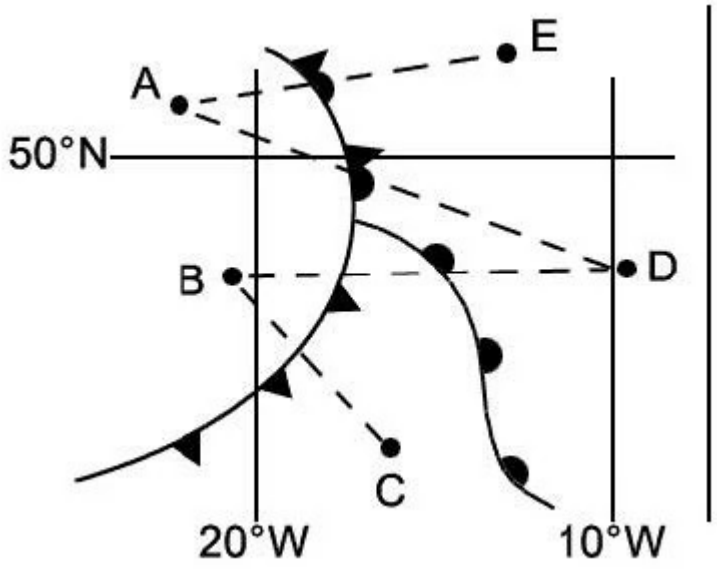
Exam simulation

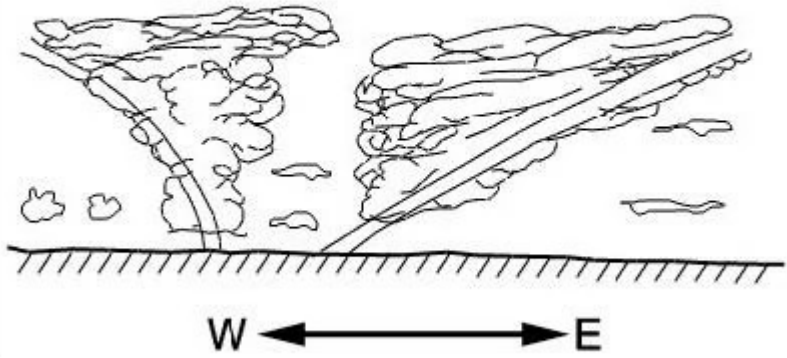
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STUDENT NAME:	DATE AND TIME:

01. Examining the pictures, on which one of the tracks (dashed lines) is this cross-section to be expected?





a) Track B-D
b) Track A-E
c) Track A-D
d) Track B-C

02. You fly VFR from your home base (runway width 45 m) to a small airfield (runway width 27 m). On reaching your destination there is a risk of performing a:

a) High approach with undershoot
b) High approach with overshoot
c) Low approach with overshoot
d) Low approach with undershoot

03. On a swept-wing aeroplane with a T-tail susceptible to deep stall, when the stalled wing's wake blankets the horizontal tail, the effect can be:

a) Nose down tendency

b) Increase in sensitivity of elevator inputs

c) Nose up tendency and / or lack of elevator response

d) Tendency to increase speed after initial stall

04. When an aircraft is stationary on the ground, its total weight will act vertically

a) Through its centre of pressure.

b) Through its centre of gravity.

c) Through a point defined as the datum point.

d) Through the main wheels of its undercarriage assembly.

05. Under EASA guidance, passenger mass may be established from a verbal statement by or on behalf of each passenger, with the prescribed allowances for clothing and hand baggage, when the number of passenger seats available in an aeroplane is:

a) Passengers carried is less than 6.

b) Passenger seats available is less than 20.

c) Passenger seats available is less than 10.

d) Passengers carried is less than 20.

06. The stopway is an area which allows an increase only in the:

a) Accelerate-stop distance available

b) Landing distance available

c) Take-off distance available

d) Take-off run available

07. A very thin water film covers a smooth touchdown area coated with accumulated rubber. With no locked-wheel skid, which hydroplaning mechanism can occur?

