Exam simulation

ATPL - Airline Transport Pilot license - Flight Planning and Monitoring

QuizVds.it

STUDENT NAME:	DATE AND TIME:

01. During take-off the third segment begins:

a) When landing gear is fully retracted
b) When acceleration to flap retraction speed is started
c) When flap retraction is completed
d) When acceleration starts from VLOF to V2

02. Which of the following operations are performed more effectively by automatic systems than by people? 1. Waiting for an infrequent phenomenon 2. Long term controlling of a set value (for example, holding of trajectory) 3. Monitoring to ensure that certain values are not exceeded (for example, holding of flight path) 4. Qualitative decision-making

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

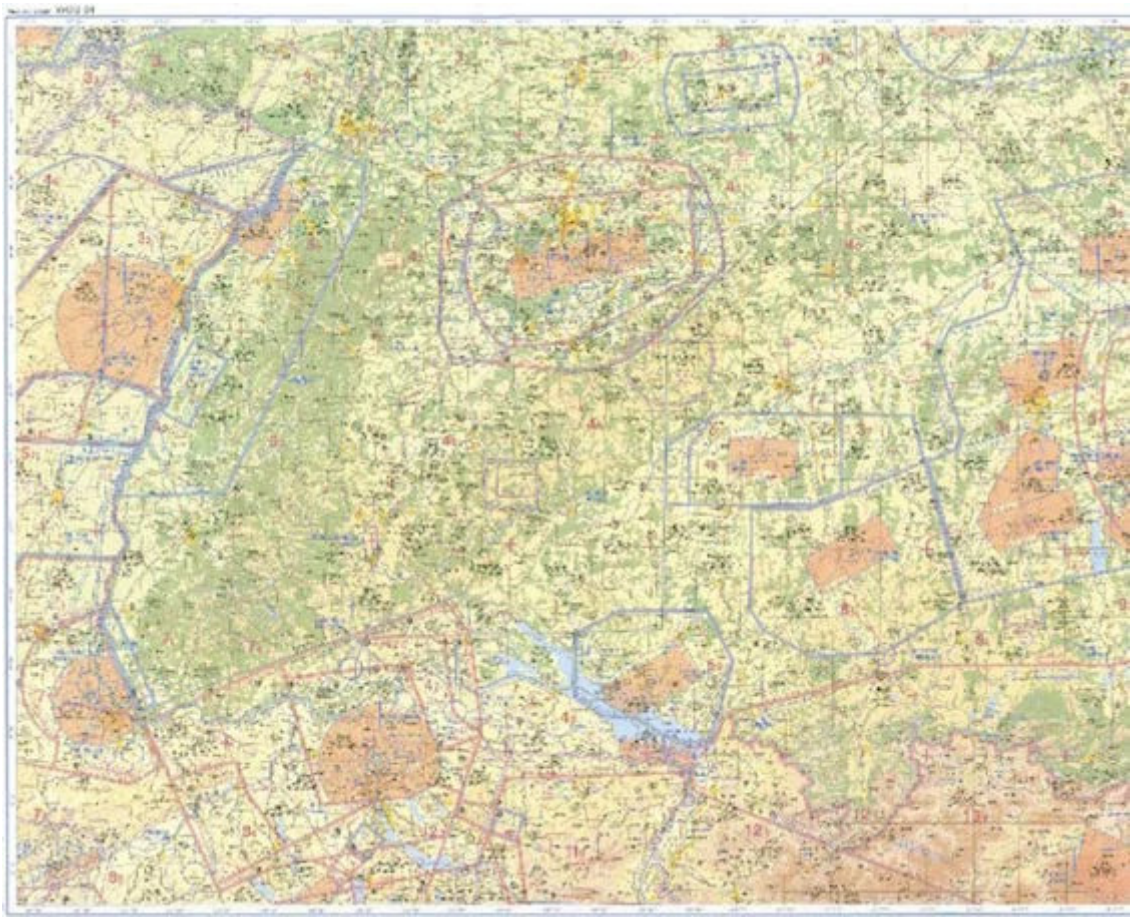
03. Under which of the following circumstances shall an aircraft station squawk 7600?

a) When entering bad weather areas
b) In case of radio communication failure
c) When flying over desert areas
d) When approaching a prohibited area

04. The illumination of the green landing gear light indicates that the landing gear is:

a) Locked-down and its door is locked.
b) In the required position.
c) Not in the required position.
d) Locked-down.

05. Refer to the General Student Pilot Route Manual - VFR Chart ED-4. An aeroplane is flying VFR and approaching position TANGO VORTAC (48°37'N, 009°16'E) at FL 055 and magnetic course 090°, distance from VORTAC TANGO 20 NM. What is the frequency of the TANGO VORTAC.



a) 112.50 MHz

b) 109.20 MHz

c) 422 kHz

d) 118.80 MHz

06. The longitudinal separation minima based on DME, and each aircraft 'on track' uses DME stations, is:

a) 10 NM provided that the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeeding aircraft.

b) 10 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.

c) 20 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.

d) 10 NM provided that the leading aircraft maintains a true airspeed of 40 kt or more faster than the succeeding aircraft.

