

Exam simulation

ATPL - Airline Transport Pilot license - General Navigation



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STUDENT NAME:

DATE AND TIME:

01. The dry atmosphere of the flight deck may cause dehydration, which may lead to a reduction in the ability to pay attention. To prevent this, it is appropriate to:

- a) Drink plenty of coffee
- b) Drink cool cola drinks
- c) Drink sufficient non-carbonated liquids
- d) Drink tea

02. If an aircraft is flying (with flaps and landing gear retracted) in proximity to terrain and its GPWS (Ground Proximity Warning System) gets activated, because it is detecting that the aeroplane has an excessive rate of descent, the system provides the following aural warning signals:

- a) 'SINK RATE, SINK RATE' followed by 'WHOOOP WHOOOP PULL UP' (twice)
- b) 'TOO LOW, TERRAIN' (twice) followed by 'TOO LOW GEAR' (twice)
- c) 'TERRAIN, TERRAIN' followed by 'WHOOOP WHOOOP PULL UP' (twice)
- d) 'DON'T SINK, DON'T SINK'

03. A so called 'Visual Approach' can be performed:

- a) during IFR flights, if there is permanent sight of the movement area and the underlying ground
- b) as in above, but in addition there should be a visibility of 5.5 km or more
- c) during IFR flights, if the cloud base is 1000 ft more than the appropriate DA or MDA for that procedure
- d) during IFR and VFR flights in VMC

04. The distance between the parallel of latitude 17°23'S and 23°59'N IS:

- a) 4122 NM
- b) 2482 NM
- c) 636 NM
- d) 2473 NM

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05. When the term 'CAVOK' is used in an aviation routine weather report (METAR), the values of visibility and clouds are:

- a) Visibility 10 km or more, no clouds below 5000 feet/GND
- b) Visibility more than 5000 m, no clouds below 1500 m/GND
- c) Visibility more than 8 km, no clouds below 3000 feet/GND
- d) Visibility 10 km or more, no clouds below 1500 feet/GND

06. An Agonic line is a line that connects:

- a) Positions that have the same variation
- b) Positions that have 0° variation
- c) Points of equal magnetic horizontal field strength
- d) Points of equal magnetic dip

07. Which of the following are to be taken into account for the runway in use for take-off?

- a) Airport elevation, runway slope, standard temperature, pressure altitude and wind components
- b) Airport elevation, runway slope, standard temperature, standard pressure and wind components
- c) Airport elevation, runway slope, outside air temperature, standard pressure and wind components
- d) Airport elevation, runway slope, outside air temperature, pressure altitude and wind components

08. A pilot whose aircraft does not have NAT HLA operational approval has to fly via the SHANNON-GANDER great circle. The flight can be planned:

- a) At a Mach number of 0.70 or less
- b) Outside scheduled flight times
- c) At FL 290
- d) At FL 280 or less

09. Which of the following statements concerning the core of a polar front jet stream is correct ?

- a) It lies in the warm air
- b) Its pressure surfaces are horizontal at the height of the core
- c) It and its surface projection lie in the warm air
- d) It lies in the cold air

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10. The planned departure time from the parking area is 1815 UTC. The estimated take-off time is 1825 UTC. The flight plan must be filed with ATC at the latest at:

- a) 1725 UTC
- b) 1745 UTC
- c) 1715 UTC
- d) 1755 UTC

11. In a gas turbine engine lubrication system fitted with an oil to fuel heat exchanger the:

- a) Fuel is cooled to prevent vapour locking interrupting the fuel supply to the nozzles.
- b) Fuel is heated as required whenever fuel filter clogging is detected.
- c) Oil is cooled through thermal exchange with the fuel.
- d) Oil is heated through thermal exchange with the fuel.

12. If OAT increases when at a constant TAS:

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

13. The otoliths in the inner ear are sensitive to:

- a) Angular acceleration
- b) Angular speed
- c) Linear acceleration and gravity
- d) Constant speed only

14. Flight crew members on the flight deck shall keep their safety belt fastened:

- a) Only during take-off and landing
- b) While at their station
- c) From take-off to landing
- d) Only during take-off and landing and whenever deemed necessary by the commander in the interest of safety

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15. The automatic flight control system is coupled to the guidance outputs from an inertial navigation system. Which pair of latitudes will give the greatest difference between initial track read-out and the average true course given, in each case, a difference of longitude of 10°?

