Exam simulation

ATPL - Airline Transport Pilot license - Flight Planning and Monitoring

QuizVds.it

STUDENT NAME:	DATE AND TIME:

01. The 'maximum tyre speed' limits:

a) V1 in KT TAS
b) VR, or VMU if this is lower than VR
c) VLOF in terms of ground speed
d) V1 in KT ground speed

02. Where unaccompanied baggage is carried on board an aircraft:

a) The baggage is to be place in a secure and isolated area in the baggage hold.
b) The baggage must be searched before loading aboard the aircraft.
c) Quarantine procedures are to be applied.
d) Additional security measures are to be applied.

03. Which of the following abbreviated call signs of aircraft XY-ABC is correct:

a) XY-BC
b) X-BC
c) BC
d) ABC

04. A ring laser gyro can measure:

a) Rotation in all directions.
b) Accelerations about its sensitive axis.
c) Accelerations in all direction.
d) Rotation about its sensitive axis.

05. Which of the following is most likely to affect the range of centre of gravity positions on an aeroplane?

a) Location of the undercarriage.
b) The need to maintain a low value of stalling speed.
c) Elevator and tailplane (horizontal stabiliser) effectiveness in all flight conditions.
d) The need to minimise drag forces and so improve efficiency.

06. An ATS airspace where IFR and VFR are permitted, IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as

a) Airspace D
b) Airspace B
c) Airspace E
d) Airspace A

07. An aircraft is flying at FL180 and the outside air temperature is -30°C. If the CAS is 150 kt, what is the TAS?

a) 115kt
b) 180kt
c) 195kt
d) 145kt

08. The minimum age for obtaining a PPL is:

a) 17 years
b) 21 years
c) 18 years
d) 16 years

09. When has the centre of gravity to be computed?

a) At least every four years
b) After every 400-hrs inspection
c) During every yearly inspection
d) Prior to every flight

10. The chemical oxygen generator supplies oxygen for about:

a) 5 minutes
b) 15 minutes
c) 2 hours
d) 30 minutes

11. When an aircraft station receives the call 'ALL STATIONS Stephenville RADAR, distress traffic ended' it is requested:

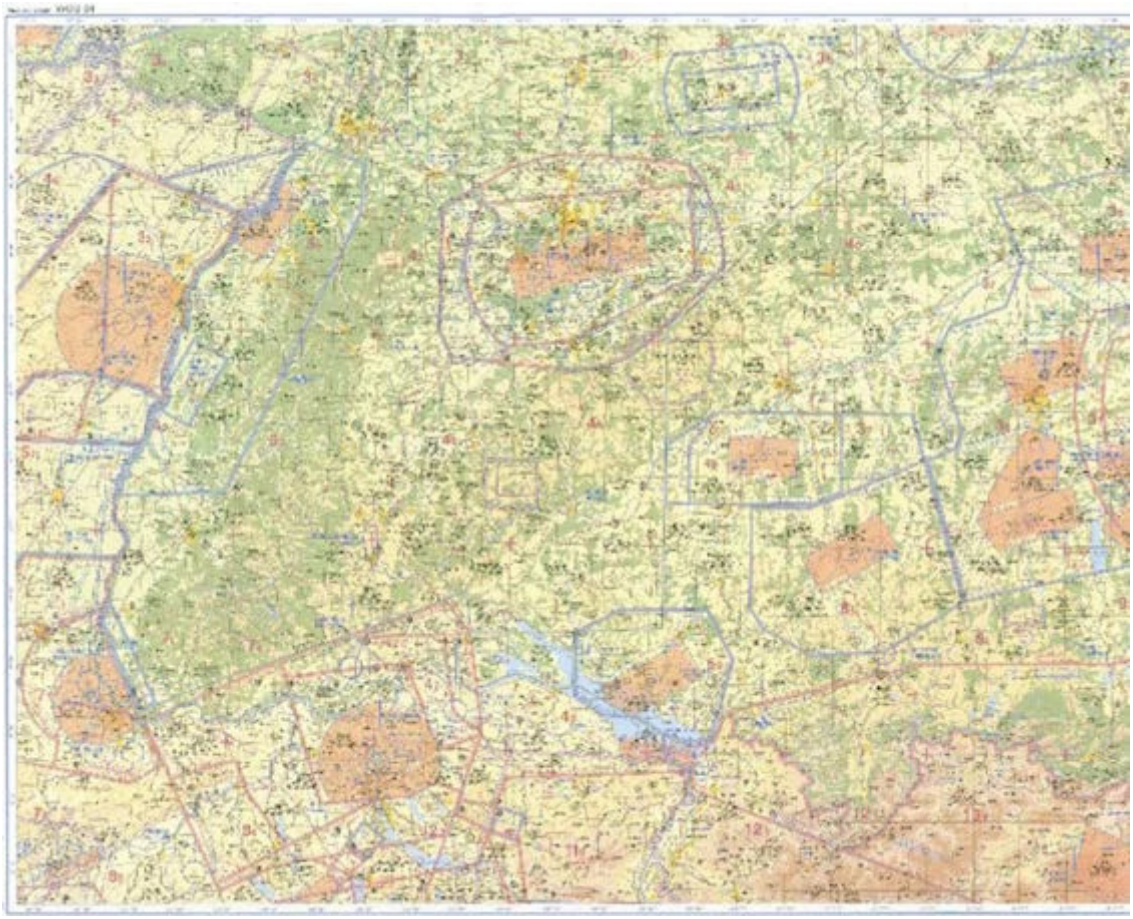
a) To resume normal communication with Stephenville RADAR