07. In order to get rid of excess nitrogen following scuba diving, subsequent flights should be delayed

a) 3 hours after non decompression diving

b) 24 hours

c) 48 hours after a continuous ascent in the water has been made

d) 36 hours after any scuba diving

08. Concerning the NAVSTAR/GPS satellite navigation system, what is the meaning of the term 'Receiver Autonomous Integrity Monitoring' (RAIM)?

a) It is a technique by which a receiver ensures the integrity of the navigation information

b) It is a technique whereby the receivers of the world-wide distributed monitor stations (ground segment) automatically determines the integrity of the navigation message

c) It is a method whereby a receiver ensures the integrity of the Pseudo Random Noise (PRN) code transmitted by the satellites

d) It is the ability of the GPS satellites to check the integrity of the data transmitted by the monitoring stations of the ground segment

09. Which of the following abilities will not improve efficient decision making on the cockpit?

a) Ability to persuade others to follow your own point of view.

b) Ability to think ahead and specify alternative courses of action.

c) Ability to search for and examine all available information regarding a situation.

d) Communicational skills and social competence.

10. Using the given coordinates, what are the radial and DME distance from SHA VOR/DME (N5243.3 W00853.1) to position N5210 W00920?

a) 354° - 34 NM

b) 214° - 37 NM

c) 346° - 34 NM

d) 198° - 37 NM

11. What does the abbreviation 'SAR' mean?

a) Surveillance airport radar.

b) Standard arrival route.

c) Search and rescue.

d) Secondary altimeter responder.

12. If the ground wire between the magnetos and the ignition switch becomes disconnected the most noticeable result will be that:

a) A still operating engine will run down
b) The engine cannot be started with the ignition switch in the 'ON' position
c) The engine cannot be shut down by turning the ignition switch to the 'OFF' position
d) The power developed by the engine will be strongly reduced

13. The maximum speed in horizontal flight occurs when:

a) The maximum thrust is equal to the total drag
b) The thrust does not increase further with increasing speed
c) The thrust is equal to minimum drag
d) The thrust is equal to the maximum drag

14. Which of the following statements is applicable to the acceleration height at the beginning of the 3rd climb segment?

a) There is no requirement for minimum climb performance when flying at the acceleration height
b) The minimum legally allowed acceleration height is at 1500'
c) The minimum one engine out acceleration height must be maintained in case of all engines operating
d) The maximum acceleration height depends on the maximum time take-off thrust may be applied

15. Cataract is caused by:

a) Lack of mobility of the cornea
b) A clouding of the lens
c) A mis-shapened cornea
d) A lack of accommodation at the cornea

16. An aircraft in distress shall send the following signal by radiotelephony:

a) PAN PAN, PAN PAN, PAN PAN
b) DETRESFA, DETRESFA, DETRESFA
c) URGENCY, URGENCY, URGENCY
d) MAYDAY, MAYDAY, MAYDAY

17. Refer to Performance Manual MRJT1 Page 19 Figure 4.5.1 En-route Climb 280/0.74 Given: brake release mass 57500 kg temperature ISA -10°C headwind component 16 kt initial FL 280 Find: still-air distance (NAM) and ground distance (NGM) for the climb