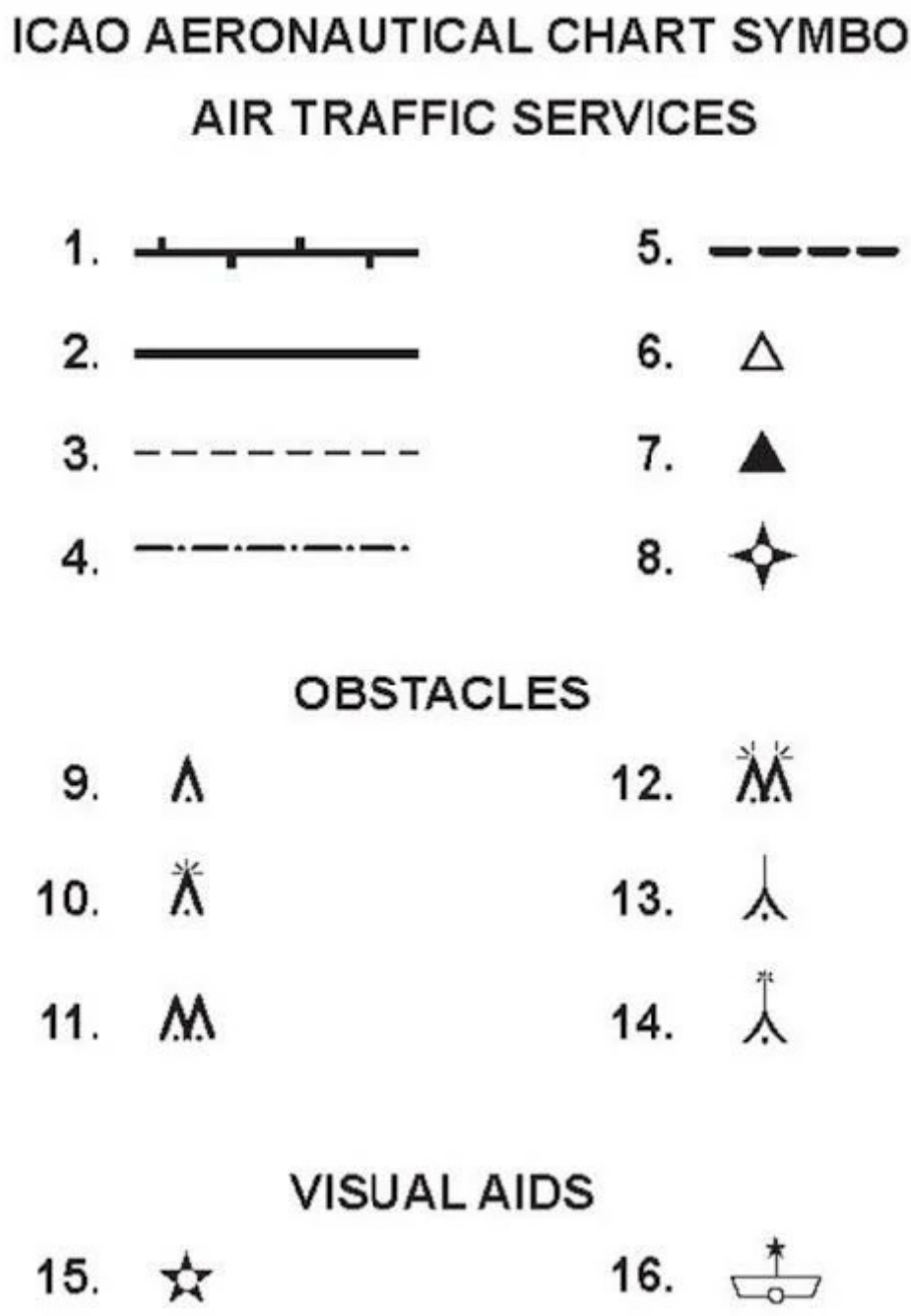
a) Viscous hydroplaning

b) No hydroplaning can occur because a thin film cannot affect friction.

c) Rubber reversion hydroplaning

d) Dynamic hydroplaning

08. Which aeronautical chart symbol indicates a non-compulsory reporting point?



a) 15
b) 7
c) 6
d) 8

09. The total mass of an aircraft is 9000 kg. The centre of gravity (cg) position is at 2.0 m from the datum line. The aft limit for cg is at 2.1 m from the datum line. What mass of cargo must be shifted from the front cargo hold (at 0.8 m from the datum) to the aft hold (at 3.8 m), to move the cg to the aft limit?

a) 30.0 kg

b) 900 kg

c) 196 kg

d) 300 kg

10. The mach number is the:

a) Corrected airspeed (CAS) divided by the local speed of sound

b) Indicated airspeed (IAS) divided by the local speed of sound

c) True airspeed (TAS) divided by the local speed of sound

d) Equivalent airspeed (EAS) divided by the local speed of sound

11. On a chart, the distance along a meridian between latitudes 45°N and 46°N is 6 cm. The scale of the chart is approximately:

a) 1: 1 000 000

b) 1: 1 850 000

c) 1: 18 500 000

d) 1: 185 000

12. How does the best angle of climb and best rate of climb vary with increasing altitude for an aeroplane with a normal aspirated piston engine?

a) Both increase

b) Best angle of climb increases while best rate of climb decreases

c) Both decrease

d) Best angle of climb decreases while best rate of climb increases

13. Which phraseology is to be used to ask the control tower for permission to taxi on a runway in the direction opposite to that in use?

a) 'Request backtrack on runway'.

b) 'Backtrack clearance'.

c) 'To enter back runway'.

d) 'Clearance to backtrack'.

