Exam simulation

ATPL - Airline Transport Pilot license - General Navigation

QuizVds.it

STUDENT NAME:	DATE AND TIME:

01. 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

02. Which of the figures depicts an Electronic Flight Instrument System (EFIS) display in MAP mode?

Exam simulation

ATPL - Airline Transport Pilot license - General Navigation

QuizVds.it

Exam simulation

ATPL - Airline Transport Pilot license - General Navigation

QuizVds.it

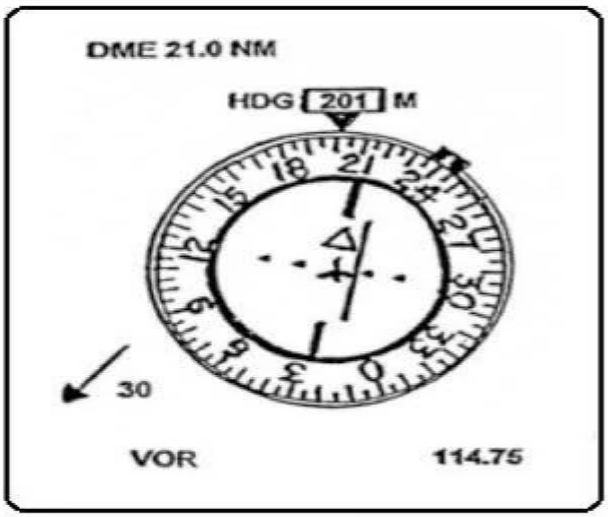


Figure 1

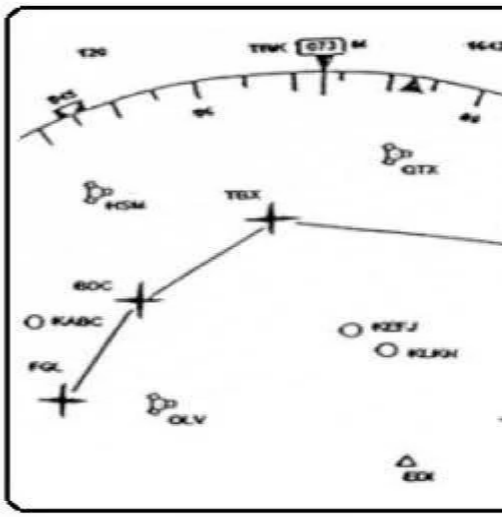


Figure 2

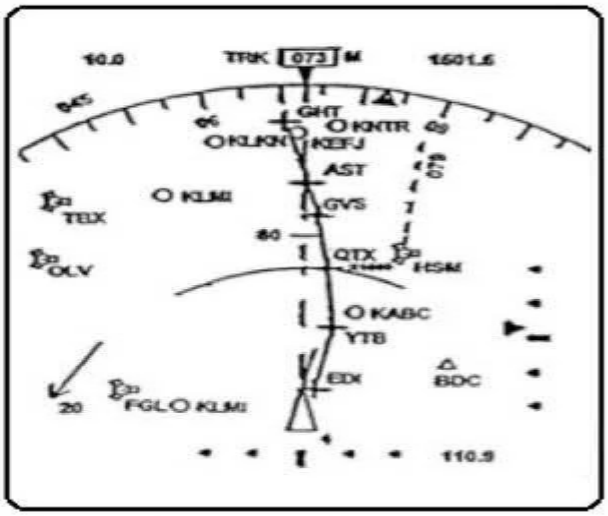


Figure 3

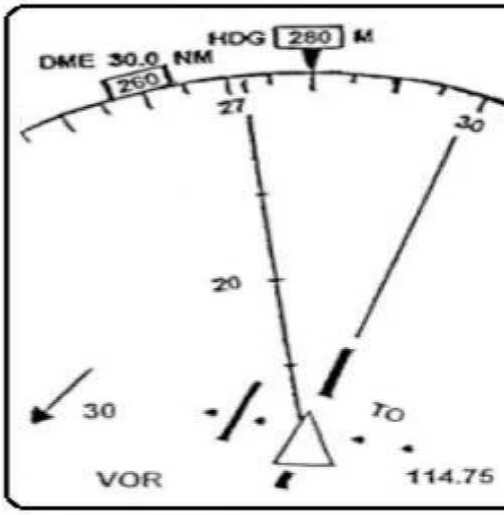


Figure 4

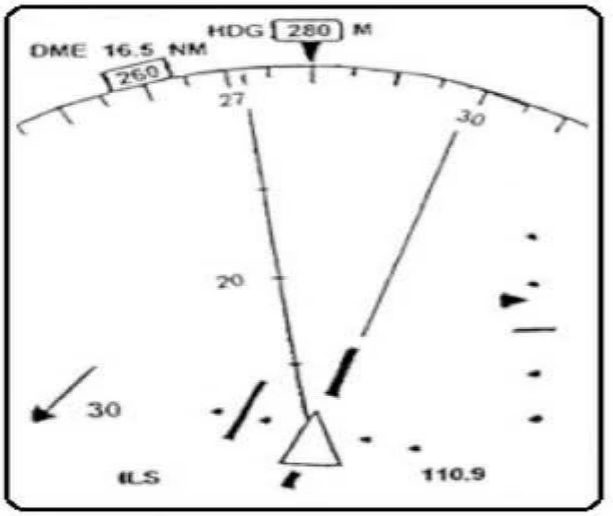


Figure 5

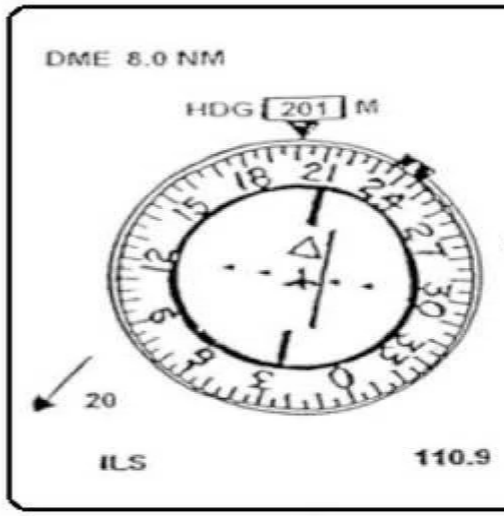


Figure 6

a) Figure 4
b) Figure 3
c) Figure 2
d) Figure 5

03. The speed V2 is defined for jet aeroplane as:

a) Take-off decision speed
b) Lift off speed
c) Critical engine failure speed
d) Take-off climb speed or speed at 35'

04. The expression 'transmitting blind due to receiver failure' implies that no answer is expected. It shall be used by:

a) An aircraft station doing blind transmissions at a 'non-towered' airfield
b) A radar controller performing a PAR or SRE final approach
c) An aircraft station being aware of receiver failure
d) A ground station broadcasting information to all listening stations

05. Urgency is defined as:

a) A condition concerning the safety of an aircraft other vehicles or of a person on board, but which does not require immediate assistance

b) A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance

c) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach

d) A condition concerning the safety of a person on board or within sight and requiring immediate assistance

06. Given:True Heading = 180° TAS = 500 ktW/V 225° / 100 kt Calculate the GS?

a) 600 kt

b) 435 kt

c) 450 kt

d) 535 kt

07. What does the abbreviation 'SSR' mean:

a) Search and surveillance radar

b) Surface strength of runway

c) Secondary surveillance radar

d) Standard snow report

08. The bow wave will first appear at:

a) A Mach number just below M = 1

b) Mach 1

c) A Mach number just above M = 1

d) The critical Mach number

09. The maximum zero-fuel mass: 1- is a regulatory limitation2- is calculated for a maximum load factor of +3.5 g3- is based on the maximum permissible bending moment at the wing root4- is defined on the assumption that fuel is consumed from the outer wings tank first 5- is defined on the assumption that fuel is consumed from the centre wing tank first The combination of correct statements is:

a) 1, 3, 5

b) 2, 3, 4

c) 2, 3, 5

d) 1, 2, 3

10. Which of the following list are symptoms of fatigue?1. Diminished accommodation2. Slowed reactions3. Long-term memory access problems4. Being over-talkative5. Diminished motor skills

a) 1, 2 & 4

b) All of the above

c) 1, 2, 3 & 5

d) 2 & 5 only

11. After take-off the slats (when installed) are always retracted later than the flaps. Why?

a) Because VMCA with SLATS EXTENDED is more favourable compared to the FLAPS EXTENDED situation

b) Because SLATS EXTENDED provides a better view from the cockpit than FLAPS EXTENDED

c) Because FLAPS EXTENDED gives a large decrease in stall speed with relatively less drag

d) Because SLATS EXTENDED gives a large decrease in stall speed with relatively less drag

12. What additional information is required to be input to an Inertial Navigation System (INS) in order to obtain an W/V readout?

a) TUSKAR ROCK LT.H. NDB

b) Clonbullogue aerodrome

c) KERRY/Farranfore aerodrome

d) WTD NDB

13. In a cabin air conditioning system, equipped with a bootstrap, the mass air flow is routed via the:

a) Turbine Outlet Of The Cold Air Unit To The Primary Heat Exchanger Inlet.

b) Secondary heat exchanger outlet to the compressor inlet of the cold air unit.

c) Compressor outlet of the cold air unit to the primary heat exchanger inlet.

d) Secondary heat exchanger outlet to the turbine inlet of the cold air unit.

14. The tropopause is a level at which

a) Water vapour content is greatest

b) Pressure remains constant

c) Temperature ceases to fall with increasing height

d) Vertical currents are strongest

15. RADAR instructs aircraft XY-ABC: 'X-BC reset squawk 1015'. What does this mean:

a) X-BC has been identified by SSR code 1015

b) X-BC is requested to set new code 1015

c) X-BC has been identified at 10:15 (UTC)

d) X-BC is requested to reselect SSR code 1015

16. Under what runway conditions is the braking action reported to be 'Unreliable':

a) Runway covered with wet snow and slush

b) Runway conditions normal

c) Runway covered with dry snow

d) Runway covered with ice

17. The Somatogravic illusion gives the pilot a false impression of:

a) Climbing and turning to the right

b) Descending and turning to the left

c) Descending and turning to the right

d) Climbing or descending

18. Given:Distance from departure to destination: 3750 NM Endurance: 9,5 hTrue Track: 360 W/V: 360/50TAS: 480 kt What is the distance of the PSR from the departure point?

a) 2070 NM

b) 2255 NM

c) 1495 NM

d) 1128 NM

19. The maximum quantity of fuel that can be loaded into an aircraft's tanks is given as 3800 US Gallons. If the fuel density (specific gravity) is given as 0.79 the mass of fuel which may be loaded is:

a) 14383 kg

b) 11364 kg

c) 13647 kg

d) 18206 kg

20. The crew of a transport aeroplane prepares a flight using the following data:- Dry operating mass: 90 000 kg- Block fuel: 30 000 kg- Taxi fuel: 800 kg- Maximum take-off mass: 145 000 kg The traffic load available for this flight is:

a) 55 000 kg

b) 25 000 kg

c) 55 800 kg

d) 25 800 kg

21. Given the following: D = flight distanceX = distance to Point of Equal Time GSo = groundspeed outGSr = groundspeed return The correct formula to find distance to Point of Equal Time is:

a) X = (D/2) x GSo / (GSo + GSr)

b) X = D x GSo / (GSo + GSr)

c) X = (D/2) + GSr / (GSo + GSr)

d) X = D x GSr / (GSo + GSr)

22. The chemical oxygen generator is a system 1. which is inexpensive 2. requiring no external input 3. which is lightweight 4. requiring no maintenance 5. with adjustable flow rate6. which is unsafe The combination regrouping all the correct statements is:

a) 2, 3, 2006

b) 1, 3, 4

c) 2, 4, 2005

d) 1, 4, 2006

23. The ISO-ECHO facility of an airborne weather radar is provided in order to:

a) Give an indication of cloud tops

b) Detect areas of possible severe turbulence in cloud

c) Extend the mapping range

d) 666 km

24. On the readability scale what does READABILITY 1 mean?

a) Readable but with difficulty.

b) Unreadable.

c) Readable.

d) Perfectly readable.