ISA -6°C TO -15°C

Press. Alt. ft	Units Min/kg. NAM/Kt	BRAKE RELEASE WEIGHT KG										
		68000	66000	64000	62000	60000	58000	56000	52000	48000	44000	40000
37000	Time/Fuel				30/2100	25/1800	22/1650	20/1550	17/1350	15/1200	13/1050	12/950
	Dist/TAS				184/391	148/387	130/385	117/383	98/381	85/379	73/378	64/377
36000	Time/Fuel			28/2050	24/1800	22/1650	20/1550	19/1450	16/1300	14/1150	13/1100	11/900
	Dist/TAS			166/388	142/385	127/383	115/381	106/380	91/378	79/377	69/376	60/375
35000	Time/Fuel	32/2350	27/2000	24/1850	22/1700	20/1600	19/1500	17/1400	15/1250	13/1100	12/1000	11/900
	Dist/TAS	195/390	156/385	139/383	125/381	114/380	105/378	97/377	85/376	74/375	65/374	57/373
34000	Time/Fuel	26/2000	23/1850	21/1700	20/1600	19/1500	17/1400	16/1350	14/1200	13/1100	11/950	10/850
	Dist/TAS	152/383	136/381	123/379	113/378	105/376	97/375	90/375	79/373	70/372	61/371	54/371
33000	Time/Fuel	23/1850	21/1750	20/1650	19/1550	17/1450	16/1350	15/1300	14/1150	12/1050	11/950	10/850
	Dist/TAS	133/378	121/376	112/375	104/374	97/373	90/372	84/372	74/371	66/370	58/369	51/368
32000	Time/Fuel	21/1750	20/1650	19/1550	17/1500	16/1400	16/1300	15/1250	13/1150	12/1000	11/900	9/800
	Dist/TAS	120/374	111/373	103/372	96/371	90/370	84/369	79/369	70/368	62/367	55/366	48/366
31000	Time/Fuel	20/1700	19/1600	18/1500	17/1400	16/1350	15/1300	14/1200	13/1100	11/1000	10/900	9/800
	Dist/TAS	110/370	102/369	95/368	89/367	84/367	79/366	74/366	66/365	58/364	52/364	46/363
30000	Time/Fuel	19/1600	18/1550	17/1450	16/1350	15/1300	14/1250	13/1200	12/1050	11/950	10/850	9/800
	Dist/TAS	101/366	95/365	89/1364	83/364	78/363	74/363	70/362	62/362	55/361	49/361	43/360
29000	Time/Fuel	17/1550	16/1450	16/1400	15/1300	14/1250	13/1200	13/1150	11/1050	10/950	9/850	8/750
	Dist/TAS	92/361	87/360	81/360	77/359	72/359	68/358	64/358	57/357	51/357	46/357	41/356
28000	Time/Fuel	16/1450	15/1400	15/1300	14/1250	13/1200	13/1150	12/1100	11/1000	10/900	9/800	8/750
	Dist/TAS	84/356	79/356	75/355	70/355	67/355	63/354	59/354	53/353	48/353	42/353	38/352
27000	Time/Fuel	15/1400	14/1350	14/1250	13/1200	12/1150	12/1100	11/1050	10/950	9/850	8/800	8/700
	Dist/TAS	77/352	73/351	69/351	65/351	61/350	58/350	55/1350	49/349	44/349	39/349	35/348
26000	Time/Fuel	14/1350	14/1250	13/1200	12/1150	12/1100	11/1050	11/1000	10/900	9/850	8/750	7/700
	Dist/TAS	71/348	67/347	63/347	60/347	57/347	54/346	51/346	46/346	41/345	37/345	33/345
25000	Time/Fuel	13/1300	13/1200	12/1150	12/1100	11/1050	11/1000	10/950	9/900	8/800	8/750	7/650
	Dist/TAS	65/344	61/343	58/343	55/343	52/343	50/343	47/342	42/342	38/342	34/342	30/341
24000	Time/Fuel	13/1200	12/1150	11/1100	11/1050	10/1000	10/950	10/950	9/850	8/750	7/700	6/650
	Dist/TAS	60/340	56/340	54/340	51/339	48/339	46/339	43/339	39/339	35/338	32/338	28/338
