

# Exam simulation

ATPL - Airline Transport Pilot license - General Navigation



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STUDENT NAME:

DATE AND TIME:

**01. The use of a slot in the leading edge of the wing enables the aeroplane to fly at a slower speed because:**

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- a) The laminar part of the boundary layer gets thicker
- b) It decelerates the upper surface boundary layer air
- c) It delays the stall to a higher angle of attack
- d) It changes the camber of the wing

**02. The different segments of the satellite navigation system NAVSTAR/GPS are the:**

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- a) Control, space and user
- b) Atomic clock, power supply and transponder
- c) Antenna, the receiver and the central control unit (CDU)
- d) Main control station, the monitoring station and the ground antennas

**03. With which of the following types of cloud is '+RA' precipitation most commonly associated?**

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- a) AC
- b) SC
- c) NS
- d) ST

**04. After air has passed through the compressor of a gas turbine engine the:**

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- a) Temperature will be higher than the inlet temperature.
- b) Velocity will be the same as the inlet velocity.
- c) Velocity will be higher than the inlet velocity.
- d) Pressure will be the same as the inlet pressure.

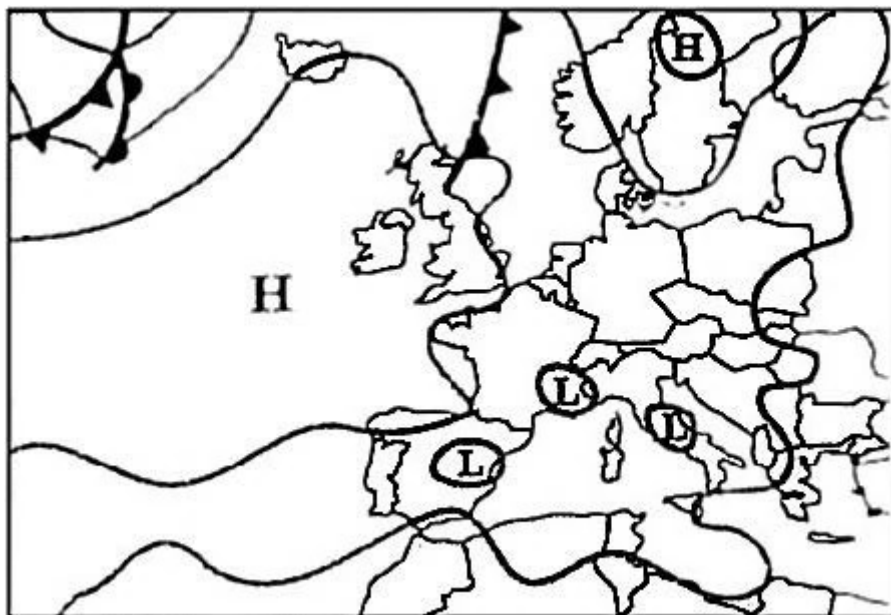
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**05. Under the weather conditions depicted, which of the following statements is likely to apply?**



- a) Moderate to strong Foehn in the Alps.
- b) Severe gradient wind likely over central Europe.
- c) Radiation fog is unlikely in central Europe in the winter.
- d) Thunderstorms may occur in the summer months over central Europe.

**06. What is the correct way of transmitting the number 118.1 to indicate a frequency?**

- a) One one eight one
- b) One eighteen one
- c) One one eight point one
- d) One one eight decimal one

**07. The sleep cycles repeat during the course of a night's sleep. 1. Each succeeding cycle contains a greater amount of REM-sleep. 2. Frequent interruption of the REM-sleep may be harmful.**

- a) 1 and 2 are both correct
- b) 1 and 2 are both not correct
- c) 1 is not correct, 2 is correct
- d) 1 is correct, 2 is not correct

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**08. During the flight preparation the climb limited take-off mass (TOM) is found to be much greater than the field length limited TOM using 5° flap. In what way can the performance limited TOM be increased? There are no limiting obstacles.**

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- a) By selecting a higher V2
- b) By selecting a lower V2
- c) By selecting a higher flap setting
- d) By selecting a lower flap setting

**09. A pilot is required to read back the following ATC message:**

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- a) altimeter settings, airways clearances, SSR operating instructions, level instructions and any messages when requested by ATC.
- b) altimeter settings, weather information, information regarding the proximity of other aircraft and taxi instructions.
- c) altimeter settings, taxi instructions, takeoff clearances, weather information and any other information given by ATC.
- d) altimeter settings, weather information, airways clearances, information regarding the proximity of other aircraft and taxi instructions.