b) Discontinue communication with Stephenville RADAR

c) Acknowledge receipt of this message

d) To impose silence to other stations in its vicinity

12. Refer to the Student Pilot Route Manual - VFR Chart ED-4 Flying VFR from VILLINGEN (48°03.5'N, 008°27.0'E) to FREUDENSTADT (48°28.0'N, 008°24.0'E). Determine the minimum altitude within a corridor 5 NM left and 5 NM right of the course line in order to stay 1000 ft clear of obstacles.



a) 4300 ft

b) 1500 ft

c) FL045

d) 3300 ft

13. In the absence of external reference points, the sensation that the vehicle in which you sitting is moving when it is in fact the vehicle directly alongside which is moving is called:

a) Cognitive illusion

b) Autokinetic illusion

c) Somato-gravic illusion

d) Illusion of relative movement

14. Calibrated Air Speed (CAS) is obtained from Indicated Air Speed (IAS) by correcting for the:

a) Position and instrument errors.

b) Position and density errors.

c) Density error.

d) Instrument error.

15. The empty mass of an aeroplane is given as 44800 kg. Operational items (including crew standard mass of 1060 kg) are 2300 kg. If the maximum zero fuel mass is given as 65500 kg, the maximum traffic load which could be carried is:

a) 23000 kg

b) 20700 kg

c) 19460 kg.

d) 18400 kg

16. A leak in the pitot total pressure line of a non-pressurized aircraft to an airspeed indicator would cause it to:

a) Over-read.

b) Indication will drop to zero.

c) Under-read.

d) Freeze on the value it indicated at the time of failure.

17. What are the propagation characteristics of VHF:

a) Practically straight-line similar to light waves

b) Similar to short waves with practically no atmospheric disturbance

c) The waves travel along the surface of the earth and penetrate into valleys in a way that topographical obstacles have no influence

d) The waves are reflected at the ionosphere at the height of about 100 km and reach the earth surface in the form of sky-waves

18. An aeroplane should be equipped with a Mach trimmer, if:

a) Stick force stability is independent of the airspeed and -altitude.

b) At transonic Mach numbers the aeroplane demonstrates unconventional elevator stick force characteristics.

c) At high airspeed and low altitude the aeroplane demonstrates unconventional elevator stick force characteristics.

d) Stick force per g strongly decreases at low Mach numbers.

19. Given: True HDG = 233°, TAS = 480 kt, Track (T) = 240°, GS = 523 kt. Calculate the W/V?

a) 115/70kt

b) 110/75kt

c) 105/75kt

d) 110/80kt

20. What does the word 'recleared' mean?

a) Permission for proposed action granted

b) An error has been made in my last transmission

c) A change has been made to your last clearance

d) Consider that transmission as not sent

21. An electrically heated windscreen is manufactured from:

a) Triple glass sheets with the grain laid at 60° to each other.

b) A glass and polycarbonate laminate.

c) A boron aluminide and glass laminate.

d) A Perspex and polycarbonate laminate with gold heating element.

22. Pneumatic mechanical ice protection systems are mainly used for:

a) Pitot tubes.

b) Propellers.

c) Wings.

d) Windscreens.

23. Cruising level IFR during cruise within controlled airspace shall be given as flight level (FL)

a) When QNH is higher than the standard pressure 1013 hPa
b) Only in airspace class A
c) Above the transition altitude when applicable
d) If the obstacle clearance is more than 2000 feet

24. In which phase of the take-off is the aerodynamic effect of ice located on the wing leading edge most critical?

a) The last part of the rotation
b) All phases of the take-off are equally critical
c) During climb with all engines operating
d) The take-off run