23000	Time/Fuel	12/1150	11/1100	11/1050	10/1000	10/1000	9/950	9/900	8/800	7/750	7/700	6/600
	Dist/TAS	55/336	52/336	49/336	47/336	44/336	42/335	40/335	36/335	33/335	29/335	26/335
22000	Time/Fuel	11/1100	11/1050	10/1000	10/1000	9/950	9/900	9/850	8/800	7/700	6/650	6/600
	Dist/TAS	50/333	48/333	45/333	43/332	41/332	39/332	37/332	33/332	30/332	27/332	24/331
21000	Time/Fuel	10/1050	10/1000	10/1000	9/950	9/900	8/850	8/800	7/750	7/700	6/650	6/550
	Dist/TAS	46/330	44/329	42/329	40/329	38/329	36/329	34/329	31/329	28/328	25/328	22/328
20000	Time/Fuel	10/1000	9/950	9/950	9/900	8/850	8/800	8/800	7/700	6/650	6/600	5/550
	Dist/TAS	42/326	40/326	38/326	36/326	35/326	33/326	31/326	28/326	26/325	23/325	21/325
19000	Time/fuel	9/950	9/950	8/900	8/850	8/800	7/800	7/750	7/700	6/650	6/600	5/500
	Dist/TAS	39/323	37/323	35/323	33/323	32/323	30/323	29/323	26/323	24/322	21/322	19/322
18000	Time/Fuel	9/900	8/900	8/850	8/800	7/800	7/750	7/700	6/650	6/600	5/550	5/500
	Dist/TAS	35/320	34/320	32/320	31/320	29/320	28/320	26/320	24/320	22/320	19/319	17/319
17000	Time/Fuel	8/900	8/850	8/800	7/800	7/750	7/700	6/700	6/650	5/600	5/550	5/500
	Dist/TAS	32/317	31/317	29/317	28/317	27/317	25/317	24/317	22/317	20/317	18/317	16/317
16000	Time/Fuel	8/850	7/800	7/750	7/750	7/700	6/700	6/650	6/600	5/550	5/500	4/450
	Dist/TAS	29/314	28/314	27/314	25/314	24/314	23/314	22/314	20/314	18/314	16/314	15/314
15000	Time/Fuel	7/800	7/750	7/750	6/700	6/700	6/650	6/650	5/600	5/550	4/500	4/450
	Dist/TAS	26/312	25/312	24/312	23/311	22/311	21/311	20/311	18/311	16/311	15/311	13/311
14000	Time/Fuel	7/750	6/700	6/700	6/650	6/650	6/600	5/600	5/550	5/500	4/450	4/400
	Dist/TAS	24/309	23/309	22/309	21/309	20/309	19/309	18/309	16/309	15/309	13/309	12/309
13000	Time/Fuel	6/700	6/700	6/650	6/650	5/600	5/600	5/550	5/500	4/500	4/450	4/400
	Dist/TAS	21/306	20/306	19/306	19/306	18/306	17/306	16/306	15/306	13/306	12/306	11/306
12000	Time/Fuel	6/650	6/650	5/600	5/600	5/600	5/550	5/550	4/500	4/450	4/400	3/400
	Dist/TAS	19/304	18/304	17/304	17/304	16/304	15/304	14/304	13/304	12/304	11/304	10/304
11000	Time/Fuel	5/650	5/600	5/600	5/550	5/550	5/500	4/500	4/450	4/450	3/400	3/350
	Dist/TAS	17/301	16/301	15/301	15/301	14/301	13/301	13/301	12/301	11/301	10/301	9/301
10000	Time/Fuel	5/600	5/550	5/550	5/550	4/500	4/500	4/500	4/450	4/400	3/350	3/350
	Dist/TAS	15/299	14/299	13/299	13/299	12/299	12/299	11/299	10/299	9/299	8/299	7/299
8000	Time/Fuel	4/500	4/500	4/500	4/450	4/450	4/450	3/400	3/400	3/350	3/350	3/300
	Dist/TAS	11/294	10/294	10/294	9/294	9/294	9/294	8/294	7/294	7/294	6/294	6/294
6000	Time/Fuel	4/450	3/400	3/400	3/400	3/400	3/350	3/350	3/350	3/300	2/300	2/250
	Dist/TAS	7/290	7/290	6/290	6/290	6/290	6/290	5/290	5/290	5/290	4/290	4/290
1500	Time/Fuel	2/250	2/250	2/250	2/250	2/250	2/250	2/250	2/200	2/200	2/200	1/150