- a) 60°N to 50°N
- b) 60°N to 60°N
- c) 30°S to 25°S
- d) 30°S to 30°N

16. From the following list: 1. Fuel jettisoning system and its operation are free from fire hazard 2. The fuel discharges clear of any part of the aeroplane 3. Fuel fumes do not enter any part of the aeroplane 4. The jettisoning operation does not adversely affect the controllability of the aeroplane. Which of the above are requirements that must be shown to exist during fuel jettisoning tests:

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

17. When, in flight, the needle and ball of a needle-and-ball indicator are on the right, the aircraft is:

- a) Turning right with not enough bank
- b) Turning right with too much bank
- c) Turning left with not enough bank
- d) Turning left with too much bank

18. In a Satellite-Assisted Navigation system (GNSS/GPS) a position line is obtained by:

- a) The aircraft's receiver measuring the phase angle of the signal received from a satellite in a known position
- b) Timing the period that is taken for a satellite's transmission to reach the aircraft's receiver
- c) The aircraft's receiver measuring the time difference between signals received from a minimum number of satellites
- d) Timing the period that is taken for a transmission from the aircraft's transmitter/receiver to reach and return from a satellite in a known position

19. Mental schemes correspond to:

- a) Memorised representations of the various procedures and situations which can be reactivated by the pilot at will
- b) Daily planning of probable dangerous situations
- c) Memorised procedures which develop and change rapidly during change-over to a new machine
- d) The memorisation of regulatory procedures associated with a particular situation

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20. Within the Annex to the ICAO convention that specifies dimensions of aerodromes is a specific dimension given for the approach light system for CAT 1 ILS. What should be the length of this approach light system?

- a) 900 metres
- b) 1200 metres
- c) 1000 metres
- d) 420 metres

21. VFR flights shall not be flown over the congested areas of cities at a height less than

- a) 500 ft above the highest obstacle.
- b) 2000 ft above the highest obstacle within a radius of 600 ft from the aircraft.
- c) The highest obstacle.
- d) 1000 ft above the highest obstacle within a radius of 600 m from the aircraft.

22. Which of the following will reduce induced drag?

- a) Low aspect ratio
- b) Elliptical lift distribution
- c) Extending the flaps
- d) Flying at high angles of attack

23. Hydraulic fluids commonly used in large transport-category aeroplanes are:

- a) Water-based fluids.
- b) Vegetable-based fluids.
- c) Phosphate-ester-based fluids.
- d) Mineral-oil-based fluids.

24. The OBS is set to 235°. The indications of the VOR are half full scale deflection left and 'to'. The aircraft is on the radial:

- a) 230°
- b) 050°
- c) 240°
- d) 060°

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25. For a twin engine aeroplane, non ETOPS, when the weather conditions require a take-off alternate to be selected, it shall be located, in still air conditions, within:

- a) 2 hours of flight time at single engine cruising speed
- b) 1 hour of flight time at cruising speed
- c) 2 hours of flight time at cruising speed
- d) 1 hour of flight time at single engine cruising speed

26. The convergence factor of a Lambert conformal conic chart is quoted as 0.78535. At what latitude on the chart is earth convergence correctly represented?

- a) 80°39'
- b) 52°05'
- c) 38°15'
- d) 51°45'

27. Which word shall be used to indicate that an error has been made in a transmission or message?

- a) Negative
- b) Correct
- c) Disregard
- d) Correction

28. Excessive priming of a piston engine should be avoided because: 1. it drains the carburettor float chamber. 2. the risk of engine fire. 3. the risk of flooding the engine. 4. it fouls the spark plugs. The combination that regroups all of the correct statements is:

- a) 2 and 4 only.
- b) 2, 3, 4.
- c) 1, 2, 3.
- d) 1, 3, 4.

29. VMO:

- a) Is equal to the design speed for maximum gust intensity
- b) Should be chosen in between VC and VD
- c) Should not be less than VD
- d) Should not be greater than VC