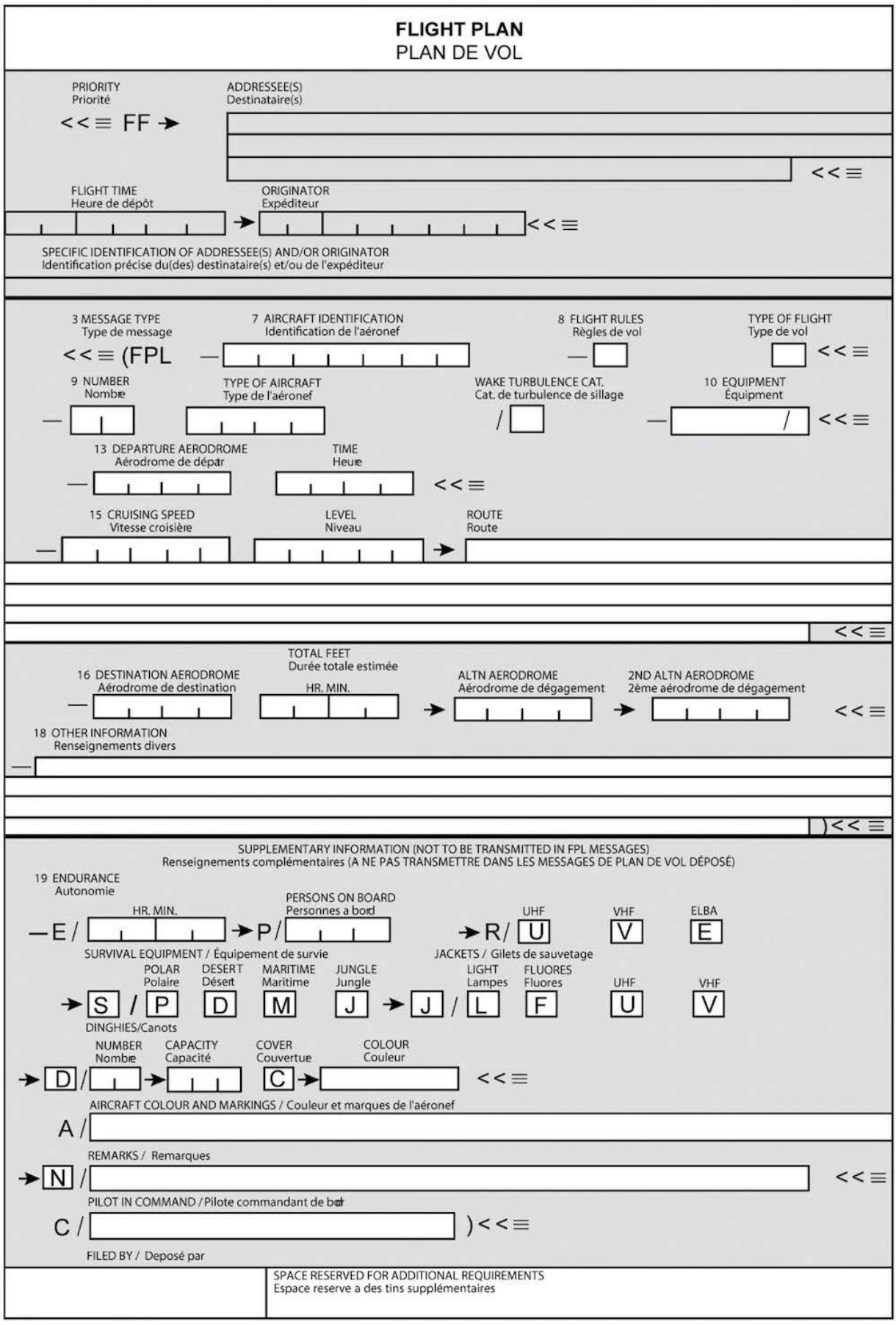
25. The purpose of a diluter demand regulator in an oxygen system is to:

a) Deliver oxygen flow only above FL 100.
b) Deliver oxygen flow when inhaling.
c) Mix air and oxygen in a passenger oxygen mask.
d) Is only recommended with smoke in the cockpit.

26. The gust load increases, when the altitude increases.

a) 1 and 2 are incorrect
b) 1 and 2 are correct
c) 1 is incorrect and 2 is correct
d) 1 is correct and 2 is incorrect

27. For the purposes of Item 9 (Wake turbulence category) of the ATC flight plan, an aircraft with a maximum certificated take-off mass of 62000 kg is:


FLIGHT PLAN
PLAN DE VOL
PRIORITY
Priorité
<< ≡ FF →
ADDRESSEE(S)
Destinataire(s)
<< ≡
FLIGHT TIME
Heure de dépôt
ORIGINATOR
Expéditeur
<< ≡
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
Identification précise du(des) destinataire(s) et/ou de l'expéditeur
3 MESSAGE TYPE
Type de message
<< ≡ (FPL
7 AIRCRAFT IDENTIFICATION
Identification de l'aéronef
8 FLIGHT RULES
Règles de vol
TYPE OF FLIGHT
Type de vol
<< ≡
9 NUMBER
Nombre
TYPE OF AIRCRAFT
Type de l'aéronef
WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
10 EQUIPMENT
Équipment
<< ≡
13 DEPARTURE AERODROME
Aérodrome de départ
TIME
Heure
<< ≡
15 CRUISING SPEED
Vitesse croisière
LEVEL
Niveau
ROUTE
Route
<< ≡
16 DESTINATION AERODROME
Aérodrome de destination
TOTAL FEET
Durée totale estimée
HR. MIN.
ALTN AERODROME
Aérodrome de dégagement
2ND ALTN AERODROME
2ème aérodrome de dégagement
<< ≡
18 OTHER INFORMATION
Renseignements divers
)<< ≡
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Renseignements complémentaires (A NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)
19 ENDURANCE
Autonomie
HR. MIN.
PERSONS ON BOARD
Personnes a bord
UHF
VHF
ELBA
—E/ → P/ → R/ U V E
SURVIVAL EQUIPMENT / Équipement de survie
JACKETS / Gilets de sauvetage
POLAR
Polaire
DESERT
Désert
MARITIME
Maritime
JUNGLE
Jungle
LIGHT
Lampes
FLUORES
Fluores
UHF
VHF
→ S / P D M J → J / L F U V
DINGHIES/Canots
NUMBER
Nombre
CAPACITY
Capacité
COVER
Couvertue
COLOUR
Couleur
→ D / → → C → << ≡
AIRCRAFT COLOUR AND MARKINGS / Couleur et marques de l'aéronef
A /
REMARKS / Remarques
→ N / << ≡
PILOT IN COMMAND / Pilote commandant de bord
C /)<< ≡
FILED BY / Deposé par
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace reserve a des tins supplémentaires

a) Heavy 'H'
b) Light 'L'
c) Medium 'M'
d) Unclassified 'U'

28. How are the air masses distributed in a cold occlusion?

a) The coldest air in front of and the warm air behind the occlusion
b) The less cold air is above ground level.
c) The coldest air in front of and the less cold air is behind the occlusion
d) The warm air mass is above ground level.

29. If you are flying at FL 120 and the outside temperature is -2°C, at what altitude will the 'freezing level' be?

a) FL 130
b) FL 110
c) FL 90
d) FL 150

30. An aeroplane performs a straight and level horizontal flight at the same angle of attack at two different altitudes. (all other factors of importance being constant, assume ISA conditions and no compressibility effects)

a) The TAS at the higher altitude cannot be determined
b) The TAS at both altitudes is the same
c) The TAS at the higher altitude is lower
d) The TAS at the higher altitude is higher

31. How is the direction and speed of upper winds described in forecasts?

a) The direction is relative to true north and the speed is in knots.
b) The direction is relative to true north and the speed is in miles per hour.
c) The direction is relative to magnetic north and the speed is in miles per hour.
d) The direction is relative to magnetic north and the speed is in knots.

32. When transmitting a message preceded by the phrase 'Transmitting blind due to receiver failure' during an en-route flight, the aircraft station shall also:

a) Land at the nearest airfield/airport
b) Join base leg when approaching the airfield for landing
c) Return to the airport of departure
d) Advise the time of its next intended transmission

33. Which flight-manoeuvre will most likely induce vertigo? Turning the head while

a) Banking
b) Flying straight and level
c) Descending
d) Climbing

34. Absolute pressure is:

a) The amount the pressure has been raised with reference to an initial level.
b) The difference between two pressures.
c) Pressure in a confined area.
d) Measured from zero pressure (vacuum).