Fuel Adjustment for high elevation airports	Airport Elevation	2000	4000	6000	8000	10000	12000
Effect on time and distance is negligible	Fuel Adjustment	-50	-100	-150	-250	-300	-350

Figure 4.5.1 En-route Climb 280/.74

a) 59 NAM 62 NGM
b) 62 NAM 59 NGM
c) 71 NAM 67 NGM
d) 67 NAM 71 NGM

18. There are two NDBs, one 20 NM inland, and the other 50 NM inland from the coast. Assuming that the error caused by coastal refraction is the same for both propagations, the extent of the error in a position line plotted by an aircraft that is over water will be:

a) Greater from the beacon that is 50 NM inland
b) The same from both beacons when the aircraft is on a relative bearing of 090° and 270°
c) Greater from the beacon that is 20 NM inland
d) The same from both beacons when the aircraft is on a relative bearing of 180° and 360°

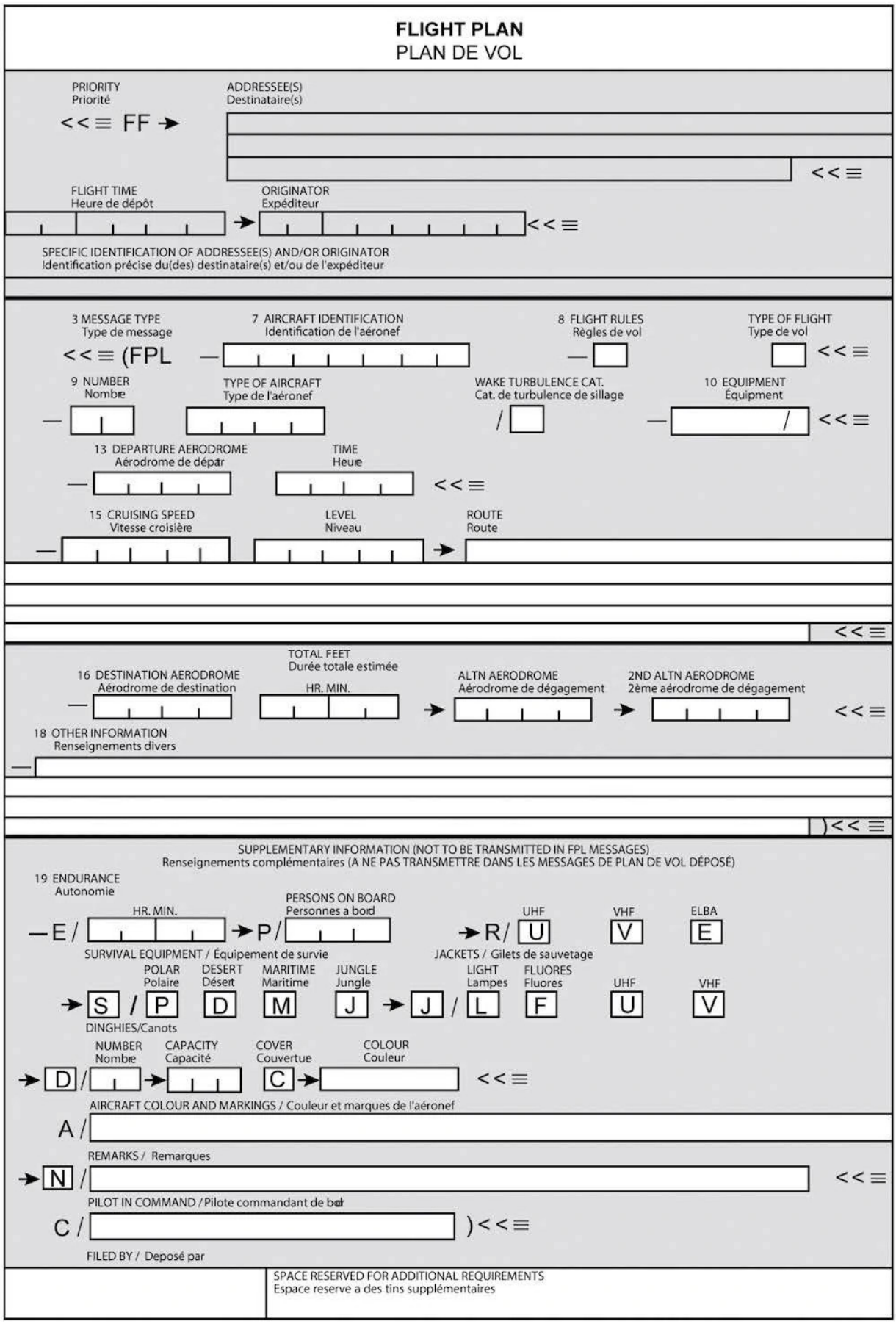
19. You are flying at FL 300 where the outside air temperature is -57.5°C and the pressure at MSL is 1013.25 hPa. If you assume that the difference between the actual temperature and the temperature in the ISA is valid for the whole troposphere, then the true altitude is:

a) 30.000 ft
b) 27.000 ft
c) 31.500 ft
d) 28.500 ft

20. Vortex generators on the upper side of the wing surface will:

a) Increase the critical Mach Number.
b) Decrease the span wise flow at high Mach Numbers.
c) Decrease the intensity of shock wave induced air separation.
d) Increase the magnitude of the shock wave.

21. 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
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
Couverture
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 fins supplémentaires