14. Which of the following answers is true?

a) V1 is higher VLOF

b) V1 is lower or equal to VR

c) V1 is lower VMCG

d) V1 is higher VR

15. Use the attached MRJT1 training Figure 4.5.1 for an en-route climb at 280 KIAS/Mach 0.74 from a sea-level airport to FL280. Brake-release mass is 57 500 kg, ISA deviation is -10 degrees C and the headwind component is 16 kt. What still-air distance (NAM) and ground distance (NGM), rounded to whole nautical miles, are obtained using the table and its ground-distance correction?

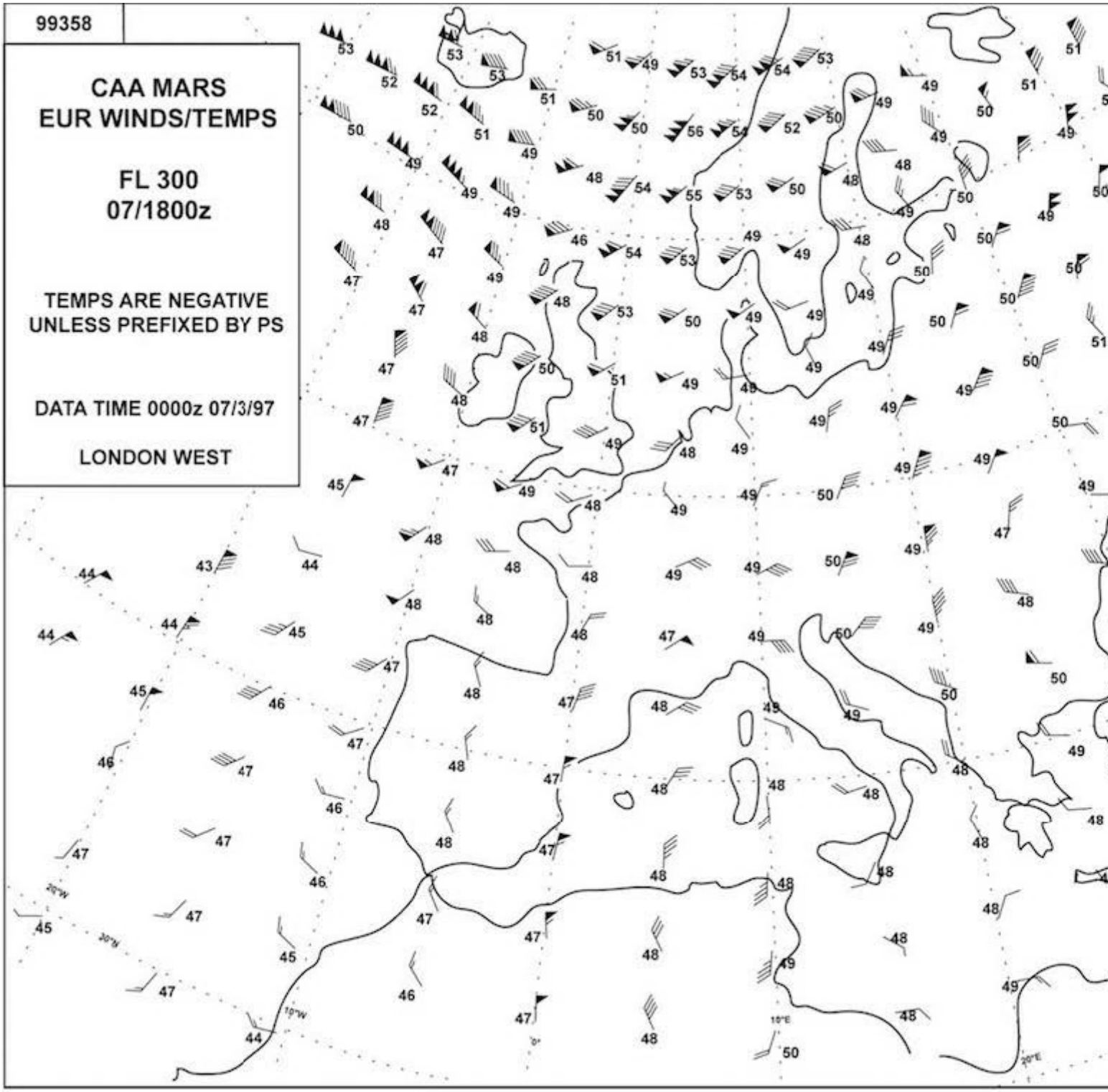
Press. Alt. ft	Units Min/kg. NAM/Kt	68000	66000	64000	6
37000	Time/Fuel				30
	Dist/TAS				18
36000	Time/Fuel			28/2050	24
	Dist/TAS			166/388	14
35000	Time/Fuel	32/2350	27/2000	24/1850	22
	Dist/TAS	195/390	156/385	139/383	12
34000	Time/Fuel	26/2000	23/1850	21/1700	20
	Dist/TAS	152/383	136/381	123/379	11
33000	Time/Fuel	23/1850	21/1750	20/1650	19
	Dist/TAS	133/378	121/376	112/375	10
32000	Time/Fuel	21/1750	20/1650	19/1550	17
	Dist/TAS	120/374	111/373	103/372	9(
31000	Time/Fuel	20/1700	19/1600	18/1500	17
	Dist/TAS	110/370	102/369	95/368	8(
30000	Time/Fuel	19/1600	18/1550	17/1450	16
	Dist/TAS	101/366	95/365	89/1364	8(
29000	Time/Fuel	17/1550	16/1450	16/1400	15
	Dist/TAS	92/361	87/360	81/360	7(