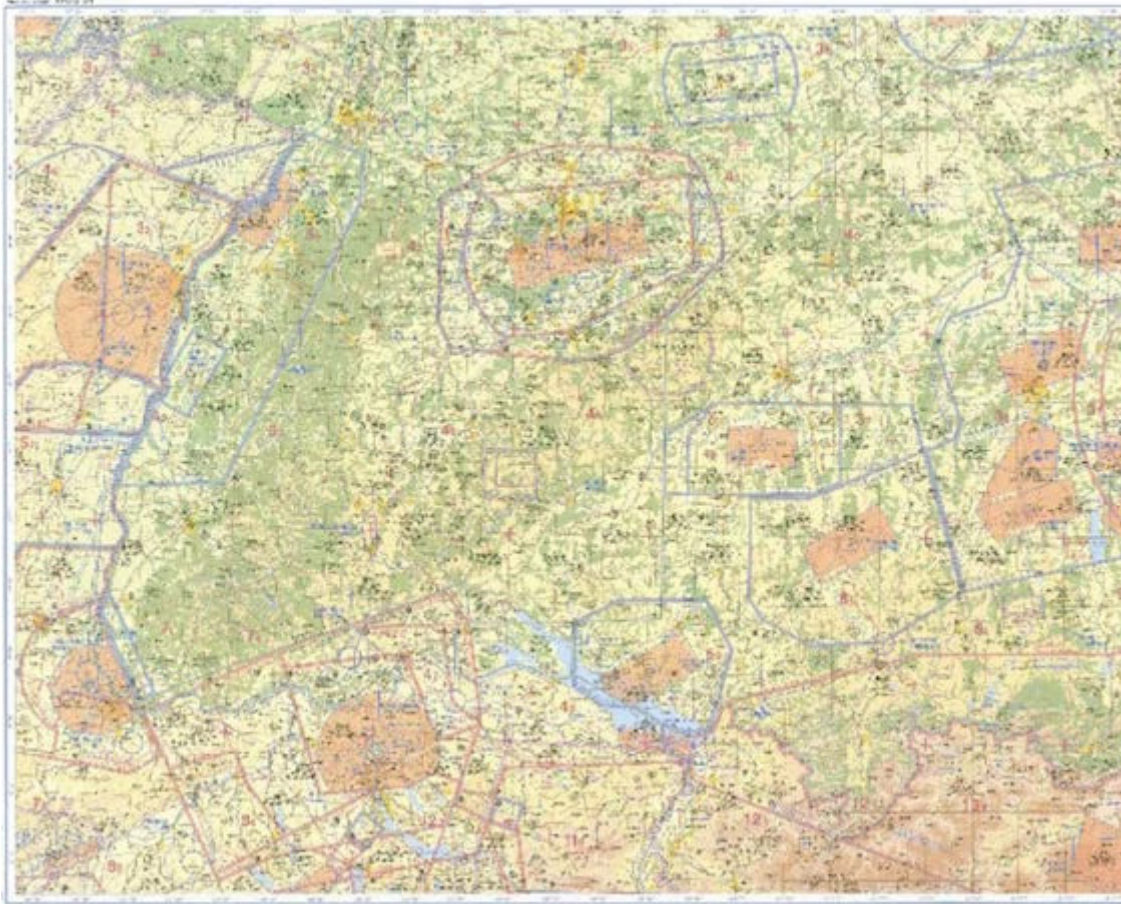
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30. Refer to the General Student Pilot Route Manual - VFR Chart ED-4. Give the name and frequency of the Flight Information Service for an aeroplane in position (47°59'N, 010°14'E) at 5000'.



- a) MUNCHEN INFORMATION 126.95 MHz
- b) MEMMINGEN INFORMATION 122.1 MHz
- c) FRANKFURT INFORMATION 128.95 MHz
- d) MUNCHEN INFORMATION 120.65 MHz

31. Except for airplanes under 5,7 t airworthiness certificate of which is subsequent to 31 march 1998, a flight data recording system must be able to store the recorded data for a minimum of the last:

- a) 30 minutes.
- b) 10 hours.
- c) 60 minutes.
- d) 25 hours.

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32. Which of these statements about a gust lock system are correct or incorrect? 1) There is no need for a gust lock on irreversible flight controls. 2) Manual flight controls should have a gust lock.

- a) 1) is incorrect, 2) is correct.
- b) 1) is correct, 2) is incorrect.
- c) 1) is correct, 2) is correct.
- d) 1) Is Incorrect, 2) Is Incorrect.

33. The maximum operating altitude for a certain aeroplane with a pressurised cabin

- a) Is dependent on aerodynamic ceiling.
- b) Is the highest pressure altitude certified for normal operation.
- c) Is only certified for four-engine aeroplanes.
- d) Is dependent on the OAT.

34. What is the correct way of transmitting 1001 as a QNH?

- a) QNH one double 'O' one
- b) QNH one zero zero one
- c) QNH one double zero one
- d) QNH one thousand and one

35. According to PART-CAT, which one of the following statements concerning the landing distance for a turbojet aeroplane is correct?