**10. Stress is a frequent aspect of the pilot's job. Under which of the following circumstances does it occur? 1. Stress occurs whenever the pilot must revise his plan of action and does not immediately have a solution 2. Stress occurs with inexperienced pilots when the situational demands exceed their individual capabilities 3. Stress occurs if a pilot is convinced that he will not be able to find a solution for the problem he/she faces.**

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- a) Only 1 is false
- b) 1 and 2 are correct, 3 is false
- c) 1, 2 and 3 are correct
- d) 1 is correct, 2 and 3 are false

**11. 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?**

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- a) 038
- b) 058
- c) 238
- d) 218

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## 12. What will happen in ground effect?

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- a) The wing tip vortices increase in strength
- b) The wing downwash on the tail surfaces increases
- c) The thrust required will increase significantly
- d) The induced angle of attack and induced drag decrease

## 13. Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed provided that the preceding aircraft is maintaining a true air speed of 20 Kt or more faster than the succeeding aircraft will be

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- a) 10 minutes
- b) 3 minutes
- c) 2 minutes
- d) 5 minutes

## 14. Which of the following list are symptoms of fatigue? 1. Diminished accommodation 2. Slowed reactions 3. Long-term memory access problems 4. Being over-talkative 5. Diminished motor skills

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- a) 1, 2 & 4
- b) All of the above
- c) 1, 2, 3 & 5
- d) 2 & 5 only

## 15. The most dangerous low level wind shears are encountered

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- a) In areas with layered clouds and wind speeds higher than 35 kt
- b) During any period when wind speed is greater than 35 kt and near valleys
- c) When strong ground inversions are present and near thunderstorms
- d) Near valleys and at the windward side of mountains.

## 16. Which abbreviation is used for 'Coordinated Universal Time'?

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- a) GMT
- b) CUT
- c) COUT
- d) UTC

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**17. An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights, is classified as:**

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- a) Airspace E
- b) Airspace D
- c) Airspace B
- d) Airspace C

**18. Given are the following information at take-off**

(cm)....	MOMENT (kgcm)	STATION.....	MASS (kg)....	ARM
Condition...	12045.....	+30.....	+361350 Crew.....	145.....
Freight (1).....	570.....	+200.....	+114000 Freight	
(2).....	410.....	-40.....	-16400	
Fuel.....	6045.....	-8.....	-48360	

Basic Empty  
Given that the flight time is 2 h and the estimated fuel flow will be 1050 litres per h. The specific density of fuel is 0.79. The 'Freight (2)' will be dropped during flight within the scope of a rescue action. Calculate the CG position at landing.

---

- a) 25 cm aft of datum
- b) 24.3 cm aft of datum
- c) 23.7 cm aft of datum
- d) 22 cm aft of datum

**19. At 0000 Local Mean Time of an observer:**

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- a) The mean sun is in transit with the observer's meridian.
- b) The apparent sun is in transit with the observer's anti-meridian.
- c) The apparent sun is in transit with the observer's meridian.
- d) The mean sun is in transit with the observer's anti-meridian.

**20. On the QDR of 075° (in the vicinity of the station) with a magnetic heading of 295°, the relative bearing on the ADF indicator is:**

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- a) 320°
- b) 220°
- c) 040°
- d) 140°

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**21. The distress signal and the distress message to be sent by an aircraft in distress be on:**

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- a) The emergency frequency in any case
- b) The air-ground frequency in use at the time
- c) The FIS frequency designated for the airspace concerned
- d) The regional guard frequency

**22. The crash/fire axe is part of the safety equipment fitted to passenger aircraft. Its function is to**

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- a) Activate a radio survival beacon by cutting off the red coloured top
- b) Free exits in case of evacuation via the sides.
- c) Settle an escalating conflict with unreasonable passengers, who threaten flight safety.
- d) Obtain forced access to a fire behind a panel and a general purpose tool during evacuation.