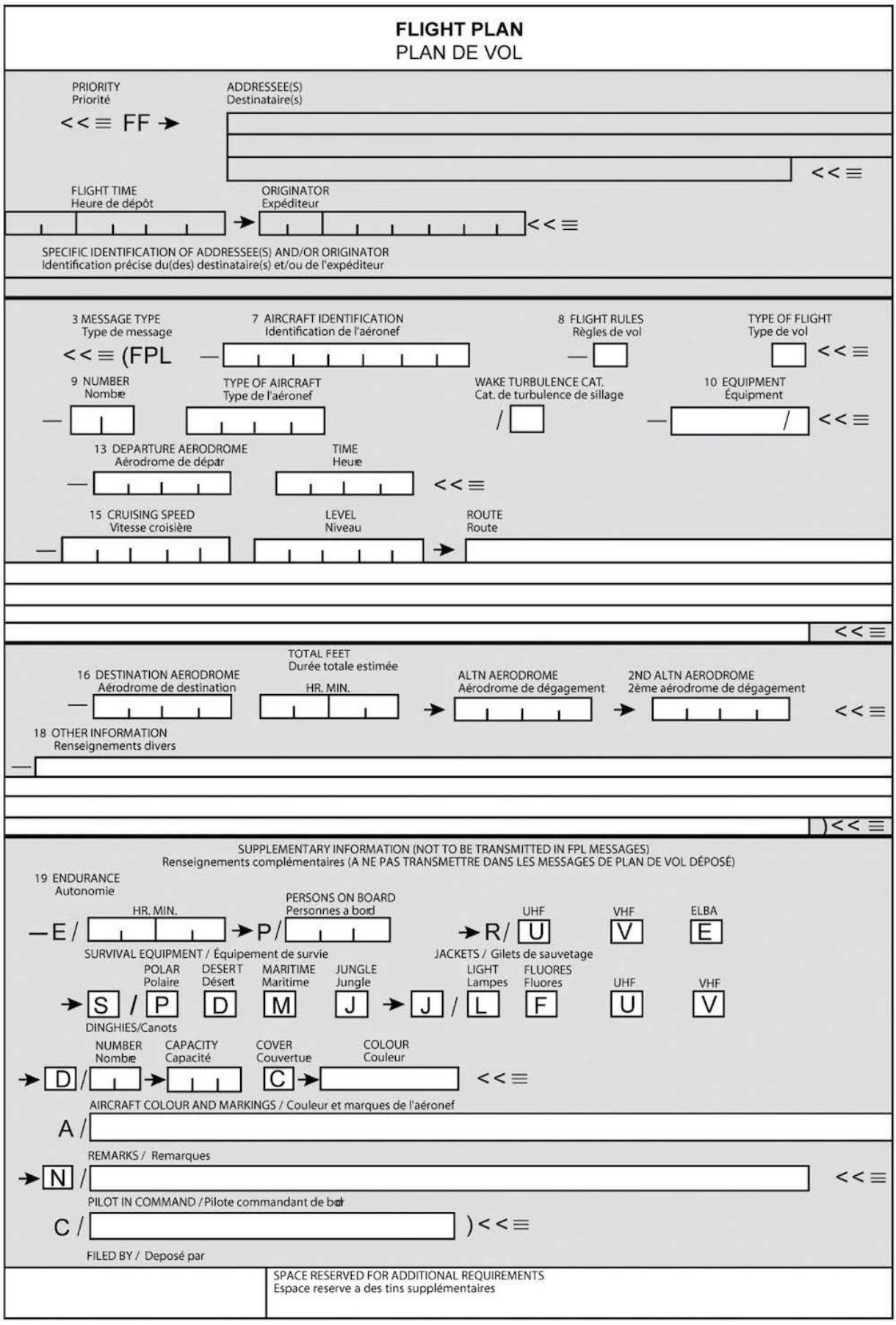
35. The probe used to measure the air intake pressure of a gas turbine engine powerplant is:

a) An aneroid capsule.
b) A bellows sensor.
c) A Bourdon tube.
d) A differential capsule.

36. How can aviation routine weather reports (METAR) of specific airports be obtained by aircraft in flight:

a) VOLMET
b) SIGMET
c) AFIS
d) ATIS

37. In the ATC flight plan Item 15, a cruising speed of 470 knots will be entered as:


FLIGHT PLAN
PLAN DE VOL
PRIORITY
Priorité
<< ≡ FF →
ADDRESSEE(S)
Destinataire(s)
<< ≡
FLIGHT TIME
Heure de dépôt
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SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
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TYPE OF FLIGHT
Type de vol
<< ≡
9 NUMBER
Nombre
TYPE OF AIRCRAFT
Type de l'aéronef
WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
10 EQUIPMENT
Équipment
<< ≡
13 DEPARTURE AERODROME
Aérodrome de départ
TIME
Heure
<< ≡
15 CRUISING SPEED
Vitesse croisière
LEVEL
Niveau
ROUTE
Route
<< ≡
16 DESTINATION AERODROME
Aérodrome de destination
TOTAL FEET
Durée totale estimée
HR. MIN.
ALTN AERODROME
Aérodrome de dégagement
2ND ALTN AERODROME
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→R/ U V E
SURVIVAL EQUIPMENT / Équipement de survie
JACKETS / Gilets de sauvetage
POLAR
Polaire
DESERT
Désert
MARITIME
Maritime
JUNGLE
Jungle
LIGHT
Lampes
FLUORES
Fluores
UHF
VHF
→S / P D M J → J / L F U V
DINGHIES/Canots
NUMBER
Nombre
CAPACITY
Capacité
COVER
Couvertue
COLOUR
Couleur
→D/ → C → << ≡
AIRCRAFT COLOUR AND MARKINGS / Couleur et marques de l'aéronef
A/
REMARKS / Remarques
→N/ << ≡
PILOT IN COMMAND / Pilote commandant de bord
C/)<< ≡
FILED BY / Deposé par
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace reserve a des tins supplémentaires

a) N0470
b) N470
c) 0470K
d) KN470

38. The built-in passenger oxygen system be activated by:

a) Opening the oxygen-bottle valves.
b) Switching the diluter demand regulator ON.
c) Switching the diluter demand regulator and the passenger oxygen ON.
d) Switching the passenger oxygen on.