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

22. High Aspect Ratio, as compared with low Aspect Ratio, has the effect of:

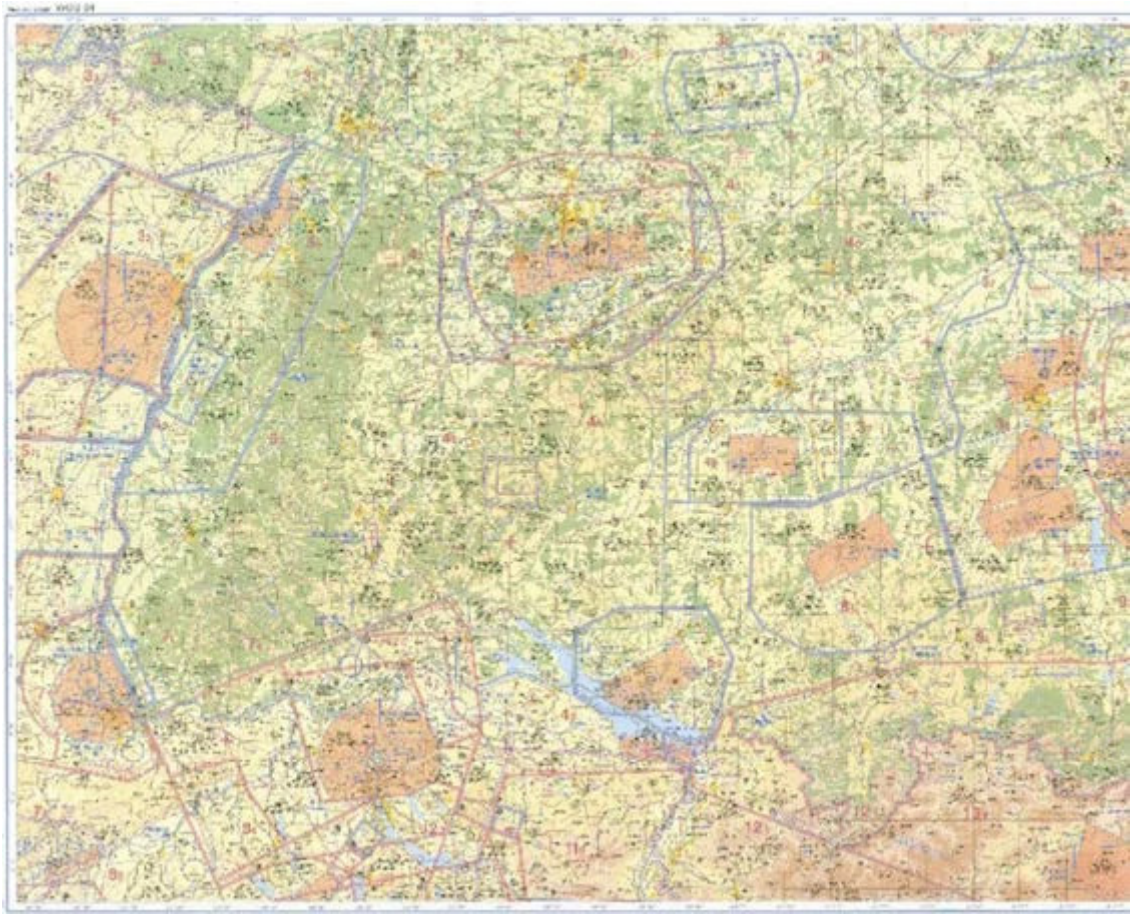
a) Increasing lift and critical angle of attack

b) Increasing lift and drag

c) Decreasing induced drag and critical angle of attack

d) Increasing induced drag and decreasing critical angle of attack

23. Refer to the General Student Pilot Route Manual - VFR Chart ED-4. Give the name and frequency of the Flight Information Service for an aeroplane in position (47°59'N, 010°14'E) at 5000'.



a) MUNCHEN INFORMATION 126.95 MHz

b) MEMMINGEN INFORMATION 122.1 MHz

c) FRANKFURT INFORMATION 128.95 MHz

d) MUNCHEN INFORMATION 120.65 MHz

24. Reduced take-off thrust should normally not be used when:

a) The runway is wet

b) It is dark

c) The OAT is ISA +10°C

d) Anti-skid is not usable

25. 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

26. An aeroplane is weighed and the following recordings are made: nose wheel assembly scale 5330 kgleft main wheel assembly scale 12370 kg right main wheel assembly scale 12480 kgIf the 'operational items' amount to a mass of 1780 kg with a crew mass of 545 kg, the empty mass, as entered in the weight schedule, is

a) 28400 kg

b) 31960 kg

c) 30180 kg

d) 32505 kg

27. If accelerate-stop distance data assume take-off power is set before brake release, will the published accelerate-stop distance still be achieved if the brakes are released before take-off power is set?

a) No, the performance will be worse than in the chart

b) It does not matter which take-off technique is being used

c) Yes, the chart has been made for this situation

d) Performance will be better than in the chart

28. What is the radiotelephony call sign for the aeronautical station indicating approach control radar departures?

a) ...CONTROL

b) ...RADAR

c) ...DEPARTURE

d) ...APPROACH

29. Given: The take-off mass of an aircraft is 8470 kg. Total fuel on board is 1600 kg including 450 kg reserve fuel and 29 kg of unusable fuel The traffic load is 770 kg. What is the Zero Fuel Mass?

a) 6899 kg
b) 6420 kg
c) 6129 kg
d) 6870 kg

30. Which of the messages listed below shall not be handled by the aeronautical mobile service?

a) Radio teletype messages.
b) Urgency messages.
c) Flight safety messages.
d) Meteorological messages.

31. The unit of measurement of pressure is:

a) Psi
b) kg/dm^2
c) Lb/gal
d) kg/m^3

32. 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.

33. Approved clean-agent fire extinguishers used on aircraft are effective mainly because they:

a) Are highly volatile.
b) Use a venturi cooling effect during discharge.
c) Are good electrical conductors.
d) Interrupt the combustion chain reaction and act as flame inhibitors.