**23. An NDB is on a relative bearing of  $316^\circ$  from an aircraft. Given: Compass heading  $270^\circ$ . At aircraft deviation  $2^\circ\text{W}$ , Variation  $30^\circ\text{E}$ . At station Variation  $28^\circ\text{E}$ . Calculate the true bearing of the NDB from the aircraft**

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- a)  $252^\circ$
- b)  $072^\circ$
- c)  $254^\circ$
- d)  $074^\circ$

**24. Low speed pitch up is caused by the:**

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- a) Spanwise flow on a swept back wing
- b) Mach trim system
- c) Wing tip vortex
- d) Spanwise flow on a swept forward wing

**25. Over Madrid, what intensity of turbulence and icing is forecast at FL 200?**

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- a) Severe turbulence, moderate icing
- b) Moderate turbulence, light icing
- c) Severe turbulence, severe icing
- d) Moderate turbulence, moderate icing

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## 26. The TCAS II has inputs from the radio altimeter in order to:

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- a) Determine the relative height of the intruder.
- b) Stop the TCAS operation below 2.500 ft AGL.
- c) Gradually inhibit the resolution advisories (RAs) when getting closer to the ground.
- d) To alert the crew from a dangerous proximity of the ground.

## 27. The commonly used symbol of resistance is:

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- a) R and it is measured in ohms.
- b) I and it is measured in amperes.
- c) P and it is measured in watts.
- d) U and it is measured in volts.

## 28. How does positive camber of an aerofoil affect static longitudinal stability?

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- a) Positive effect, because the centre of pressure shifts rearward at increasing angle of attack
- b) No effect, because camber of the aerofoil produces a constant pitch down moment coefficient, independent of angle of attack
- c) Positive effect, because the lift vector rotates backward at increasing angle of attack
- d) Negative effect, because the lift vector rotates forward at increasing angle of attack

## 29. Select the air traffic service in charge of control of local traffic, take-offs and landings at an airport.

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- a) Control
- b) Radar
- c) Air Traffic Centre
- d) Tower

## 30. An aeroplane is performance limited to a landing mass of 54230 kg. The Dry Operating Mass is 35000 kg and the zero fuel mass is 52080 kg. If the take-off mass is 64280 kg the useful load is

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- a) 29280 kg.
- b) 10080 kg.
- c) 12200 kg.
- d) 17080 kg

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**31. In mid-latitudes, the tops of Cumulus are often limited by:**

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- a) A radiation inversion
- b) A layer of unstable air
- c) The tropopause
- d) A temperature inversion

**32. What is the influence of the mass on maximum rate of climb (ROC) speed if all other parameters remain constant?**

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- a) The ROC is affected by the mass, but not the ROC speed
- b) The ROC speed decreases with increasing mass
- c) The ROC and the ROC speed are independent of the mass
- d) The ROC speed increases with increasing mass

**33. In which frequency band does an ILS glide slope transmit?**

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- a) SHF
- b) VHF
- c) EHF
- d) UHF

**34. Refer to Student Pilot Route Manual E(LO)1. What is the radial and DME distance from SHA VOR/DME (N5243.3 W00853.1) to position N5300 W00940?**

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- a) 293° - 33 NM
- b) 057° - 27 NM
- c) 324° - 17 NM
- d) 309° - 33 NM

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**35. For an ATC flight plan filed before the flight, the indicated time of departure is:**

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- a) The time at which the flight plan is filed.
- b) The estimated off-block time
- c) The time overhead the first reporting point after take-off.
- d) The time of take-off.