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

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

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

**17. Using the attached historical CAA MARS EUR WINDS/TEMPS chart for FL300, valid 07/1800Z (data
which listed temperature is closest to the approximate route-mean temperature on a true-north cour
50°N?**



a) -46
b) -47
c) -50
d) -49

18. An aircraft, on a heading of 180°M is on a bearing of 270°M from a VOR. The bearing you should select on the OMNI bearing selector to centralise the VOR/ILS left/right deviation needle with TO showing is:

a) 270°

b) 090°

c) 180°

d) 360°

19. For the usual applicable manoeuvring-speed concept, VA is:

a) The maximum speed at which rolls are allowed.

b) The speed at which a heavy transport aeroplane should fly in turbulence.

c) The speed associated with protection against a single rapid full-control input in one axis in smooth air, subject to the aircraft’s approved mass, configuration and limitations.

d) The speed that should not be exceeded in the climb.

20. When the intruding aircraft is equipped with a transponder without altitude reporting capability, the TCAS (Traffic Collision Avoidance System) issues a:

a) 'traffic advisory' and vertical 'resolution advisory'.

b) 'traffic advisory' only.

c) 'traffic advisory', vertical and horizontal 'resolution advisory'.

d) 'traffic advisory' and horizontal 'resolution advisory'.

21. Erratic indications may be experienced when flying towards a basic VOR/DME-based Area Navigation System 'Phantom Station':

a) When in the cone of silence overhead the Phantom Station

b) Because, under adverse conditions (relative bearing to the Phantom Station other than 180°/360°) it takes the computer more time to calculate the necessary information

c) When the Phantom Station is out of range

d) When operating at low altitudes close to the limit of reception range from the reference station

22. Refer to Performance Manual MEP1 Figure 3.1 Normal Procedure Given: OAT -15 °C; Pressure Altitude: 4000'; RWY 12R Wind 080/12 KT; Take-off Mass: 4000 lbs; Runway Surface: tarred and dry. What is the minimum runway length? No stopway or clearway is available.