34. Which of the following lists all the parameters that can be determined by a GPS receiver tracking signals from 4 different satellites?

a) Latitude and longitude
b) Latitude, longitude, altitude and time
c) Latitude, longitude and altitude
d) Latitude, longitude and time

35. Compared with a conventional gyro, a laser gyro:

a) Is influenced by temperature
b) Has a longer life cycle
c) Consumes a lot of power
d) Has a fairly long starting cycle

36. Which of the following best describes the intertropical convergence zone?

a) The zone where the trade winds of the northern hemisphere meet those of the southern hemisphere.
b) The zone where the west winds meet the subtropical high pressure belt.
c) The zone where cold fronts form in the tropics.
d) The zone where the Harmattan meets the north-easterly trade winds over Africa.

37. When severe mountain waves are present, where would the area of most severe turbulence be located?

a) Just above the cap cloud
b) On the windward side of the mountain range
c) In the rotor zone
d) Just below the tropopause

38. Viscous hydroplaning occurs primarily if the runway is covered with a thin film of water and:

a) The runway is very smooth and clean
b) The runway is very smooth and dirty
c) The tyre treads show minor cuts
d) The runway has a rough surface

39. An aircraft is on the 120° radial from a VOR station. Course 340° is selected on the HSI (Horizontal Situation Indicator). If the magnetic heading is 070°, the deviation bar relative to the aeroplane model, will be:

a) In front

b) Right

c) Behind

d) Left

40. Mode A or C garbling may occur to:

a) Two or more aircraft in the same direction from the interrogator with a difference in slant range of less than 1.7NM

b) Two or more aircraft different directions from the interrogator at the same altitude with a difference in slant range of less than 1.7NM

c) Two or more aircraft different directions from the ground station at the same altitude with a difference in slant range of more than 1.7NM

d) Two or more aircraft in the same direction from the ground station at the same altitude with a difference in slant range of more than 1.7NM

41. The thin walls of capillaries are permeable for:

a) Platelets

b) Protein

c) Gases

d) Red blood cells

42. In flight, if the Constant Speed Drive (CSD) temperature indicator is in the red arc the:

a) Pilot must disconnect it, and the generator is not available for the rest of flight.

b) Pilot must disconnect it and manually control the alternator.

c) Pilot can disconnect it to allow it to cool and use it again.

d) Pilot has to throttle back.

43. Any acceleration in climb, with a constant power setting:

a) Improves the rate of climb if the airspeed is below VY

b) Improves the climb gradient if the airspeed is below VX

c) Decreases rate of climb and increases angle of climb

d) Decreases the rate of climb and the angle of climb

44. Airborne weather radar systems use a wavelength of approximately 3 cm in order to:

a) Obtain optimum use of the cosecant squared beam
b) Transmit at a higher pulse repetition frequency for extended range
c) Detect the smaller cloud formations as well as large
d) Detect the larger water droplets

45. What does the abbreviation 'RVR' mean?

a) Runway visibility report
b) Radar vectors requested
c) Recleared via route...
d) Runway visual range

46. Which of the following is unlikely to have any effect on the position of the centre of gravity on an aeroplane in flight?

a) Changing the tailplane (horizontal stabiliser) incidence angle.
b) Normal consumption of fuel for a swept wing aeroplane.
c) Movement of cabin attendants going about their normal duties.
d) Lowering the landing gear.

47. How do air masses move at a warm front?

a) Cold air overrides a warm air mass
b) Warm air overrides a cold air mass
c) Warm air undercuts a cold air mass
d) Cold air undercuts a warm air mass

48. For turbojet engine driven aeroplane, given: Taxi fuel 600 kg. Fuel flow for cruise 10000 kg/h. Fuel flow for holding 8000 kg/h. Alternate fuel 10200 kg. Planned flight time to destination 6 h. Forecast visibility at destination 2000 m. The minimum ramp fuel required is:

a) 76100 kg
b) 80500 kg
c) 77800 kg
d) 79200 kg

49. The tip vortices circulate about each wing tip:

a) Counter clockwise

b) Clockwise

c) From the upper side of the wing toward the underwing

d) From the underwing toward the upper side of the wing

50. During a special VFR flight, the minimum visibility required is:

a) 2.500 meters

b) 3.000 meters

c) 5.000 meters

d) 1.500 meters or more

51. An aircraft at FL350 is required to descend to cross a DME facility at FL80. Maximum rate of descent is 1800 FT/MIN and mean GS for descent is 276 kt. The minimum range from the DME at which descent should start is:

a) 49 NM

b) 79 NM

c) 59 NM

d) 69 NM

52. Among the following, select the ATC unit in charge of controlling the traffic:

a) AFIS

b) ATIS

c) AIS

d) Departure

53. Which of the following statements with regard to the actual acceleration height at the beginning of the 3rd climb segment is correct?

a) A lower height than 400 ft is allowed in special circumstances for example, noise abatement

b) The minimum value according to regulations is 1000'

c) The minimum value according to regulations is 400'

d) There is no legal minimum value, because this will be determined from case to case during the calculation of the net flight path

54. What can happen to the aeroplane structure flying at a speed just exceeding VA?

a) It may suffer permanent deformation if the elevator is fully deflected upwards

b) It will collapse if a turn is made.

c) It may suffer permanent deformation because the flight is performed at too large dynamic pressure.

d) It may break if the elevator is fully deflected upwards.