39. Arriving at the point of entry into NAT HLA (North Atlantic High Level Airspace) (except Shanwick Oceanic) and not having yet received the oceanic clearance, the crew:

a) Carries out a holding pattern
b) Returns to base immediately
c) Keeps flying deviating its course by 30 nautical miles from that of the current flight plan
d) Keeps flying in accordance with the current flight plan

40. A load placed aft of the datum:

a) Has a negative arm and therefore generates a negative moment and mass
b) Has a negative arm and therefore generates a negative moment but a positive mass
c) Has a positive arm and therefore generates a positive moment
d) Has a positive arm and therefore generates a positive moment but negative mass

41. QNH is the Q-code to indicate:

a) The atmospheric pressure at aerodrome elevation (or at runway threshold)
b) The atmospheric pressure measured at the aerodrome reference point (ARP)
c) The altimeter sub-scale setting to obtain elevation when on the ground
d) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome

42. The manoeuvre stability of a large jet transport aeroplane is 280 N / g. What stick force is required, if the aeroplane is pulled to the limit manoeuvring load factor from a trimmed horizontal straight and steady flight? (cruise configuration)

a) 770 N
b) 420 N
c) 1050 N
d) 630 N

43. What does the instruction 'Go around' mean?

a) Carry out a missed approach

b) Proceed with your message

c) Make a 360° turn

d) Overtake the aircraft ahead

44. When taking-off behind a heavy aircraft, with wind coming from the left side, you adopt a path, whenever possible:

a) Distinct from the preceding aeroplane, by remaining at the right of and under its path.

b) Distinct from the preceding aeroplane, by remaining at the left of and above its path.

c) Distinct form the preceding aeroplane, by remaining behind it and under its path.

d) Identical to the one of the preceding aeroplane.

45. One of the tasks of the space segment of the satellite navigation system NAVSTAR/GPS is to:

a) Transmit signals to suitable receivers and to monitor the orbital planes autonomously

b) Compute the user position from the received user messages and to transmit the computed position back to the user segment

c) Transmit signals which can be used, by suitable receivers, to determine time, position and velocity

d) Monitor the satellites' orbits and status

46. The empty mass of an aircraft is recorded in

a) The loading manifest. It differs from Dry Operating Mass by the value of the 'useful load'.

b) The weighing schedule. If changes occur, due to modifications, the aircraft must be re-weighed always.

c) The loading manifest. It differs from the zero fuel mass by the value of the 'traffic load'.

d) The weighing schedule and is amended to take account of changes due to modifications of the aircraft.

47. A FAIL SAFE airframe construction design is:

a) A type construction in which the load is carried by other components if a part of the structure fails.

b) A simple and cheap type of construction.

c) A construction which is suitable for aerobatic flight.

d) A type of construction for small aircraft only.

48. Flap selection at constant IAS whilst maintaining straight and level flight will increase the:

a) Lift coefficient and the drag

b) Maximum lift coefficient (CLmax) and the drag

c) Lift and the drag

d) Stall speed

49. The mass displacement caused by landing gear extension:

a) Does not create a longitudinal moment

b) Creates a pitch-up longitudinal moment

c) Creates a pitch-down longitudinal moment

d) Creates a longitudinal moment in the direction (pitch-up or pitch-down) determined by the type of landing gear

50. The touchdown areas located at both ends of the runways are typical for the appearance of:

a) Viscous hydroplaning

b) Rubber steaming hydroplaning

c) Rubber reversion hydroplaning

d) Dynamic hydroplaning

51. Air OPS requires that a co-pilot does not serve at the flight controls (as pilot flying or pilot non-flying) as part of the minimum certificated crew unless:

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) He has operated the controls as pilot flying 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 90 days.

52. For take-off, the correct combination of propeller pitch (1), and propeller lever position (2) at brake release is:

a) (1) low (2) aft.

b) (1) high (2) aft.

c) (1) low (2) forward.

d) (1) high (2) forward.