25. Given: FL 330 long range cruiseOAT -63°Cgross mass 50 500 kg. Find: true airspeed (TAS)

a) 433 kt

b) 420 kt

c) 418 kt

d) 431 kt[see Annex]

26. Saturation of oxygen in the blood at sea level is approximately 98%. This saturation decreases with:1. decreasing air pressure2. carbon monoxide poisoning3. increasing altitude4. increasing air pressure

a) 1, 2 and 4 are correct, 3 is false

b) 2, 3 and 4 are correct, 1 is false

c) 1, 2 and 3 are correct, 4 is false

d) 1, 3 and 4 are correct, 2 is false

27. The rate of climb:

a) Is angle of climb times true airspeed

b) Is the downhill component of the true airspeed

c) Is the horizontal component of the true airspeed

d) Is approximately climb gradient times true airspeed divided by 100

28. The take-off runway performance requirements for transport category aeroplanes are based upon:

a) All engines operating only

b) One engine inoperative only

c) Failure of the critical engine or all engines operating whichever requirement gives the greater distance

d) Failure of the critical engine only

29. What will be the effect on the reading of an altimeter of an aircraft parked on the ground as an active cold front is passing?

a) It will remain unchanged

b) It will first increase then decrease

c) It will fluctuate up and down by about +/- 50 feet

d) It will first decrease then increase

30. Regarding Aerodrome Flight Information Service (AFIS):

a) Its purpose is to supply ATC services but it is not a state organisation.

b) It has the same privileges and prerogatives as an ATC organisation but its activity is neither continuous nor regular.

c) It can only supply limited services to the users and under no circumstances may it supply ATC services.

d) Its only purpose is to relay ATC information to the aircraft in flight or on the ground.

31. Which one of the displayed cloud forms is representative of altocumulus lenticularis?

a) 3

b) 4

c) 2

d) 1

32. Although the anticipation of possible events is a good attitude for pilots to acquire, it can sometimes lead to hazardous situations. With this statement in mind, select the response below which could lead to such a hazard:

a) Anticipating that the flight will take longer time than planned

b) Anticipating that the weather may deteriorate

c) Anticipating the sequence of items on a check list.

d) Mishearing the contents of a reply from an air traffic controller when a non-standard procedure was given but a standard procedure was anticipated

33. On most transport jet aircraft, the low pressure pumps of the fuel system are supplied with electric power of the following type:

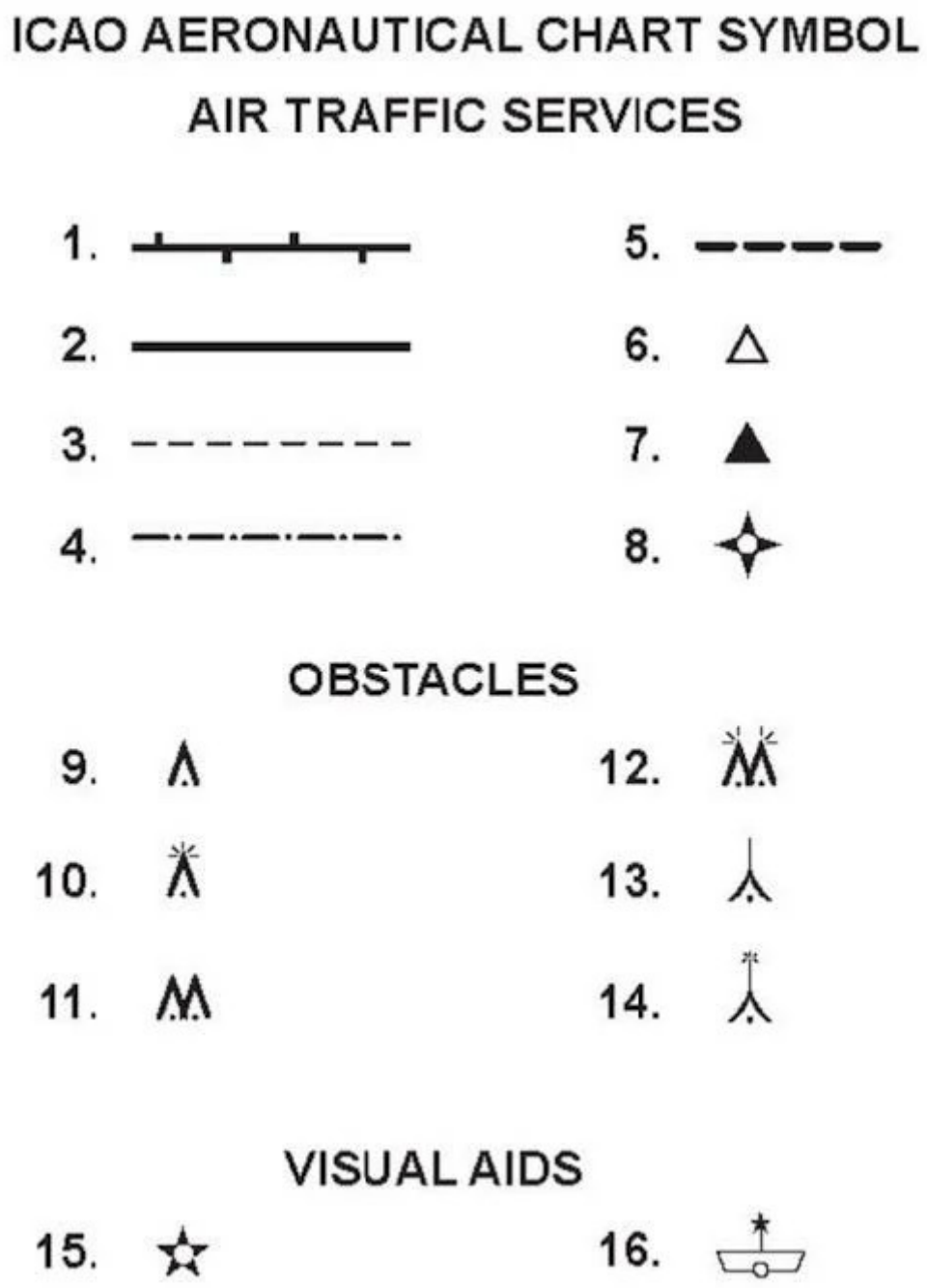
a) 115 v ac

b) 115 V DC

c) 28 V DC

d) 28 V Ac

34. Which aeronautical chart symbol indicates an aeronautical ground light?



a) 16
b) 14
c) 10
d) 15

35. Which of the following calls is a 'general call'?

a) ALL STATIONS Stephenville CONTROL
b) YX-EFG, YX-FGH over
c) YX-DEF Stephenville CONTROL
d) YX-ABC, YX-BCD, YX-CDE Stephenville CONTROL

36. The ICAO definition of ETA is the:

a) Actual time of arrival at a point or fix
b) Estimated time en-route
c) Estimated time of arrival at destination
d) Estimated time of arrival at an en-route point or fix

37. Altimeter setting procedures - transition level The transition level:

a) Is published on the approach and landing chart for each aerodrome
b) Will be passed to aircraft by ATS units
c) Is published and updated in the NOTAM
d) Is calculated by the Pilot-in command