**36. When water evaporates into unsaturated air:**

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- a) Heat is absorbed
- b) Relative humidity is decreased
- c) Relative humidity is not changed
- d) Heat is released

**37. 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

**38. What is the ratio between the litre and the US-GAL?**

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- a) 1 US-GAL equals 4.55 litres
- b) 1 litre equals 3.78 US-GAL
- c) 1 litre equals 4.55 US-GAL
- d) 1 US-GAL equals 3.78 litres

**39. ETOPS flight is a twin engine jet aeroplane flight conducted over a route, where no suitable airport is within an area of:**

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- a) 60 minutes flying time in still air at the normal cruising speed
- b) 30 minutes flying time at the normal cruising speed
- c) 60 minutes flying time in still air at the approved one engine out cruise speed
- d) 75 minutes flying time at the approved one engine out cruise speed

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## 40. As a cause of accidents, the human factor:

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- a) Is cited in approximately 70 - 80 % of aviation accidents
- b) Plays a negligible role in commercial aviation accidents. It is much more important in general aviation
- c) Which is cited in current statistics, applies to the flight crew and ATC only
- d) Has increased considerably since 1980 - the percentage of accident in which this factor has been involved has more than tripled since this date

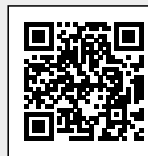
## 41. 'Code letter D' shall be chosen to identify a taxiway used by aircraft having an outer main gear wheel span of less than 9 m. The taxiway width shall be:

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- a) 15 m
- b) 23 m
- c) 18 m
- d) 25 m

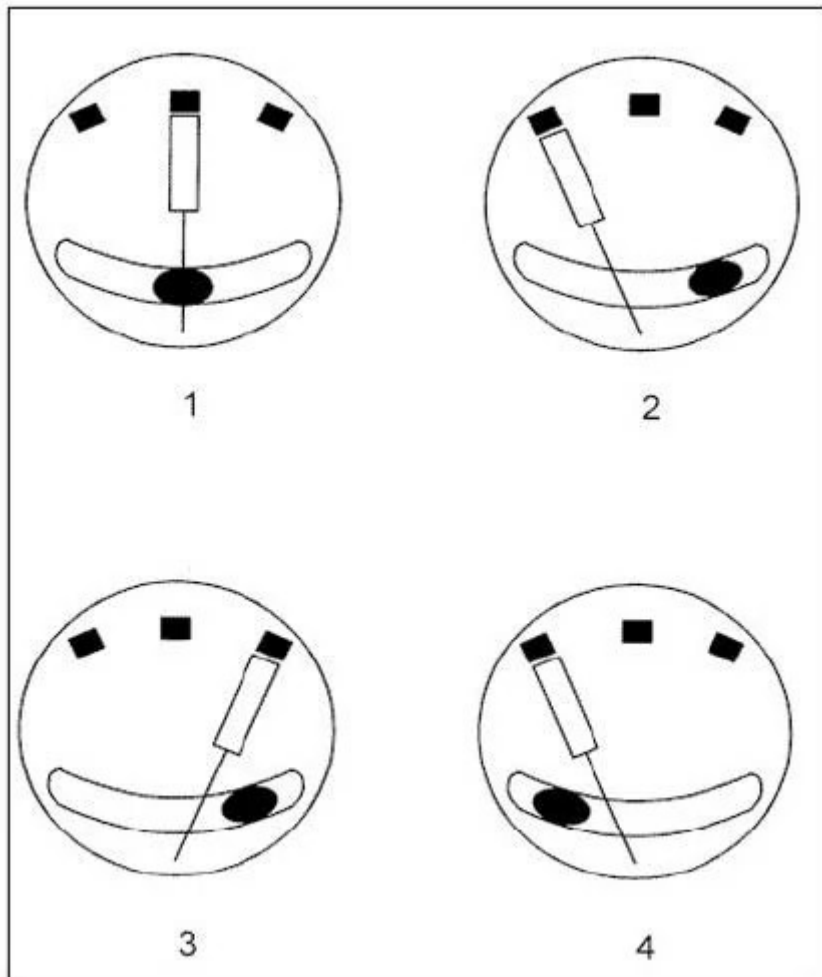
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42. The diagram representing a left turn with insufficient rudder is:



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

43. Dependent parallel approaches may be conducted to parallel runways provided that: the missed approach track for one approach diverges by:

- a) At least 45° (degrees) from the missed approach track of the adjacent approach
- b) At least 25° (degrees) from the missed approach track of the adjacent approach
- c) At least 30° (degrees) from the missed approach track of the adjacent approach
- d) At least 15° (degrees) from the missed approach track of the adjacent approach

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**44. The frequency used for the first transmission of a 'MAYDAY' call shall be:**

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- a) Any other international emergency frequency
- b) The distress frequency 121.5 MHz
- c) Any frequency at pilot's discretion
- d) The frequency currently in use

**45. What is the radiotelephony call sign for the aeronautical station providing surface movement control of aircraft on the manoeuvring area:**

---

- a) APPROACH
- b) TOWER
- c) GROUND
- d) CONTROL

**46. Disturbance of the biological clock appears after a: 1. bad night's sleep 2. day flight Amsterdam - New York 3. day flight Amsterdam - Johannesburg 4. night flight New York - Amsterdam**

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- a) 2 and 4 are correct
- b) 1,2,3 and 4 are correct
- c) 1 and 3 are correct
- d) 1,2 and 3 are correct

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47. Refer to Student Pilot Route Manual E(LO)1 Given: SHA VOR (N5243.3 W00853.1) radial 120°, CRK VOR (N5150.4 W00829.7) radial 033°. What is the aircraft position?



- a) N5225 W00805
- b) N5220 W00750
- c) N5230 W00800
- d) N5240 W00750

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**48. Among the systematic errors of the 'directional gyro', the error due to the earth rotation make the north reference turn in the horizontal plane. At a mean latitude of 45°N, this reference turns by...**

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- a) 7.5°/hour to the right.
- b) 15°/hour to the right.
- c) 7.5°/hour to the left.
- d) 10.5°/hour to the right.

**49. If you are flying at FL 100 in an air mass that is 10°C warmer than a standard atmosphere, what is the outside temperature likely to be?**

---

- a) +15°C
- b) -10°C
- c) +5°C
- d) -15°C

**50. How many hours in advance of EOBT should a ATC flight plan be filed in the case of flights into areas subject to air traffic flow management (ATFM)?**

---

- a) 1:00 hour.
- b) 3:00 hours.
- c) 2 hours.
- d) 0:30 hours.

**51. Before transmitting on a VFR radiotelephony frequency, the pilot should:**

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- a) Make sure that the aircraft is levelled off.
- b) Make sure that the emergency frequency is tuned in at the same time.
- c) Listen out on the frequency to ensure no interference with another station already transmitting will occur.
- d) Always write the message and read it during the transmission.

**52. In the NAVSTAR/GPS satellite navigation system, receiver clock error:**

---

- a) Is the biggest part of the total error
- b) It cannot be corrected
- c) Can be minimised by synchronisation of the receiver clock with the satellite clocks
- d) Is corrected by using signals from four satellites

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**53. What are the effects, if any, of shadowing by parts of the aircraft (for example, wing) on the reception of signals from NAVSTAR/GPS satellites?**

---

- a) The signals will be distorted, however the error can be corrected for using an algorithm and information from unaffected signals
- b) It causes multipath propagation
- c) It has no influence because high frequency signals are unaffected
- d) It may prevent the reception of signals

**54. A pilot who is hyperventilating for a prolonged period of time may even become unconscious. Hyperventilation is likely to occur, when:**

---

- a) There is a low CO<sub>2</sub>-pressure in the blood
- b) The pilot is emotionally aroused
- c) There is an increased blood flow to the brain
- d) He/she is flying a tight turn

**55. On a given path, it is possible to choose between four flight levels (FL), each associated with a mandatory flight Mach Number (M). The flight conditions, static air temperature (SAT) and headwind component (HWC) are given below: FL 370 - M = 0.80 Ts = -60°C HWC = -15 kt. FL 330 - M = 0.78 Ts = -60°C HWC = - 5 kt. FL 290 - M = 0.80 Ts = -55°C HWC = -15 kt. FL 270 - M = 0.76 Ts = -43°C HWC = 0. The flight level allowing the highest ground speed is:**

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- a) FL290
- b) FL270
- c) FL370
- d) FL330

**56. For the purpose of completing the Mass and Balance documentation, the Traffic Load is considered to be equal to the Take-off Mass**

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- a) Plus the Operating Mass.
- b) Plus the Trip Fuel Mass.
- c) Less the Operating Mass.
- d) Less the Trip Fuel Mass.