Exam simulation

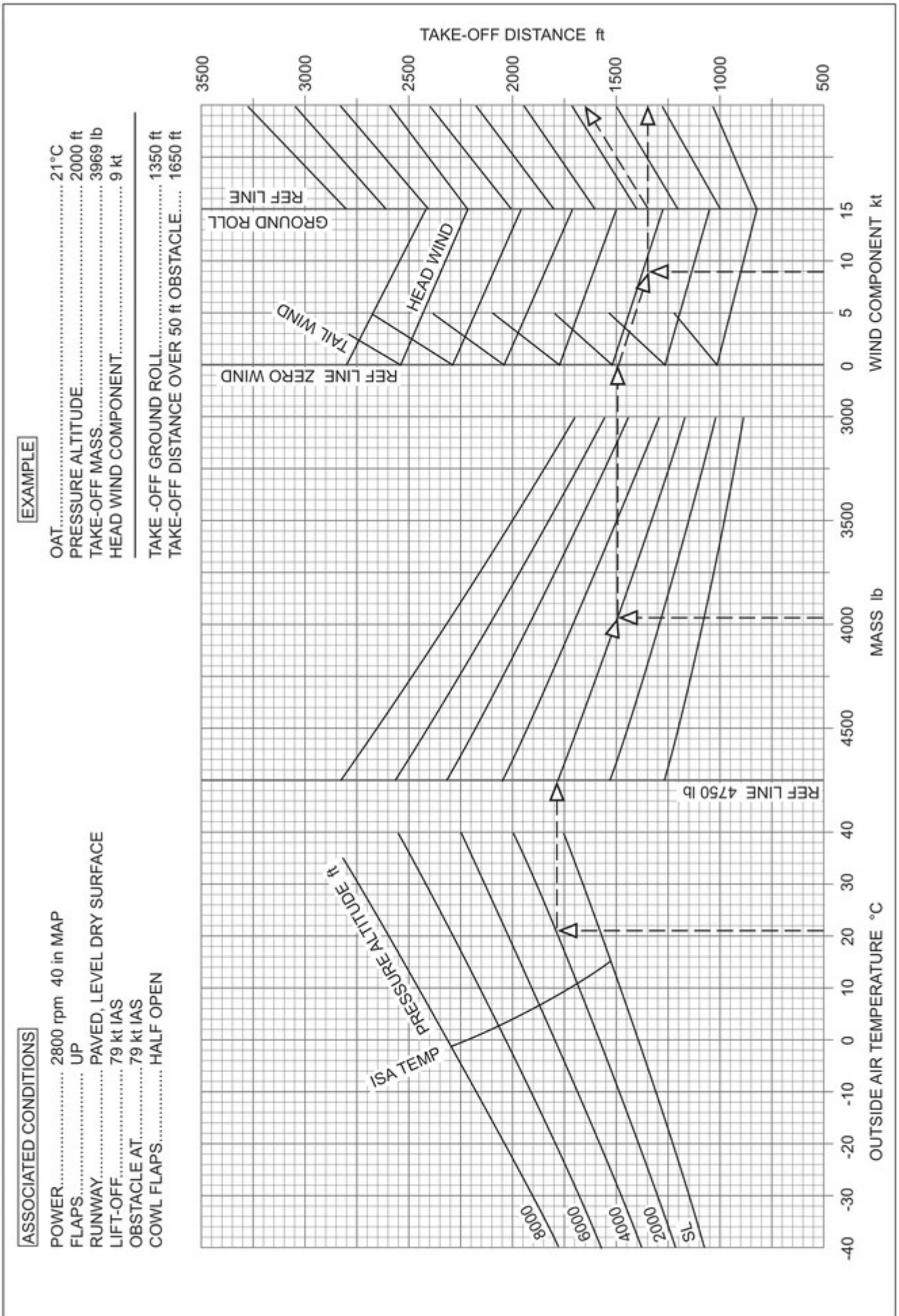
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a) 1250 ft
b) 1750 ft
c) 1950 ft
d) 1550 ft

23. The average pulse of a healthy adult at rest is about:

a) 30 to 50 beats/min
b) 90 to 100 beats/min
c) 60 to 80 beats/min
d) 110 to 150 beats/min

24. A dry, sand- and dust-laden North Easterly wind that blows in winter over large parts of North West Africa is known as a

a) Harmattan
b) Khamsin
c) Pampero
d) Scirocco

25. How can the process of learning be enhanced?

a) By increasing the psychological pressure on the student
b) By reinforcing successful performance
c) By reinforcing errors
d) By punishing the learner for unsuccessful trials

26. By adding to the basic empty mass the following fixed necessary equipment for a specific flight (catering, safety and rescue equipment, fly away kit, crew), we get:

a) Zero fuel mass
b) Take-off mass
c) Landing mass
d) Dry operating mass

27. The formula for the Mach Number is: (a= speed of sound)

a) M= a / TAS
b) M= TAS*a
c) M= TAS / a
d) M= IAS / a

28. In relation to primary radar, what does the term Pulse Recurrence Frequency signify?

a) The number of pulses transmitted per second.

b) The time between each transmission of pulses.

c) The number of revolutions performed by the radar antenna per minute.

d) The radar frequency used.

29. Which of these statements about rudder limiting are correct or incorrect? 1) A rudder ratio changer system reduces the rudder deflection for a given rudder pedal deflection as the IAS increases. 2) A variable stop system limits both rudder and rudder pedal deflection as the IAS increases.

a) 1) is correct, 2) is correct.

b) 1) is incorrect, 2) is correct.

c) 1) is correct, 2) is incorrect.

d) 1) is incorrect, 2) is incorrect.

30. What are the propagation characteristics of VHF:

a) Practically straight-line similar to light waves

b) Similar to short waves with practically no atmospheric disturbance

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

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

31. For an IFR flight, estimated take-off from London is at 1000 UTC and arrival over the designated point from which the instrument approach at Munich (EDDM) will commence is at 1215 UTC. What destination and total estimated elapsed time are entered in Item 16 of the ATS flight plan?

a) EDDM0215

b) EDDM2H15

c) EDDM AT 0215

d) EDDM1415

32. In the narrow-channel VHF aeronautical communications system used alongside legacy 25 kHz channels, the nominal spacing between adjacent carrier frequencies is:

a) 25 kHz

b) 75 kHz

c) 8.33 kHz

d) 50 kHz

33. In a piston engine if the ratio of air to fuel, by weight, is approximately 9:1, the mixture is said to be:

a) Too weak to support combustion

b) Weak

c) Normal

d) Rich

34. Under current commercial air transport operating rules, for aeroplanes with a maximum certificated take-off mass over 5700 kg, flight data recorders shall be capable of retaining the data recorded during at least the last:

a) 25 hours of operation.

b) 10 flights.

c) 25 flights.

d) 30 hours of operation.