38. How shall a pilot inform the control tower that they have to abandon the take-off manoeuvre:

a) Stopping
b) Cancelling take-off
c) Aborting take-off
d) Abandoning take-off

39. With an true airspeed of 194 KT and a vertical speed of 1000 fpm, the climb gradient is about:

a) 5°
b) 3%
c) 8%
d) 3°

40. 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

41. The lift of an aeroplane of weight W in a constant linear climb with a climb angle (gamma) is approximately:

a) W (1-tan.gamma)
b) W (1-sin.gamma)
c) W / cos.gamma
d) W cos.gamma

42. Which FL corresponds with the 300 hPa pressure level?

a) FL 390
b) FL 100
c) FL 300
d) FL 50

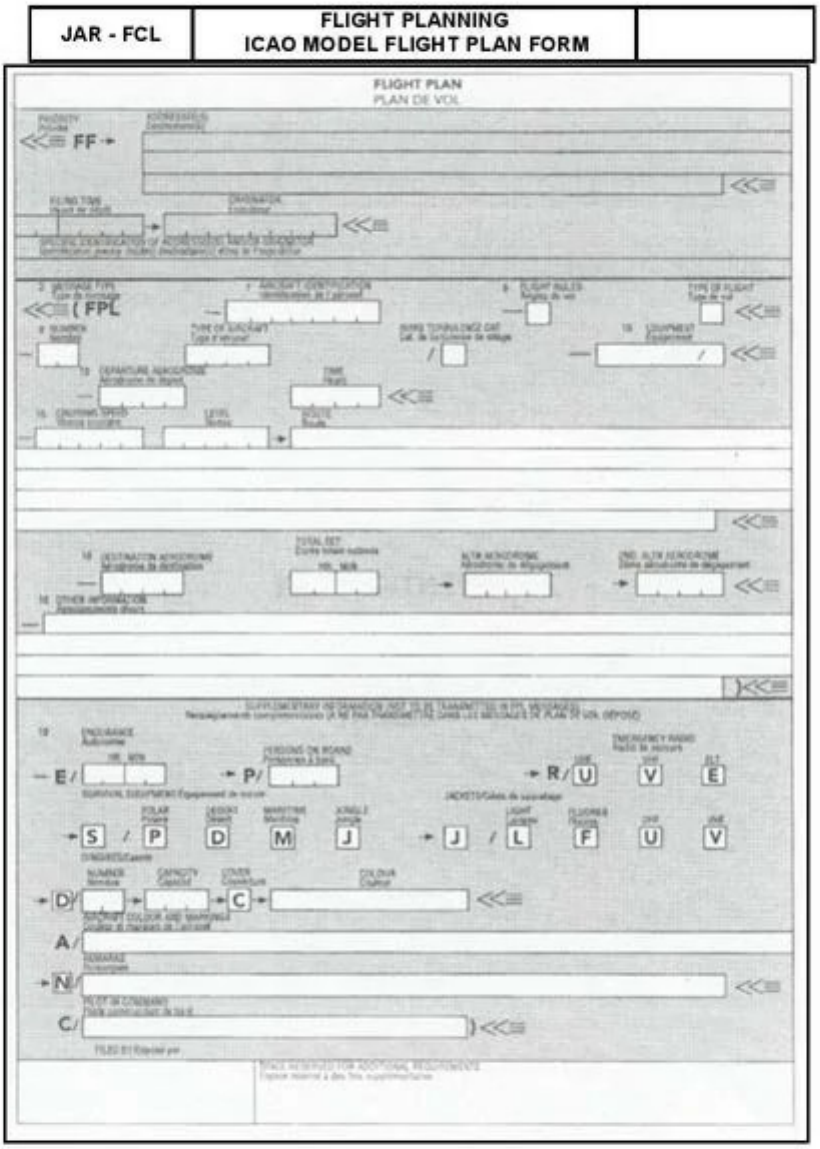
43. The indication of a fuel float gauge varies with: 1 - pitch attitude2 - accelerations3 - fuel temperatureThe combination that regroups all of the correct statements is:

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

44. Can the length of a stopway be added to the runway length to determine the takeoff distance available?

a) Yes, but the stopway must be able to carry the weight of the aeroplane
b) No, unless its centreline is on the extended centreline of the runway
c) Yes, but the stopway must have the same width as the runway
d) No

45. Item 9 of the ATC flight plan includes 'NUMBER AND TYPE OF AIRCRAFT'. In this case 'NUMBER' means:


JAR - FCL
FLIGHT PLANNING
ICAO MODEL FLIGHT PLAN FORM
FLIGHT PLAN
PLAN DE VOL
FF
(FPL

a) The registration number of the aircraft
b) The number of aircraft which will separately be using a repetitive flight plan (RPL)
c) The number of aircraft flying in a group
d) The ICAO type designator number as set out in ICAO Doc 8643

46. When considering the effects of increased mass on an aeroplane, which of the following is true?

a) Flight endurance will be increased.
b) Stalling speeds will be higher.
c) Gradient of climb for a given power setting will be higher.
d) Stalling speeds will be lower.

47. The selection of code 7700 on an aircraft SSR transponder indicates:

a) An emergency
b) Unlawful interference with the planned operation of the flight
c) Transponder malfunction
d) Radio communication failure

48. An Omni-bearing selector (OBS) shows full deflection to the left when within range of a serviceable VOR.What angular deviation are you from the selected radial?

a) Less than 10°
b) 10° or more
c) 2.5 or more
d) 1.5° or more

49. In which zone of a polar front jet stream is the strongest CAT to be expected ?

a) On the tropical air side of the core.
b) Exactly in the centre of the core.
c) On the polar air side of the core.
d) About 12000 FT above the core.

50. What will be the effect on an aeroplane's performance if aerodrome pressure altitude is decreased?

a) It will decrease the take-off distance required
b) It will increase the accelerate stop distance
c) It will increase the take-off ground run
d) It will increase the take-off distance required

51. During the approach, a crew reads on the radio altimeter the value of 650 ft. This is an indication of the true:

a) Height of the lowest wheels with regard to the ground at any time.

b) Altitude of the aircraft.

c) Height of the aircraft with regard to the runway.

d) Height of the aircraft with regard to the ground at any time.

52. Interference drag is the result of:

a) Separation of the induced vortex

b) Downwash behind the wing

c) The addition of induced and parasite drag

d) Aerodynamic interaction between aeroplane parts (e.g. wing / fuselage)

53. The Maximum Zero Fuel Mass is a structural limiting mass. It is made up of the aeroplane Dry Operational mass plus

a) Traffic load, non-revenue load and crew standard mass.

b) Unuseable fuel and crew standard mass.

c) Traffic load

d) Traffic load and potable water.

54. At a constant Mach number the thrust and the fuel flow of a jet engine

a) Are independent of outside air temperature (OAT).

b) Increase with increasing altitude.

c) Increase in proportion to the ambient pressure at constant temperature.

d) Decrease in proportion to the ambient pressure at constant temperature.

55. The licensing authority shall determine whether experience as pilot under instruction in a synthetic flight trainer which it has approved, is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of:

a) 100 hours of which not more than 15 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer

b) 100 hours of which not more than 20 hours shall have been acquired in a basic instrument flight trainer

c) 75 hours of which not more than 20 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer

d) 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer

56. The lift formula is:

a) L= W
b) L= CL 1/2 RHO V2 S
c) L= n W
d) L= CL 2 RHO V2 S

57. The highest risk of bird strikes occurs:

a) Under 500 m
b) Between 500 and 1 500 m
c) Between 500 and 1 000 m
d) Above 1 000 m

58. Given:TAS = 465 kt, HDG (T) = 124°,W/V = 170/80kt. Calculate the drift and GS?

a) 211°
b) 208°
c) 180°
d) 221°

59. Given:TAS = 485 kt, True HDG = 226°,W/V = 110°(T)/95kt.Calculate the drift angle and GS?

a) 7°R - 531 kt
b) 9°R - 433 kt
c) 9°R - 533 kt
d) 8°L - 435 kt

60. An aeroplane is provided with spoilers and in- and outboard ailerons. Roll control during cruise is provided by:

a) Outboard ailerons and roll-spoilers.
b) Inboard and outboard ailerons.
c) Inboard ailerons and roll-spoilers.
d) Outboard ailerons only.

