruise a speed of 1.3 Vs is used. At a mass of 120000 kg this is a CAS of 180 KT. If the mass of the aeroplane is increased to 135000 kg the value of 1.3 Vs will be:**

a) Increased to 191 KT, drag will increase and air distance per kg of fuel will decrease.
b) Increased to 202 KT but, since the same angle of attack is used, drag and range will remain the same.
c) Increased to 191 KT, drag will decrease and air distance per kg of fuel will increase.
d) Unaffected as Vs always occurs at the same angle of attack.

**11. Before takeoff, a briefing:**

a) Is not necessary when departing from home base because this is routine
b) Must be done systematically in order to refresh the memory of the crew members and to co-ordinate actions
c) Is not necessary if the crew members know each other
d) Is not required unless both crew members agree it is essential

**12. The response time of a vertical speed detector may be decreased by adding a:**

a) Return spring
b) Bimetallic strip
c) Second calibrated port
d) Correction based on an accelerometer sensor.

**13. The air traffic control unit has reported 'radar contact', what does that mean to the pilot?**

a) The aircraft is subject to positive control
b) The pilot does not have to follow up the position of the aircraft
c) Position reports may be omitted
d) The radar identity of the aircraft has been established

**14. On a TCAS II (Traffic Collision Avoidance System) the preventive 'resolution advisory' (RA) is a 'resolution advisory':**

a) That advises the pilot to avoid certain deviations from the current vertical rate but does not require any change to be made to that rate.
b) Asking the pilot to modify the speed of his aircraft.
c) Asking the pilot to modify the heading of his aircraft.
d) Asking the pilot to modify effectively the vertical speed of his aircraft.

**15. Under the basic CAT fuel scheme aerodrome-selection policy, what destination-alternate selection is required when no meteorological information is available for the destination?**

a) Not take-off until obtaining destination meteorological forecast.
b) Take extra fuel to fly two hours at holding speed.
c) Select two destination alternates.
d) Take extra fuel to fly one hour at holding speed, 1.500 ft above the alternate aerodrome.

**16. A great circle track crosses the equator at 30°W has an initial track of 035°T. Its highest or lowest North/South point is:**

a) 55°S 060°W
b) 35°N 150°W
c) 35°S 150°E
d) 55°N 060°E

**17. An aircraft which is not engaged in scheduled international air services and which is making a flight to or through any designated airport of a Contracting State and is admitted temporarily free of duty shall be allowed to remain within that State without security for customs duty:**

a) For a period of 12 hours.
b) For a period to be established by that State.
c) For a period of 24 hours.
d) For a period of 48 hours.

**18. One of the purposes of compressor bleed valves is to:**

a) Increase the airflow across the rear compressor stages, whilst that across the early stages is decreased.
b) Decrease the airflow across the rear compressor stages, whilst that across the early stages is increased.
c) Decrease the load on the compressor when the engine is approaching maximum RPM.
d) Limit the acceleration period of the engine.

**19. Given: GS = 510 kt. Distance A to B = 43 NM. What is the time (MIN) from A to B?**

a) 4
b) 5
c) 7
d) 6

**20. Given: SHA VOR (N5243.3 W00853.1) radial 223°, CRK VOR (N5150.4 W00829.7) radial 322°, VAR 8°W. What is the aircraft position?**

a) N5230 W00910
b) N5210 W00910
c) N5220 W00920
d) N5210 W00930

**21. The Maximum Zero Fuel Mass is the mass of the aeroplane with no usable fuel on board. It is a limitation which is:**

a) Governed by the requirements of the centre of gravity limits and the structural limits of the aeroplane.
b) Tabulated in the Flight Manual against arguments of airfield elevation and temperature.
c) Listed in the Flight Manual as a fixed value. It is a structural limit.
d) Governed by the traffic load to be carried. It also provides protection from excessive 'wing bending'.