35. An aeroplane must be re-weighed at certain intervals. Where an operator uses 'fleet masses' and provided that changes have been correctly documented, this interval is

a) 9 years for each aeroplane.

b) Whenever a major modification is carried out.

c) Whenever the Certificate of Airworthiness is renewed.

d) 4 years for each aeroplane.

36. How far from other parking areas or installations is the parking area designated for aircraft subjected to unlawful interference to be not less than?

a) 100 m

b) 300 m

c) 200 m

d) 50 m

37. Which abbreviation is used for 'Coordinated Universal Time'?

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

38. On an aeroplane without central fuel tank, the maximum Zero Fuel Mass is related to:

a) The bending moment at the wing root.
b) Variable equipment for the flight.
c) Wing loaded trip fuel.
d) Maximum Structural Take-Off Mass.

39. In a free turbine engine:

a) Its power output shaft may be connected to either a compressor or another turbine.
b) The air enters the compressor via the turbine inlet.
c) There is no mechanical connection between the compressor and the power output shaft.
d) The compressor and power output shaft are mechanically connected.

40. In an FMS equipped for automatic DME/DME position updating, how are suitable DME stations normally selected?

a) Only whatever station happens to be shown on the manually selected VOR display is used.
b) The pilot must always choose the two nearest stations without considering their geometry.
c) The FMS always uses the two nearest stations, even if their geometry or signals are unsuitable.
d) The FMS tunes suitable stations, considering usable signals, coverage and positioning geometry.

41. One of the functions ensured by a radar control unit for the provision of approach control service is:

a) To apply a horizontal separation less than 5 NM.
b) To conduct precision radar approach (PAR).
c) To provide instructions to reduce the separation minima.
d) To apply a reduced vertical separation of 500 feet between IFR and VFR flights.

42. When the aircraft procedures prescribe a rich mixture for a high-power climb in a piston-engine aeroplane, an important benefit is:

a) Higher efficiency

b) Slight loss of power

c) Lower cylinder head temperature

d) Higher torque

43. You are on a compass heading of 090° on the 255 radial from a VOR. You set the course 190° on your OBS. The deviation bar will show:

a) Full scale deflection right with a 'from' indication

b) Full scale deflection left with a 'to' indication

c) Full scale deflection left with a 'from' indication

d) Full scale deflection right with a 'to' indication

44. A stationary bow shock ahead of a blunt nose in the free stream requires supersonic upstream flow. It can first exist at a free-stream Mach number:

a) A Mach number just below M = 1

b) Mach 1

c) A Mach number just above M = 1

d) The critical Mach number

45. The reference about which centre of gravity moments are taken is the

a) Datum.

b) Chord line

c) Centre of mass

d) Centre of pressure

46. Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of

a) The meteorological office serving the aerodrome (s)

b) Both air traffic services and the meteorological office

c) The air traffic services

d) The unit as prescribed by the state

47. The value of the induced drag of an aeroplane in straight and level flight at constant weight varies linearly with:

a) V^2
b) 1/V^2
c) 1/V
d) V

48. Holding procedures - Offset Entry. Above 14000 ft in still air, the outbound time on a 30° offset track is limited to:

a) 1 minute 30 seconds.
b) 3 minutes.
c) 2 minutes.
d) 1 minute.

49. The term 'bootstrap', when used to identify a cabin air conditioning and pressurisation system, refers to the:

a) Means by which pressurisation is controlled.
b) Source of the charge air.
c) Charge air across the inter-cooler heat exchanger.
d) Cold air unit (air cycle machine) arrangement.

50. Induced drag may be reduced by:

a) An increase in the taper ratio of the wing
b) A decrease of the aspect ratio
c) An increase in aspect ratio
d) The use of a wing tip with a much thinner aerofoil

51. In UK radiotelephony, what does “PASS YOUR MESSAGE” mean?

a) Proceed with your message
b) Yes
c) Pass me the following information...
d) Taxi on

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

a) XY-BC

b) X-BC

c) BC

d) ABC

53. Assume a magnetic variation of 4 degrees East. What are the magnetic course and the distance for a flight from SAULGAU airport (48°02'N, 009°31'E) to ALTENSTADT airport (47°50'N, 010°53'E)?

a) Magnetic course 106°, distance 56 NM

b) Magnetic course 094°, distance 83 NM

c) Magnetic course 098°, distance 56 NM

d) Magnetic course 278°, distance 56 NM

54. A servo tab moves:

a) According to the airflow that surrounds it.

b) In the same direction of the control surface to which it's hinged.

c) Parallel to the control surface to which it is hinged.

d) Opposite of the control surface to which it is hinged.