- a) When determining the maximum allowable landing mass at destination, 60% of the available landing runway length should be taken into account.
- b) The landing distance is the distance from 35 ft above the surface of the runway to the full stop.
- c) Malfunctioning of an anti-skid system has no effect on the required runway length.
- d) Reverse thrust is one of the factors always taken into account when determining the landing distance required.

36. The privileges of the holder of a commercial pilot licence-aeroplane shall be:

- a) To act as pilot-in command in any aeroplane engaged in operations other than commercial air transportation
- b) None of the answers are correct
- c) To act as pilot in command in any aeroplane certificate for single pilot operation other than in commercial air transportation
- d) To act as pilot in command in any aeroplane engaged in commercial air transportation

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37. In case of supersonic flow retarded by a normal shock wave a high efficiency (low loss in total pressure) can be obtained if the Mach number in front of the shock is

- a) Lower than 1.
- b) High (supersonic).
- c) Exactly 1.
- d) Small but still supersonic.

38. A thermocouple type thermometer consists of:

- a) Two metal conductors of different type connected at two points.
- b) A single-wire metal winding.
- c) A Wheatstone bridge connected to a voltage indicator.
- d) Two metal conductors of the same type connected at two points.

39. The chart in question is of the polar stereographic type with its grid parallel to the zero meridian, and Grid North in the direction of the North geographic pole. The gyro does not comprise a rate correction device. The gyro-magnetic compass of an aircraft standing at an aerodrome located at 59°57'N 010°30'E is switched to free gyro mode at 14.00 UTC, with gyro North being aligned with Grid North and the gyro heading reading 120°. A technical problem delays take-off until 16.30 UTC. The gyro, whose mechanical precession is zero, was not reset prior to take-off. The error (E) at the time of alignment on this runway will be:

- a) -32.5°.
- b) +13°.
- c) +73.5°.
- d) +32.5°.

40. How does moderate turbulence affect an aircraft?

- a) Large, abrupt changes in altitude or attitude occur but the aircraft may only be out of control momentarily.
- b) Changes in altitude or attitude occur but the aircraft remains in positive control at all times.
- c) Continued flight in this environment will result in structural damage.
- d) Rapid and somewhat rhythmic bumpiness is experienced without appreciable changes in altitude or attitude.

41. Considering an airspeed indicator, a second striped needle, if installed, indicates:

- a) Never-exceed speed (VNE)
- b) Maximum operating speed (VMO)
- c) Never-exceed speed (VNE) or maximum operating speed (VMO), depending on which is the higher
- d) Never-exceed speed (VNE) or maximum operating speed (VMO), depending on which is the lowest

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42. (Refer to almanac). What is the duration of morning civil twilight at 66°48'N, 095°26'W) on 27th of January?

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SUNRISE

Lat.	January						February					
	23		26		29		1		4		7	
	h	m	h	m	h	m	h	m	h	m	h	m
N72					11	05	10	34	10	11	09	49
70	10	48	10	27	10	07	09	50	09	34	09	18
68	10	01	09	47	09	33		20	09	09	08	56
66	09	30		20	09	09	09	00	08	49		38
64	09	08	09	00	08	50	08	41		33		24
62	08	50	08	42		35		27		20		12
N60	08	34	08	28	08	22	08	15	08	09	08	01
58		22		17		11	08	05	07	59	07	52
56		11	08	06	08	01	07	56		50		44
54	08	01	07	57	07	53		48		42		37
52	07	53		49		45		41		36		31
N50	07	45	07	42	07	38	07	34	07	30	07	25
45		29		26		23		19		17		13
40		15		13		11		07	07	06	07	02
35	07	04	07	02	07	01	07	00	06	56	06	54
30	06	54	06	53	06	52	06	51		48		46
N20	06	37	06	36	06	36	06	36				
10		21		22		22						
0	06	07	06	08	06	08						

MORNING CIVIL TWILIGHT

Lat.	January						February					
	23		26		29		1		4		7	
	h	m	h	m	h	m	h	m	h	m	h	m
N72	09	21	09	08	08	55	08	42	08	28	08	15
70	08	54	08	44		33		22	08	11	08	00
68		34		26		17	08	07	07	58	07	47
66		18	08	11	08	03	07	55		46		37
64	08	05	07	58	07	52		44		37		29
62	07	54		48		42		35		28		21
N60	07	44	07	39	07	33	07	28				
58		35		31		26						
56		28		24								

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- a) 1 h 02 min
- b) 9 h 27 min
- c) 8 h 14 min
- d) 1 h 13 min

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43. A headwind component increasing with altitude, as compared to zero wind condition, (assuming IAS is constant):

- a) Does not have any effect on the angle of flight path during climb
- b) Has no effect on rate of climb
- c) Decreases angle and rate of climb
- d) Improves angle and rate of climb

44. How many operational satellites are required for Full Operational Capability (FOC) of the satellite navigation system NAVSTAR/GPS?