**22. If a critical-engine failure is recognised during take-off early enough for the first stopping action to be initiated at or before the scheduled V1, what is the required action under the approved rejected-take-off procedure?**

a) The take-off must be rejected

b) The take-off is to be continued unless V1 is less than the balanced V1

c) The take-off should only be rejected if a stopway is available

d) The take-off may be continued if a clearway is available

**23. Static lateral stability that is weak relative to static directional stability tends to be undesirable because:**

a) The aeroplane would show too strong a tendency to spiral dive

b) The aeroplane would show too strong a tendency for Dutch Roll

c) The stick force per g would become unacceptably small

d) After a disturbance around the longitudinal axis the aeroplane would show too strong a tendency to return to the original attitude

**24. What is synergy in a crew?**

a) The coordinated action of unrelated individual performances in achieving a non-standard task

b) A behavioural expedient associated with the desynchronisation of the coordinated actions

c) The uncoordinated action of the crewmembers towards a common objective

d) The coordinated action of all members towards a common objective, in which collective performance is proving to be more than the sum of the individual performances

**25. For given operating conditions, a fuel mass consumption of 200 kg/h has been established. If the density value used to convert that same planned mass consumption into litres per hour changes from 0.80 to 0.75 kg/litre, what mass consumption should still be used for a calculation expressed in kg/h?**

a) 213 kg/h

b) 188 kg/h

c) 200 kg/h

d) 267 kg/h

**26. From your cruising altitude at FL 240, you want to descend to flight level 100. Your transmission to the radar controller is:**

a) Request descent to flight level one-zero-zero
b) We would like to start descent to flight level one-zero-zero
c) Request to descend one-hundred
d) Request flight level one-hundred

**27. In order to limit stress when flying, a pilot should:**

a) Maintain his competence by practicing his professional skills and learning from past experiences
b) Drop activities outside work so as to focus on his work better
c) Avoid anticipating events during a flight to manage his workload
d) Forget about bad past experiences

**28. Separation methods and minima - vertical separation. The Vertical Separation Minimum (VSM) for flights in accordance with IFR within controlled airspace below FL 290 is:**

a) 2000 feet (600 m).
b) 500 feet (150 m).
c) 1000 feet (300 m).
d) 2500 feet (750 m).

**29. A negative (westerly) magnetic variation signifies that:**

a) True North is East of Magnetic North
b) Compass North is West of Magnetic North
c) Compass North is East of Magnetic North
d) True North is West of Magnetic North

**30. Under the general FCL.060 recency rule for CAT or passenger-carrying operations, a co-pilot must have completed:**

a) He has operated the controls as a pilot for three take-offs and landings in an aeroplane in the preceding 90 days.

b) He has operated the controls as a pilot for three take-offs and landings in an aeroplane of the same type/class or in a flight simulator of the aeroplane type to be used in the preceding 60 days.

c) He has operated the controls as a pilot for three take-offs and landings in an aeroplane in the preceding 60 days.

d) At least three take-offs, approaches and landings as pilot flying in the preceding 90 days, in the same type or class or an FFS representing it, in the appropriate single-pilot or multi-pilot operation.

**31. The safety precautions to be taken whenever using oxygen are 1. refrain from smoking, avoid sparks. 2. Avoid operation of radio communication equipment. 3. Operate oxygen system valves slowly. 4. Avoid greasy matter. The combination regrouping all the correct statements is:**

a) 1, 3, 4.

b) 1, 2, 4.

c) 2, 3, 4.

d) 1, 2, 3.

**32. On a normal Mercator chart, a great-circle arc that is neither a meridian nor the Equator, and lies within one hemisphere, is represented by a:**

a) Circular arc with a constant radius everywhere on the map.

b) Curve concave to the equator

c) Straight line

d) Curve convex to the equator

**33. What is the relationship between noise-abatement procedures and the use of reverse thrust during landing?**

a) These procedures prohibit the use of reverse thrust

b) There are no noise abatement procedures for landing

c) Noise-abatement procedures must not prevent reverse-thrust use when required for safe operation.

d) These procedures are applied in case of instrument approach only

**34. The indication of a fuel float gauge varies with: 1 - pitch attitude 2 - accelerations 3 - fuel temperature. The combination that regroups all of the correct statements is:**

a) 1, 3.
b) 1, 2.
c) 1, 2, 3.
d) 2, 3.