55. During certification test flights for a turbojet aeroplane, the actual measured take-off runs from brake release to a point equidistant between the point at which VLOF is reached and the point at which the aeroplane is 35' above the take-off surface are: - 1747 m, all engines operating; - 1950 m, with the critical engine failure recognized at V1, the other factors remaining unchanged. Considering both possibilities to determine the take-off run (TOR). What is the correct distance?

a) 2243 m

b) 2096 m

c) 2009 m

d) 1950 m

56. Dry Operating Mass is the mass of the aircraft less

a) Usable fuel and traffic load.

b) Usable fuel, potable water and lavatory chemicals.

c) Traffic load, potable water and lavatory chemicals.

d) Usable fuel.

57. Before transmitting the pilot should:

a) Always write the message and read it during the transmission

b) Make sure that the aircraft is levelled off

c) Make sure that the emergency frequency is tuned in at the same time

d) Listen out on the frequency to ensure no interference with another station already transmitting will occur

58. What is the correct way of transmitting the number 3500 when indicating an altitude or an height?

a) Three five hundred

b) Three five zero zero

c) Three five double zero

d) Three thousand five hundred

59. For the purpose of aeroplane mass and balance calculations, the datum point is defined as:

a) A point near the centre of the aeroplane. It moves longitudinally as masses are added forward and aft of its location.

b) The point through which the sum of the mass values (of the aeroplane and its contents) is assumed to act vertically.

c) A variable point, that is dependent on the load distribution for its location, from which all balance arms are measured

d) A fixed point from which all balance arms are measured. It may be located anywhere on the aeroplane's longitudinal axis or on the extensions to that axis.

60. In which of the following areas is the highest frequency of thunderstorms encountered?

a) Polar

b) Subtropical

c) Tropical

d) Temperate

61. The maximum load per running metre of an aircraft is 350 kg / m. The width of the floor area is 2 metres. The floor strength limitation is 300 kg per square metre. Which one of the following crates (length x width x height) can be loaded directly on the floor?

a) A load of 500 kg in a crate with dimensions 1.5 m x 1 m x 1 m.

b) A load of 400 kg in a crate with dimensions 1.2 m x 1.2 m x 1.2 m.

c) A load of 700 kg in a crate with dimensions 1.8 m x 1.4 m x 0.8 m.

d) A load of 400 kg in a crate with dimensions 1.4 m x 0.8 m x 0.8 m.

62. Which phrase should a pilot use to inform ATC that he is initiating a missed approach procedure:

a) Missed approach

b) Going around

c) Overshooting

d) Pulling up

63. Which of the following systems are involved in motion sickness? 1: Hearing 2: The vestibular system 3: Vision 4: The proprioceptive senses ('Seat-of-the-Pants-Sense') 5: The gastrointestinal system

a) 1,2,3

b) 2,3,4

c) 2,3,4,5

d) 1,2,5

64. For an aircraft what are the meteorological dangers associated with a Harmattan wind?

a) Dust and poor visibility.

b) Hail.

c) Thunderstorms.

d) Sand up to FL150.

65. An aircraft departs from position A (04°10' S 178°22'W) and flies northward following the meridian for 2950 NM. It then flies westward along the parallel of latitude for 382 NM to position B. The coordinates of position B are?

a) 45°00'N 169°22W

b) 53°20'N 169°22W

c) 53°20'N 172°38'E

d) 45°00'N 172°38'E

66. In what flight phase are the outboard ailerons (if present) not operated?

a) During cruise flight.

b) During a landing with strong and gusty crosswind to avoid overcontrolling the aeroplane.

c) In the approach phase, before landing.

d) During take-off, until lift-off.

67. The two main design functions of Secondary Surveillance Radar (SSR) Mode S are:

a) Collision avoidance using TCAS II and improved long range (HF) communication capability.

b) Air to ground and ground to air data link communications and improved ATC aircraft surveillance capability

c) The elimination of ground to air communications and the introduction of automatic separation between aircraft using TCAS II

d) Continuous automatic position reporting using Global Positioning System (GPS) satellites and collision avoidance using TCAS II

68. Which phrase shall be used if you want to say: 'I understand your message and will comply with it':

a) Roger

b) Will comply with your instruction

c) Wilco

d) OK, will do it

69. An OBS is set to 048 with a TO flag showing. The VOR deviation bar is showing almost full right deflection. Approximately what radial are you on?

a) 038

b) 058

c) 238

d) 218

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

a) UHF

b) SHF

c) VHF

d) EHF

Exam simulation

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Response Scheme

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

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

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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:
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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:		