61. The floor of the main cargo hold is limited to 4000 N/m2.It is planned to load a cubic container each side of which measures 0.5 m. Its maximum gross mass must not exceed:(assume g=10m/s 2)

a) 1000 kg

b) 100 kg

c) 5000 kg

d) 500 kg

62. Which of the following qualitative statements about a fixed propeller optimized for cruise condition, is true for the take-off case? The angle of attack of the propeller:

a) Blade is relatively high.

b) Blades reduces to zero.

c) Airfoil section is negative.

d) Blade Is Relatively Small.

63. What approximate rate of descent is required in order to maintain a 3° glide path at a groundspeed of 120 kt?

a) 600 FT/MIN

b) 950 FT/MIN

c) 800 FT/MIN

d) 0.7° above and below the glide path and 2.5° each side of the localiser centreline

64. maximum take-off mass is:

a) 4 200 kg

b) 4 100 kg

c) 4 700 kg

d) 4 300 kg

65. Surface temperature inversions are frequently generated by

a) Terrestrial radiation on a calm clear night

b) Compression causing the release of latent heat in a layer of stratiform cloud

c) Gusting winds increasing surface friction during the day with consequent mixing at the lower levels

d) An unstable air mass causing convection currents and mixing of the atmosphere at lower levels

66. Connecting two 12 volt 40 ampere-hour capacity batteries in series will result in a total voltage and capacity respectively of:

a) 12 Volts, 40 Ampere-hours.

b) 24 volts, 80 ampere-hours.

c) 24 volts, 40 ampere-hours.

d) 12 Volts, 80 Ampere-hours.

67. An NDB is on a relative bearing of 316° from an aircraft. Given:Compass heading 270°At aircraft deviation 2°W, Variation 30°E At station Variation 28°E,Calculate the true bearing of the NDB from the aircraft

a) 252°

b) 072°

c) 254°

d) 074°

68. According EASA CS the allowable average failure probability per flight hour for a MINOR FAILURE should be in the order of:

a) Between 10-3 And 10-5 (probable)

b) Between 10-7 and 10-9 (extremely remote probability)

c) Between 10-5 and 10-7 (remote probability)

d) Less Than 10-9 (extremely Improbable)

69. Refer to CAP697 Section 4 - MRJT1 Page 19 Figure 4.5.1 En-route Climb 280/0.74 Given: brake release mass 57500 kgtemperature ISA -10°C head wind component 16 KT initial FL 280Find: still air distance (NAM) and ground distance (NGM) for the climb

a) 59 NAM 62 NGM

b) 62 NAM 59 NGM

c) 71 NAM 67 NGM

d) 67 NAM 71 NGM[see Annex]

70. An aircraft operating within MNPS Airspace is unable to continue flight in accordance with its air traffic control clearance, but is able to maintain its assigned level, and due to a total loss of communications capability, cannot obtain a revised clearance from ATC. The aircraft should leave its assigned route or track by turning 90° (90 degrees) to the right or left whenever this is possible, and turn to acquire and maintain in either direction a track laterally separated by 30 NM from its assigned route and climb 1 000 ft or descend 500 ft, if:

a) Above FL 410

b) At FL410

c) The aircraft should leave its assigned route or track by turning 90° (90 degrees) to the right or left whenever this is possible, and turn to acquire and maintain in either direction a track laterally separated by 30 NM from its assigned route and climb 1 000 ft or descend 500 ft, if: above FL 410 at FL410 at FL 430

d) Below FL 410

Exam simulation

ATPL - Airline Transport Pilot license - General Navigation

QuizVds.it

Response Scheme

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

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

Exam simulation

ATPL - Airline Transport Pilot license - General Navigation

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:		