**35. An aircraft is descending to land under IFR. If the local QNH is 1009 hPa, what will happen to the altitude reading when the altimeter is reset at the transition level?**

a) It will decrease
b) It will not be affected
c) It will remain the same
d) It will increase

**36. The centre of gravity of a body is that point**

a) Where the sum of the moments from the external forces acting on the body is equal to zero
b) Through which the sum of the forces of all masses of the body is considered to act
c) Which is always used as datum when computing moments
d) Where the sum of the external forces is equal to zero

**37. In relation to primary radar, what does the term Pulse Recurrence Frequency signify?**

a) The number of pulses transmitted per second.
b) The time between each transmission of pulses.
c) The number of revolutions performed by the radar antenna per minute.
d) The radar frequency used.

**38. Long range cruise is selected as**

a) The climbing cruise with one or two engines inoperative.
b) The speed for best economy.
c) Specific range with tailwind.
d) The higher speed to achieve 99% of maximum specific range in zero wind.

**39. The density altitude is:**

a) The pressure altitude corrected for the relative density prevailing at this point

b) The temperature altitude corrected for the difference between the real temperature and the standard temperature

c) The pressure altitude corrected for the density of air at this point

d) The altitude of the standard atmosphere at which the density is equal to the actual density of the atmosphere

**40. The following statements deal with precipitation, turbulence and icing. Select the list containing the most likely alternatives for NS cloud:**

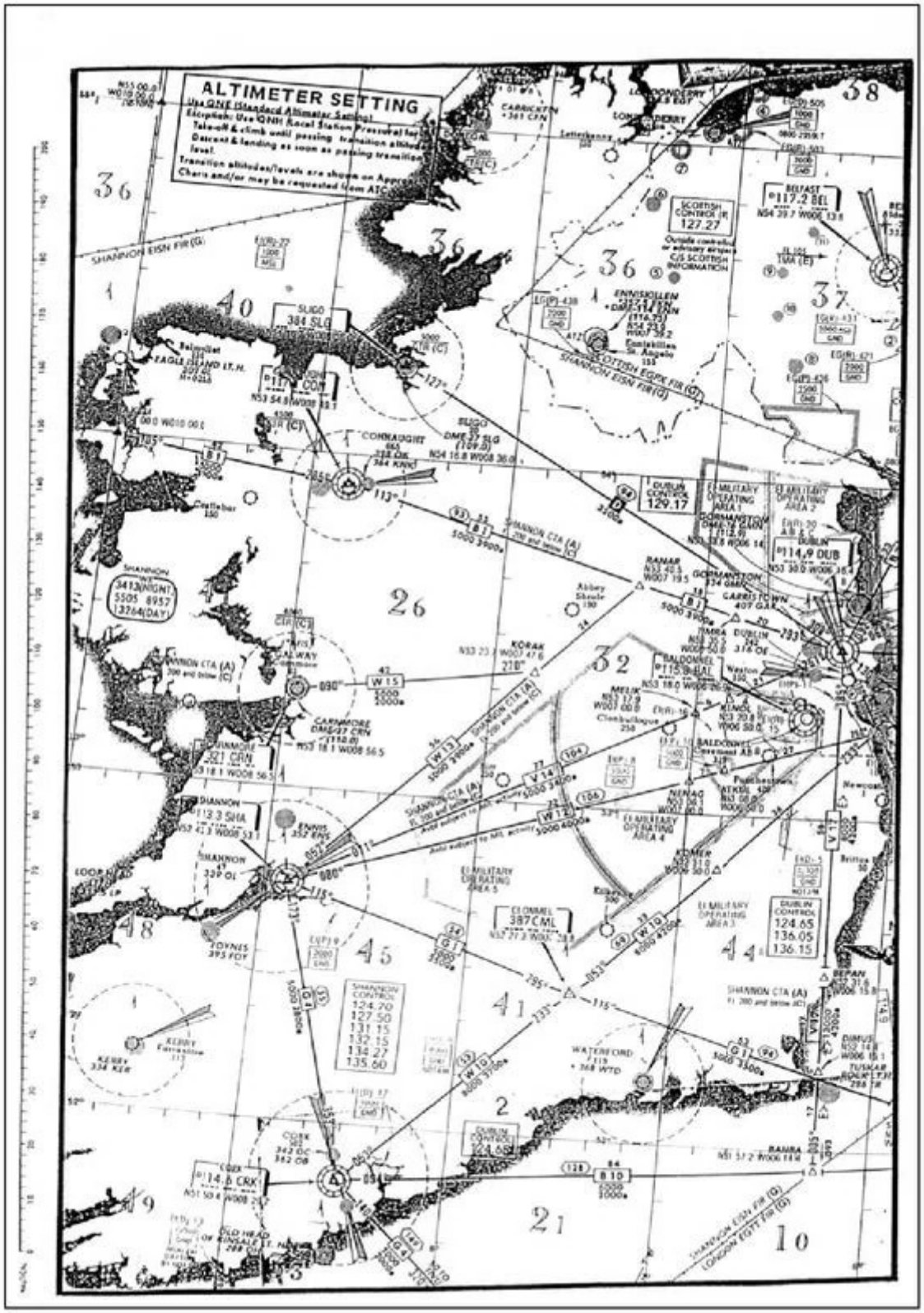
a) Precipitation may be snow, sleet or rain. Icing and turbulence are frequently severe.