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**57. The "Break Point" is that point after which, if stress continues to rise,**

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- a) Performance is degraded.
- b) Performance is initially degraded and is then enhanced.
- c) Performance peaks and remains at this level.
- d) Performance is enhanced.

**58. You are flying at FL 300 where the outside air temperature is  $-57.5^{\circ}\text{C}$  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

**59. Under which of the following circumstances shall an aircraft squawk 7700?**

---

- a) When flying within controlled airspace
- b) When following a SID
- c) When passing the transition level
- d) In distress

**60. An aircraft with a pressurized cabin is settled at its cruise level. During the flight, a malfunction of the pressure controller is detected by the crew and the cabin altitude rate indicator reads  $-200\text{ft}/\text{min}$ . Given that: DELTA P: Differential pressure Zc: Cabin altitude**

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- a) A descent must be initiated to prevent the oxygen masks dropping when Zc reaches 14000 ft.
- b) The aircraft has to climb to a higher flight level in order to reduce Zc to its initial value.
- c) DELTA P will rise up to its maximum value, thus causing the safety relief valves to open.
- d) The crew has to intermittently cut off the incoming air flow in order to maintain a zero Zc.

**61. In case of an engine nozzle fire while on ground you:**

---

- a) Carry out a damp cranking.
- b) Carry out a dry cranking.
- c) Fight the nozzle fire with a water fire-extinguisher.
- d) Pull the fire shut off handle and trigger the engines fire-extinguishers.

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**62. The system notifying in advance the circumstances requiring important changes in the methods of operation, based on common effective dates, is identified by the acronym:**

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- a) NOTAM
- b) PANS
- c) AIRAC
- d) IFPS

**63. How do you understand the statement 'one cannot not communicate'?**

---

- a) You cannot influence your own communication.
- b) Each situation requires communication.
- c) The statement above is a misprint.
- d) Being silent as well as inactive are nonverbal behaviour patterns which express a meaning.

**64. In order to maintain an accurate vertical using a pendulous system, an aircraft inertial platform incorporates a device:**

---

- a) without damping and a period of 84.4 MIN
- b) without damping and a period of 84.4 SEC
- c) with damping and a period of 84.4 MIN
- d) with damping and a period of 84.4 SEC

**65. What characteristic is associated with a temperature inversion?**

---

- a) Instability
- b) Stability
- c) Area of active storms
- d) Clear ice

**66. What does the abbreviation 'RVR' mean?**

---

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

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**67. What is the radiotelephony call sign suffix for the aeronautical station indicating aerodrome control service:**

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- a) AERODROME
- b) CONTROL
- c) APRON
- d) TOWER

**68. The urgency message to be sent by an aircraft reporting an urgency condition shall contain at least the following elements/details:**

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- a) Aircraft call sign, destination airport, ETA at destination, route of flight
- b) Aircraft call sign, nature of the urgency condition, pilot's intention, present position, level and heading
- c) Aircraft identification, aerodrome of departure, level and heading
- d) Name of the station addressed, present position, assistance required

**69. Action plans (SOP's) in a cockpit must:**

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- a) Be tailored to the individual pilot's needs in order to facilitate the normal operation of the aircraft
- b) Be shared by the members of the crew and updated at each modification in order to maintain maximum synergy
- c) Only follow the manufacturers proposals and not reflect individual operators cockpit philosophies
- d) Only be tailored to the type of aircraft, regardless of current MCC procedures

**70. A straight line drawn on a chart measures 4.63 cm and represents 150 NM. The chart scale is:**

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- a) 1: 5 000 000
- b) 1: 3 000 000
- c) 1: 1 000 000
- d) 1: 6 000 000

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## Response Scheme

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

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

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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: _____
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: _____		