55. Which statement related to a take-off from a wet runway is correct?

a) A 15 ft wet-runway screen height may be used, subject to the dry-distance floor and achievement of V2 by 35 ft

b) Screen height reduction cannot be applied because of reduction in obstacle clearance

c) Wet-runway data based on operative reversers may be used unchanged when a reverser is inoperative, without any approved correction

d) The use of a reduced VR is sufficient to maintain the same safety margins as for a dry runway

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

a) 4L - 400 kt

b) 3L - 415 kt

c) 6L - 400 kt

d) 8L - 415 kt

57. The chemical substance responsible for addiction to tobacco is

a) Nicotine
b) The combination of nicotine, tar and carbon monoxide
c) Tar
d) Carbon monoxide

58. For DME/N equipment first installed after 1 January 1989, ICAO Annex 10 limits the combined error contribution from the transponder, its location coordinates, propagation and random pulse interference, excluding airborne equipment and on a 95% probability basis, to:

a) + or - 0.5 NM or 3% of the distance measured whichever is the greater
b) ±185 m (approximately ±0.1 NM).
c) + or - 0.25 NM plus 3% of the distance measured up to a maximum of 5 NM
d) + or - 1.25 NM plus 0.25% of the distance measured

59. The Decision Height (DH) warning light comes on when an aircraft:

a) Passes over the outer marker.
b) Descends below a pre-set barometric altitude.
c) Descends below a pre-set radio altitude.
d) Passes over the ILS inner marker.

60. After crossing more than 3–4 time zones for a stay of several days, adaptation to destination time is considered appropriate. Which non-pharmacological strategy best supports circadian adaptation?

a) Plan sleep and meal times around the destination schedule, with appropriately timed light exposure and light avoidance for the direction of travel.
b) Remain on departure-base time for the entire layover.
c) Sleep at random times whenever possible, regardless of local daylight.
d) Use alcohol or sedatives to force sleep at the destination.

61. Which listed combination provides the most complete account of factors affecting cockpit workload?

a) The current situation, the pilot's expertise and the ergonomics of the system
b) The task and the day's parameters (weather report, aircraft load, type of flight, etc)
c) The pilot's knowledge
d) The pilot's experience and the ergonomics of the system

62. The colour identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:

a) Red for food and water.

b) Yellow for blankets and protective clothing.

c) Black for food and water.

d) Blue for medical supplies and first aid equipment.

63. One of the major protective measures against illusions is:

a) Wearing of good quality sun glasses

b) Regular eye tests

c) Wearing of polaroid sun glasses

d) Comprehensive briefing and de-briefing

64. A VFR flight when flying inside an ATS airspace classified as B has to maintain the following minima of flight visibility and distance from clouds:

a) 5 km visibility, 1500 m horizontal and 300 m vertical from clouds

b) 5 km below 3050 m (10000') AMSL and clear of clouds

c) 8 km below 3050 m (10000') AMSL, 1500 m horizontal and 300 m vertical from clouds

d) 5 km below 3050 m (10000') AMSL 1500 m horizontal and 300 m vertical from clouds

65. An aircraft at position 27°00'N 170°00'W travels 3000 km on a track of 180° (T), then 3000 km on a track of 090° (T), then 3000 km on a track of 000° (T), then 3000 km on a track of 270° (T). What is its final position?

a) 27°00'N 170°00'W

b) 27°00'N 173°18'W

c) 00°00'N/S 170°00'W

d) 27°00'N 143°00'W

66. What is required if security personnel on board are to be armed?

a) Agreement with the destination State and inform the PIC.

b) Inform the police department at the destination airport.

c) Inform the police department at the destination airport. Notify PIC that the decision has been made to allow armed persons on board.

d) Agreement between State of departure and airport of arrival.

67. Which crew practice helps reduce the risk of errors developing into an accident?

a) Coordinate responsibilities, monitor the flight path, cross-check actions and communicate relevant concerns.

b) Have all crew members investigate the same technical fault while flight-path monitoring remains unassigned.

c) Defer reporting a concern until the other pilot has completed every planned task, regardless of its urgency.

d) Assume that a competent captain’s actions do not need cross-checking by the other crew members.

68. Under EU CAT.GEN.MPA.160, without a special State-authorised security exception, which option describes the normal carriage requirements for a passenger's sporting shotgun?