b) Precipitation may be snow, sleet or rain. Icing is probable and may range between light and severe. Turbulence is rarely more than moderate.

c) Precipitation and icing are usually nil. Turbulence is rarely more than moderate.

d) Precipitation is frequently in the form of hail. Icing and turbulence are frequently severe.

**41. SHA VOR is at 52°43.3'N, 008°53.1'W and CRK VOR is at 51°50.4'N, 008°29.7'W. The aircraft is at 52°20'N, 009°10'W. Using WGS84 and an assumed station declination of 7°W at both stations, what are the SHA and CRK radials, rounded to the nearest degree?**


ALTIMETER SETTING
SLIGO
384 SLG
CONNAUGHT
DUBLIN CONTROL
129.17
SCOTTISH CONTROL FIR
127.27
DUBLIN CONTROL
124.65
136.05
136.15
SHANNON CONTROL
124.70
127.50
131.15
132.15
134.27
135.60
CORK
342 OC
342 OB
SHANNON
339 OI
ELOMMEL
387 CML
CARNMORE
321 CRN
KERRY
334 KER
WATERFORD
368 WTD
SHANNON EISN FIR (O)
SHANNON CTA (A)
MILITARY OPERATING AREA 1
MILITARY OPERATING AREA 2
MILITARY OPERATING AREA 3
MILITARY OPERATING AREA 4
MILITARY OPERATING AREA 5

a) SHA 205° CRK 321°
b) SHA 025° CRK 141°
c) SHA 033° CRK 149°
d) SHA 211°; CRK 327°

**42. In which frequency band do most airborne weather radars operate?**

a) UHF

b) SHF

c) VHF

d) EHF

**43. In the spherical Earth model, an INS-coupled autopilot follows the shortest great-circle arc from 60 degrees S 30 degrees W to 60 degrees S 20 degrees W. At 25 degrees W, what latitude is shown, rounded to the nearest whole minute?**

a) 60°11'S

b) 60°00'S

c) 60°06'S

d) 59°49'S

**44. Long range cruise is a flight procedure which gives:**

a) A specific range which is approximately 99% of maximum specific range and a higher cruise speed

b) A specific range which is approximately 99% of maximum specific range and a lower cruise speed

c) An IAS which is 1% higher than the IAS for maximum specific range

d) A 1% higher TAS for maximum specific range

**45. Which statement is correct with respect to selections on the transponder control panel?**

a) The correct ICAO 24 bits aircraft address code must be inserted on the control panel.

b) With the selector knobs the four digits of the squawk can be selected using the decimal symbols 0 through 9.

c) With ALT selected a reply in the modes A, C and S can be transmitted.

d) With ON selected a reply in the modes A, C and S can be transmitted.