- a) 24
- b) 30
- c) 12
- d) 18

45. Drag is in the direction of - and lift is perpendicular to the:

- a) Chord line
- b) Relative wind/airflow
- c) Longitudinal axis
- d) Horizon

46. At the destination aerodrome the landing distance available is 3000 m. The appropriate weather forecast indicates that the runway at the estimated time of arrival will be wet. For a commercial flight the mass of a turbojet aeroplane at landing must be such that the aeroplane can be landed within:

- a) 2609 m
- b) 1800 m
- c) 2070 m
- d) 1565 m

47. The result of a higher flap setting up to the optimum at take-off is:

- a) An increased acceleration
- b) A higher V_1
- c) A shorter ground roll
- d) A longer take-off run

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48. A passenger's sporting shotgun may be carried on an aircraft:

- a) With the commander's permission, unloaded in an overhead locker.
- b) But not if it is a public transport flight.
- c) With the operator's permission, the commander's knowledge, unloaded and in a place where the passengers have no access.
- d) With the operator's permission.

49. The loaded centre of gravity (cg) of an aeroplane is 713 mm aft of datum. The mean aerodynamic chord lies between station 524 mm aft and 1706 mm aft. The cg expressed as% MAC (mean aerodynamic chord) is:

- a) 60 %
- b) 41 %
- c) 10 %
- d) 16 %

50. Which phenomena will normally influence the reception of VHF transmission?

- a) Electrical discharges as they happen frequently in thunderstorms
- b) The ionosphere
- c) Day and night effect
- d) Level of aircraft and terrain elevations

51. Given: Magnetic heading = 255° VAR = 40°WGS = 375 kt, W/V = 235°(T) / 120 kt. Calculate the drift angle?

- a) 6° right
- b) 9° left
- c) 6° left
- d) 3° left

52. Regarding take-off, the take-off decision speed V1?

- a) Is the airspeed on the ground at which the pilot is assumed to have made a decision to continue or discontinue the take-off.
- b) Is the airspeed of the aeroplane upon reaching 35 feet above the take-off surface.
- c) Is an airspeed at which the aeroplane is airborne but below 35 ft and the pilot is assumed to have made a decision to continue or discontinue the take-off.
- d) Is always equal to VEF (Engine Failure speed).

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53. Which of the following factors will lead to an increase of ground distance during a glide, while maintaining the appropriate minimum glide angle speed?

- a) Increase of aircraft mass
- b) Decrease of aircraft mass
- c) Tailwind
- d) Headwind

54. An aircraft flying at FL 45 (OAT 6°C) obtains a reading of 1860 ft on its radio altimeter (ground elevation 3090 ft). What is the value of the QNH, to the nearest hPa, at that point?

- a) 1030
- b) 1042
- c) 1013
- d) 996

55. 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

56. According to PART-FCL, Medical certificates classes are:

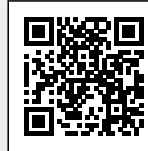
- a) 1, 2 and 3
- b) 1,2,3 and 4
- c) 1 and 2
- d) Class 1 only.

57. In case the transponder fails before the departure for an IFR flight, the pilot shall:

- a) Obtain prior permission by ATC to conduct the flight
- b) Inform ATC after departure
- c) Insert under item 18 of the flight plan 'transponder unserviceable'
- d) Inform FIS for relay to AIS

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58. The weight of an aircraft, which is in level non accelerated flight, is said to act

- a) Vertically through the centre of pressure.
- b) Vertically through the centre of gravity.
- c) Always along the vertical axis of the aircraft.
- d) Vertically through the datum point.

59. Which of the following statements is (are) correct with regard to computer flight plans 1. The computer takes account of bad weather on the route and adds extra fuel. 2. The computer calculates alternate fuel sufficient for a missed approach, climb, cruise, descent and approach and landing at the destination alternate.