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 accepting its carriage, unloaded and stowed where passengers cannot access it during flight

d) With the operator's acceptance alone, even if it remains loaded or accessible to passengers

69. For conventional pulsed radar using a single fixed PRF without ambiguity-resolution techniques, the pulse recurrence frequency determines:

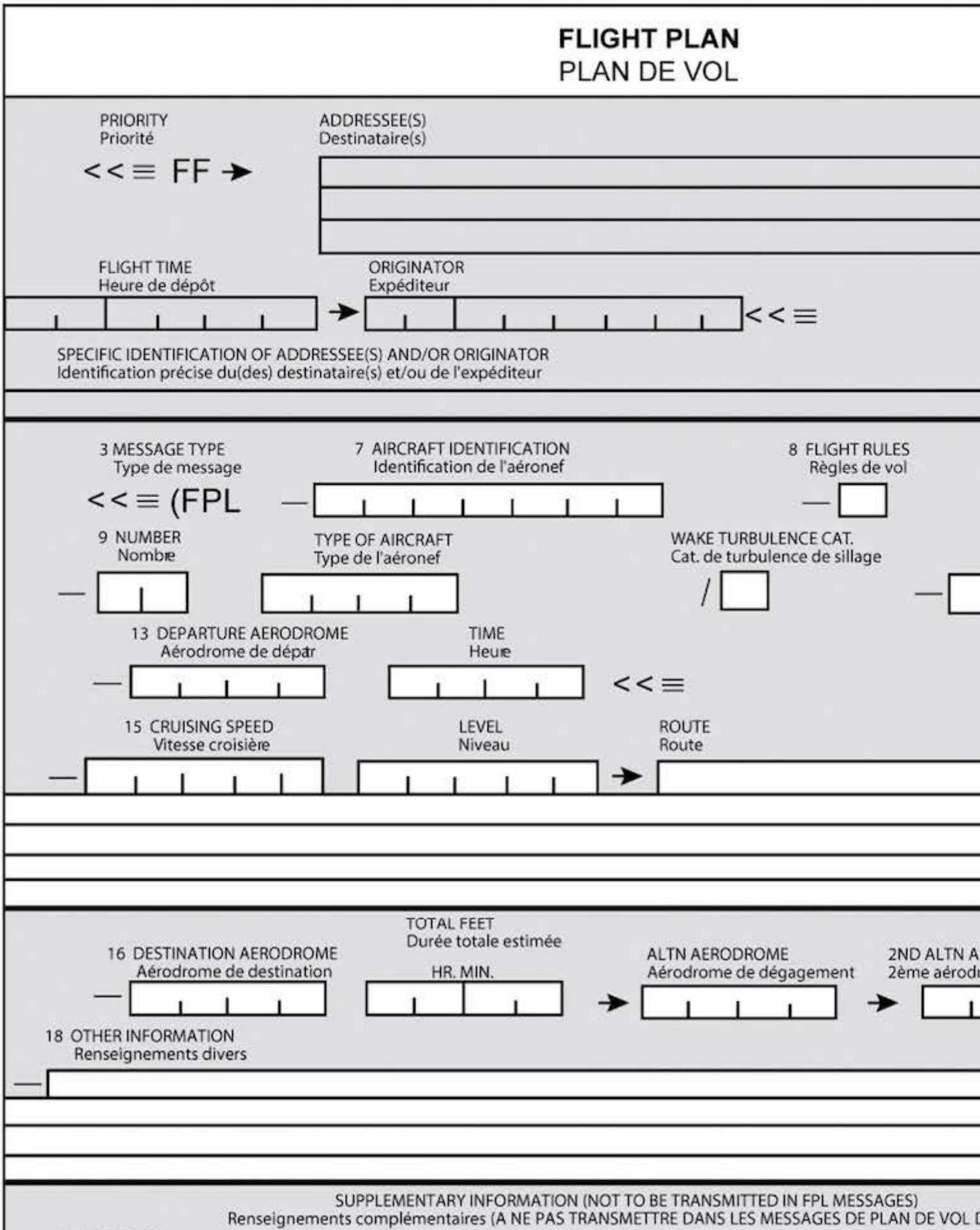
a) The range resolution set by the transmitted pulse width.

b) Minimum range

c) The maximum unambiguous range before echoes can be associated with the wrong transmitted pulse.

d) Beam width

70. For an IFR flight with an instrument approach planned to commence at a designated initial approach fix (IAF) associated with the destination aerodrome, the total estimated elapsed time entered in Item 16 of the ATS flight plan is the time from:


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
9 NUMBER
Nombre
TYPE OF AIRCRAFT
Type de l'aéronef
WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
13 DEPARTURE AERODROME
Aérodrome de départ
TIME
Heure
<< ≡
15 CRUISING SPEED
Vitesse croisière
LEVEL
Niveau
ROUTE
Route
TOTAL FEET
Durée totale estimée
16 DESTINATION AERODROME
Aérodrome de destination
HR. MIN.
ALTN AERODROME
Aérodrome de dégagement
2ND ALTN A
2ème aérodr
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

a) Take-off until landing.
b) Taxi-out prior to take-off until taxiing completion after landing.
c) Taxiing until the IAF (Initial Approach Fix) of the destination aerodrome.
d) Take-off until reaching the IAF (Initial Approach Fix) of the destination aerodrome.

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Response Scheme

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

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