**46. The Traffic Load is defined as:**

a) The total mass of passengers, baggage, cargo and usable fuel

b) The total mass of flight crew, passengers, baggage, cargo and usable fuel

c) The total mass of passengers, baggage and cargo, including any non revenue load

d) The total mass of crew and passengers excluding any baggage or cargo

**47. Using the EASA training approximation for rotating-tyre dynamic hydroplaning spin-down speed, V (kt) = 9 × √p with p in psi, estimate V for 8 bar. Use 1 bar = 14.5038 psi and round to the nearest knot.**

a) 127 kt.

b) 97 kt.

c) 83 kt.

d) 25 kt.

**48. During a descent at constant Mach number, the margin to low speed buffet will:**

a) Remain constant, because the Mach number remains constant.

b) Increase, because the lift coefficient increases.

c) Increase, because the lift coefficient decreases.

d) Decrease, because the lift coefficient decreases.

**49. Which is true of the aircraft basic empty mass?**

a) It is a component of dry operating mass.

b) It is the actual take-off mass, less traffic load.

c) It is dry operating mass minus traffic load.

d) It is dry operating mass minus fuel load.

**50. In a hydraulic system, the reservoir is pressurized in order to:**

a) Seal the system

b) Keep the hydraulic fluid at optimum temperature

c) Prevent pump cavitation

d) Reduce fluid combustibility

**51. What does the abbreviation 'HJ' mean?**

a) No specific working hours.

b) Sunset to sunrise.

c) Continuous day and night service.

d) Sunrise to sunset.

**52. Which combination describes the usual approach locator? 1. A relatively low-powered LF/MF non-directional beacon used for final approach. 2. A beacon that must always use high transmitter power. 3. A beacon with a usual average radius of rated coverage of 10–25 NM. 4. A beacon with a usual average radius of rated coverage of 100–200 NM.**

a) 1 and 4

b) 2 and 3

c) 1 and 3

d) 2 and 4

**53. An aircraft at FL350 is required to commence descent when 85 NM from a VOR and to cross the VOR at FL80. The mean GS for the descent is 340 kt. What is the minimum rate of descent required?**

a) 1900 FT/MIN

b) 1600 FT/MIN

c) 1800 FT/MIN

d) 1700 FT/MIN

**54. A message preceded by the phrase 'Transmitting blind due to receiver failure' shall be transmitted:**

a) On the regional guard frequency

b) On the international emergency frequency

c) On the frequency presently in use

d) On all available aeronautical stations

**55. During radar vectoring, the controller asks the pilot of XY-ABC to turn on to heading 360°. The correct read back of this instruction is:**

a) Heading north, X-BC

b) Heading three hundred sixty, X-BC

c) Heading three six zero, X-BC

d) A read back is not necessary as XY-ABC has been identified

**56. The time an eye needs to adapt fully to the dark is about:**

a) 10 minutes
b) 25 - 30 minutes
c) 10 seconds
d) 5 minutes

**57. Medical conditions such as high blood pressure, coronary problems and diabetes are associated with:**

a) Cholera
b) Anorexia nervosa
c) Hypoxia
d) Obesity

**58. When leaving the NAT HLA oceanic control area for a domestic controlled area with a fixed Mach number assigned by ATC, the pilot has to:**

a) Take the Mach number specified in this initial flight plan
b) Maintain the assigned Mach number until the appropriate ATC unit authorises a change
c) Take the Mach number provided for this type of flight by their airline
d) Take any Mach number

**59. For the same TAS, when pressure altitude increases in the International Standard Atmosphere below the tropopause:**

a) Mach number remains constant.
b) Mach number decreases.
c) The difference between surrounding conditions and ISA must be known to deduce the Mach number variation.
d) Mach number increases.

**60. Blind transmission shall be made:**

a) On the designated frequency (frequency in use)
b) During IFR flights only
c) On regional guard frequencies only
d) To all available aeronautical stations

**61. Which code shall be used on Mode 'A' to provide recognition of an aircraft subjected to unlawful interference?**

a) Code 7500.
b) Code 2000.
c) Code 7600.
d) Code 7700.