- a) Statement 2 only
- b) Neither statement
- c) Statement 1 only
- d) Both statements

60. Which of the following weather reports could be, in accordance with the regulations, abbreviated to 'CAVOK'?

- a) 00000KT 0100 FG VV001 11/11 Q1025 BECMG 0500 =
- b) 34004KT 7000 MIFG SCT260 09/08 Q1029 BECMG 1600 =
- c) 26012KT 8000 SHRA BKN025 16/12 Q1018 NOSIG =
- d) 27019G37KT 9999 BKN050 18/14 Q1016 NOSIG =

61. In accordance with Air OPS, 10 % of the passengers in a non-pressurised aircraft shall be supplied with supplemental oxygen for the entire flight time after 30 minutes at pressure altitudes greater than:

- a) 14000 ft but not exceeding 15000 ft.
- b) 10000 ft but not exceeding 13000 ft.
- c) 10000 ft but not exceeding 14000 ft.
- d) 10000 ft but not exceeding 15000 ft.

62. The expression "primary flight control" applies to the: 1) elevator 2) speed brake 3) lift-augmentation devices 4) roll spoilers. The combination that regroups all of the correct statements is:

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

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63. The Ground Proximity Warning System (GPWS) generates the following sound signal or signals when the aircraft is sinking after a take-off or a go-around:

- a) DON'T SINK always followed by WHOOP WHOOP PULL UP
- b) WHOOP WHOOP PULL UP repetitive only
- c) DON'T SINK followed by WHOOP WHOOP PULL UP if the sink rate overshoots a second level
- d) DON'T SINK repetitive only

64. On detection of a persistent phase imbalance between an AC generator connected to the main bus bars and other AC generators, the protection device that opens is/are the:

- a) Tie breaker(s).
- b) Exciter control relay and the generator breaker.
- c) Generator breaker.
- d) Generator breaker and the tie breaker(s).

65. A stage in an axial compressor:

- a) Has a compression ratio in the order of 2.1
- b) Is made of row of stator blades followed by a rotor disc
- c) Is made of a rotor disc followed by a row of stator blades
- d) Has a compression ratio in the order of 0.8

66. If the pilot increases the reference pressure using the sub-scale setting knob, the altitude indicated by the altimeter:

- a) Decreases if QNH > 1013 hPa.
- b) Decreases if QNH < 1013 hPa.
- c) Increases.
- d) Decreases.

67. In which of the following situations can freezing rain be encountered?

- a) Behind a warm front in the summer
- b) Ahead of a cold front in the winter
- c) Ahead of a cold front in the summer
- d) Ahead of a warm front in the winter

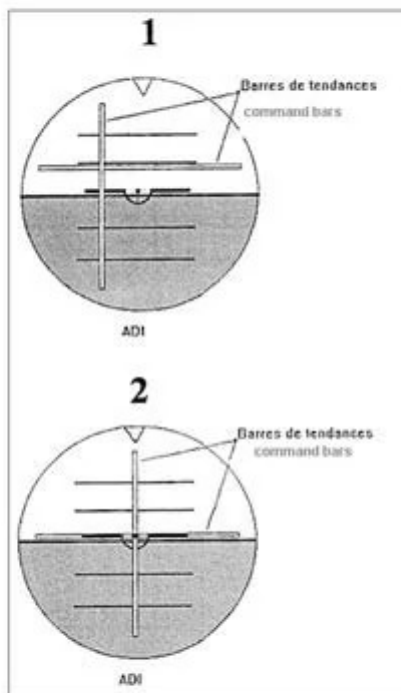
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68. After having programmed your flight director, you see that the indications of your ADI (Attitude Director Indicator) are as represented in diagram N°1 of the appended annex. On this instrument, the command bars indicate that you must:



- a) Decrease the flight attitude and bank your airplane to the left until the command bars recentre on the symbolic aeroplane.
- b) Increase the flight attitude and bank your aeroplane to the right until the command bars recentre on the symbolic aeroplane.
- c) Decrease the flight attitude and bank your airplane to the right until the command bars recentre on the symbolic aeroplane.
- d) Increase the flight attitude and bank your airplane to the left until the command bars recentre on the symbolic aeroplane.

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69. At a given position where: g = the longitude difference L_m = the average latitude. L_o = the tangent of the latitude. The transport precession is equal to:

- a) $15^\circ/h \cdot \sin L_m$
- b) $G \cdot \sin L_m$
- c) $G/2 \cdot \sin L_m$
- d) $G \cdot (\sin L_m - \sin L_o)$

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

- 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

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Response Scheme

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

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