53. In straight and level flight, as speed is reduced:

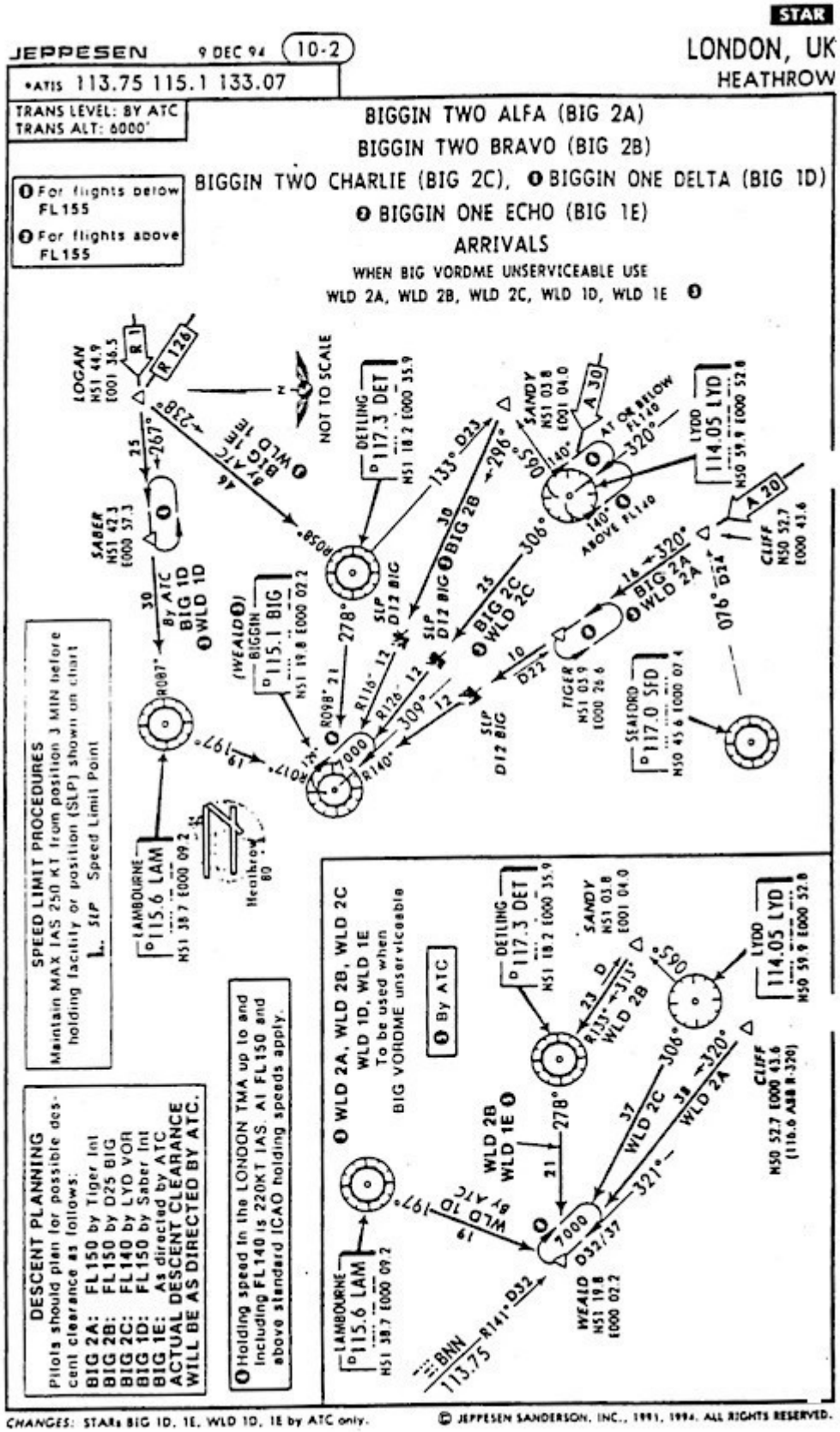
a) Both elevator and trim tab are deflected further upwards.

b) The elevator is deflected further upwards and the trim tab further downwards.

c) The elevator is deflected further downwards and the trim tab further upwards.

d) The elevator and trim tab do not move.

54. Planning an IFR-flight from Paris to London (Heathrow). Name the identifier and frequency of the initial approach fix (IAF) of the BIG 2A arrival route.


STAR
JEPPESEN 9 DEC 94 10-2
LONDON, UK
HEATHROW
ATIS 113.75 115.1 133.07
TRANS LEVEL: BY ATC
TRANS ALT: 6000'
BIGGIN TWO ALFA (BIG 2A)
BIGGIN TWO BRAVO (BIG 2B)
BIGGIN TWO CHARLIE (BIG 2C), BIGGIN ONE DELTA (BIG 1D)
BIGGIN ONE ECHO (BIG 1E)
ARRIVALS
WHEN BIG VORDME UNSERVICEABLE USE
WLD 2A, WLD 2B, WLD 2C, WLD 1D, WLD 1E
For flights below FL155
For flights above FL155
NOT TO SCALE
LOGAN
DETLING 117.3 DET
SANDY
LYDD 114.05 LYD
SABER
CLIFF
TIGER
SEAFORD 117.0 SFD
WEALD BIGGIN 115.1 BIG
LAMBOURNE 115.6 LAM
Heathrow 80
SPEED LIMIT PROCEDURES
Maintain MAX IAS 250 KT from position 3 MIN before holding facility or position (SLP) shown on chart
SLP Speed Limit Point
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BIG 2A: FL150 by Tiger Int
BIG 2B: FL150 by D25 BIG
BIG 2C: FL140 by LYD VOR
BIG 1D: FL150 by Saber Int
BIG 1E: As directed by ATC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
Holding speed in the LONDON TMA up to and including FL140 is 220KT IAS. At FL150 and above standard ICAO holding speeds apply.
WLD 2A, WLD 2B, WLD 2C
WLD 1D, WLD 1E
To be used when
BIG VORDME unserviceable
By ATC
WYEALD
BNN 113.75
CHANGES: STARs BIG 1D, 1E, WLD 1D, 1E by ATC only.
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a) EPM 316 kHz
b) BIG 115.1 MHz
c) BIG 115.1 kHz
d) OCK 115.3 MHz