**62. Which statement is correct? The lift to drag ratio determines the**

a) Endurance speed
b) Maximum rate of climb
c) Horizontal distance in the climb up to a given altitude
d) Horizontal glide distance from a given altitude at zero wind and zero thrust

**63. The bending loads on a cantilever wing due to lift are carried by the: 1. upper skin surface. 2. lower skin surface. 3. wing root fairing. 4. spar or spars. The combination that regroups all of the correct statements is:**

a) 1, 3, 4.
b) 2, 3.
c) 3, 4
d) 1, 2, 4.

**64. During take-off you notice that, for a given elevator input, the aeroplane rotates much more rapidly than expected. This is an indication that:**

a) The centre of gravity may be towards the aft limit.
b) The centre of pressure is aft of the centre of gravity.
c) The centre of gravity is too far forward.
d) The aeroplane is overloaded.

**65. Given that:- Maximum structural take-off mass: 146 000 kg- Maximum structural landing mass: 93 900 kg- Maximum zero fuel mass: 86 300 kg- Trip fuel: 27 000 kg- Taxi fuel: 1 000 kg- Contingency fuel: 1350 kg- Alternate fuel: 2650 kg- Final reserve fuel: 3000 kg. The actual TOM can never be higher than:**

a) 120 900 kg.

b) 146 000 kg.

c) 121 300 kg.

d) 120 300 kg.

**66. Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of**

a) The meteorological office serving the aerodrome (s)

b) Both air traffic services and the meteorological office

c) The air traffic services

d) The unit as prescribed by the state

**67. The Zero Fuel Mass and the Dry Operating Mass**

a) Differ by the sum of the mass of usable fuel plus traffic load mass.

b) Are the same value.

c) Differ by the mass of usable fuel.

d) Differ by the value of the traffic load mass.

**68. What is the correct term for the descending air flow in a large high pressure area?**

a) Advection.

b) Convergence.

c) Convection.

d) Subsidence.

**69. For an inbound aircraft, the PIC can be asked to provide which of the following?**

a) 3 copies of the general declaration, 2 copies of the cargo manifest, 2 copies of a simple stores list.

b) 2 copies of the general declaration, 2 copies of the cargo manifest, 2 copies of a simple stores list.

c) 2 copies of the general declaration, 3 copies of the cargo manifest, 2 copies of a simple stores list.

d) 3 copies of the general declaration, 3 copies of the cargo manifest, 3 copies of a simple stores list.

**70. In the standard-time lists of The Air Almanac 2026, what is the largest positive standard-time offset from UTC?**

a) 14 hours.

b) 24 hours.

c) 6 hours.

d) 12 hours.

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# Response Scheme

Compare your answers with the following diagram and mark your score!

| | | | |
|---|---|---|---|
| 01: **B** | 02: **A** | 03: **B** | 04: **B** |
| 05: **D** | 06: **C** | 07: **A** | 08: **D** |
| 09: **A** | 10: **A** | 11: **B** | 12: **D** |
| 13: **D** | 14: **A** | 15: **C** | 16: **D** |
| 17: **B** | 18: **B** | 19: **B** | 20: **C** |
| 21: **C** | 22: **A** | 23: **A** | 24: **D** |
| 25: **C** | 26: **A** | 27: **A** | 28: **C** |
| 29: **A** | 30: **D** | 31: **A** | 32: **B** |
| 33: **C** | 34: **C** | 35: **A** | 36: **B** |
| 37: **A** | 38: **D** | 39: **D** | 40: **B** |
| 41: **D** | 42: **B** | 43: **C** | 44: **A** |
| 45: **C** | 46: **C** | 47: **B** | 48: **C** |
| 49: **A** | 50: **C** | 51: **D** | 52: **C** |
| 53: **C** | 54: **C** | 55: **C** | 56: **B** |
| 57: **D** | 58: **B** | 59: **D** | 60: **A** |
| 61: **A** | 62: **D** | 63: **D** | 64: **A** |
| 65: **D** | 66: **C** | 67: **D** | 68: **D** |
| 69: **D** | 70: **A** | | |

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# Response form

Use this form to mark your answers

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