55. At a given mass the CG position is at 15% MAC. If the leading edge of MAC is at a position 625.6 inches aft of the datum and the MAC is given as 134.5 inches determine the position of the CG in relation to the datum.

a) 605.43 inches aft of datum

b) 20.18 inches aft of datum

c) 228.34 inches aft of datum

d) 645.78 inches aft of datum

56. Which of the following symptoms can mark the onset of hyperventilation?

a) Slow rate of breathing

b) Slow heart beat

c) Cyanosis (blueing of lips and finger nails)

d) Dizzy feeling

57. The take-off mass of an aeroplane is 141000 kg. Total fuel on board is 63000 kg including 14000 kg reserve fuel and 1000 kg of unusable fuel. The traffic load is 12800 kg. The zero fuel mass is:

a) 79000 kg

b) 65200 kg.

c) 93000 kg

d) 78000 kg

58. The term 'useful load' as applied to an aircraft includes

a) Traffic load plus usable fuel.

b) The revenue-earning portion of traffic load plus useable fuel.

c) The revenue-earning portion of traffic load only.

d) Traffic load only.

59. When flying in warm air (warmer than standard atmosphere), indicated altitude is:

a) Lower than the true altitude.

b) Equal to the standard altitude.

c) The same as the true altitude.

d) Higher than the true altitude.

60. An aeroplane suffers an explosive decompression at an altitude of 31000 ft. What is the initial action by the operating crew?

a) To put on oxygen masks
b) Place the seat belts sign to ON
c) Transmit a MAYDAY message
d) Disconnect the autopilot

61. An inversion is

a) An increase of temperature with height
b) A decrease of temperature with height
c) A decrease of pressure with height
d) An increase of pressure with height

62. What is the effect of a headwind component, compared to still air, on the maximum range speed (IAS) and the speed for maximum climb angle respectively?

a) Maximum range speed decreases and maximum climb angle speed increases
b) Maximum range speed decreases and maximum climb angle speed decreases
c) Maximum range speed increases and maximum climb angle speed stays constant
d) Maximum range speed increases and maximum climb angle speed increases

63. A load placed forward of the datum

a) Has a negative arm and therefore generates a negative mass and moment
b) Has a positive arm and therefore generates a positive mass and moment
c) Has a negative arm and therefore generates a negative moment
d) Has a positive arm and therefore generates a positive moment

64. What effect has a tailwind on the maximum endurance speed?

a) No effect
b) The IAS will be decreased
c) The IAS will be increased
d) Tailwind only effects holding speed

65. Mu'a, Tonga Islands, is at 21°11'S, 175°07'W. Tonga standard time is UTC+13. On 21 August, sunrise is 06:18 at 20°S and 06:28 at 30°S. What is the standard time of sunrise at Mu'a?

a) 07:39 on August 21st.

b) 06:59 on August 21st.

c) 07:39 on August 22nd.

d) 06:59 on August 22nd.

66. In relation to Area Navigation Systems (RNAV), which of the following is an Air Data input?

a) VOR/DME radial/distance

b) Inertial Navigation System (INS) position

c) Doppler drift

d) True airspeed

67. Airborne weather radars are generally based on the use of:

a) Secondary radar in the SHF band

b) Primary radar in the UHF band

c) Secondary radar in the VHF band

d) Primary radar in the SHF band

68. During certification flight testing on a four engine turbojet aeroplane the actual take-off distances measured are: -3050 m with failure of the critical engine recognised at V1; -2555 m with all engines operating and all other things being equal. The take-off distance adopted for the certification file is:

a) 3513 m

b) 3050 m

c) 2938 m

d) 2555 m

69. What does the term 'aeronautical station' mean?

a) A station in the aeronautical mobile service located on land or, in certain instances, on board of a ship or on a platform at sea

b) An airborne station forming part of the aeronautical fixed telecommunication network (AFTN)

c) A station in the aeronautical telecommunication service located on land or on board of an aircraft to exchange radiotelephony communications

d) Any station established to exchange radiotelephony communications

70. According to PART-FCL, an instrument rating is valid for:

a) Two years
b) The period of validity of the licence
c) One year
d) Indefinitely

Exam simulation

ATPL - Airline Transport Pilot license - Flight Planning and Monitoring

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Response Scheme

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

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

Exam simulation

ATPL - Airline Transport Pilot license - Flight Planning and Monitoring

QuizVds.it

Response form

Use this form to mark your answers

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