Exam simulation

ATPL - Airline Transport Pilot license - IFR Communications

QuizVds.it

STUDENT NAME:	DATE AND TIME:

01. The very rapid magnetic field changes (flux) around the primary coil in a magneto are accomplished by the:

a) Distributor arm aligning with one of the high tension segments.
b) Contact breaker points opening.
c) Rotor turning past the position of maximum flux in the armature.
d) Contact breaker points closing.

02. The geometric shape of the reference system for the satellite navigation system NAVSTAR/GPS, defined as WGS 84, is:

a) A mathematical model that describes the exact shape of the earth
b) A sphere
c) An ellipsoid
d) A geoid

03. If the co-pilot continuously feels unfairly treated by the Captain, he/she should:

a) Speak up and point out the possible consequences if the unfair behaviour pesists
b) Freeze the communication and thus avoid immediate confrontation
c) Internally retire and think positive
d) Point out the problem, concentrate on his/her duties and clarify the matter at a more appropriate time

04. The function of ribs in a wing is to:

a) Withstand the torsional loads.
b) Withstand all the structural loads.
c) Give the wing the desired aerodynamic shape.
d) Allow installation of fuel cells in the wing.

05. A read back is not needed for the following message:

a) Clearance to backtrack on RWY in use
b) Wind velocity
c) Altimeter setting
d) Clearance to take off

06. In the event that a pilot is required to make a blind transmission, this should be made:

a) Twice on the designated frequency
b) During VFR flights only
c) On the emergency frequency only
d) Only once on the designated frequency

07. The centre of gravity is the

a) Centre of thrust along the longitudinal axis, in relation to a datum line
b) Point where all the aircraft mass is considered to be concentrated
c) Neutral point along the longitudinal axis, in relation to a datum line
d) Focus along the longitudinal axis, in relation to a datum line

08. Divergence in the upper air results, near the surface, in:

a) Rising pressure and likely formation of clouds
b) Rising pressure and likely dissipation of clouds
c) Falling pressure and likely formation of clouds
d) Falling pressure and likely dissipation of clouds

09. Given: TAS = 90 kt, HDG (T) = 355°, W/V = 120/20kt. Calculate the Track (°T) and GS?

a) 006 - 95 kt
b) 346 - 102 kt
c) 359 - 102 kt
d) 358 - 101 kt

10. According to the 'Aerodrome Reference Code' the 'Code number 4' shall identify an aircraft reference field length of:

a) 1 500 m.

b) 1 600 m.

c) 1 200 m.

d) 1 800 m and over.

11. For a Category III B approach, the RVR shall not be less than:

a) 150 m

b) 100 m

c) 75 m

d) 50 m

12. Position "Elephant Point" is situated at (58°00'N, 135°30'W). Standard time for this location is listed in the Air Almanac as UTC -8. If sunset occurs at 00:57 UTC on 21st January, what is the time of sunset in LMT?

a) 15:55 on January 20th.

b) 09:59 on January 21st.

c) 16:57 on January 20th.

d) 08:57 on January 21st.

13. On a Lambert conformal conic chart, with two standard parallels, the quoted scale is correct:

a) Along the parallel of origin

b) In the area between the standard parallels

c) Along the prime meridian

d) Along the two standard parallels

14. Ignition systems of piston engines are:

a) Dependent on the battery.

b) Dependent on the DC-generator.

c) Independent of the electrical system of the aircraft.

d) Dependent on the AC-generator.

15. The SI units of air density (I) and force (II) are:

a) (I) kg / m^2, (II) kg

b) (I) N / m^3, (II) N

c) (I) kg / m^3, (II) N

d) (I) N / kg, (II) kg

16. Accident, Incident notification and reporting. After landing, while taxiing towards the apron the landing gear sinks into a hole. Nobody gets injured, but the aircraft sustains a structural failure. This obliges the crew to delay the departure.

a) This is an irregularity in the operation. The crew must inform the operator of the aerodrome and establish a report.

b) Since there is no person injured and the flight is terminated, a damage report has to be made out with the services of the aerodrome in charge of the runway and taxiways for the insurance company.

c) This is an incident and the pilot-in-command must report it to the airport authority within the next 48 h.

d) This is an accident and the crew must follow the procedure relevant to this case.

17. What is the transponder code to be used by the commander of an aircraft that is subject to unlawful interference (hijacked)?:

a) A 7500

b) A 7800

c) A 7700

d) A 7600

18. 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.

19. 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

20. When is the magnetic compass most effective?

a) In the region of the magnetic South Pole.
b) In the region of the magnetic North Pole.
c) About midway between the magnetic poles
d) On the geographic equator

21. An aircraft is planned to fly from position 'A' to position 'B', distance 480 NM at an average GS of 240 kt. It departs 'A' at 1000 UTC. After flying 150 NM along track from 'A', the aircraft is 2 MIN behind planned time. Using the actual GS experienced, what is the revised ETA at 'B'?

a) 1153
b) 1203
c) 1157
d) 1206

22. Which area of a polar front jet stream in the northern hemisphere has the highest probability of turbulence?

a) Looking downstream, the area to the right of the core.
b) In the core of the jet stream.
c) Looking downstream, the area to the left of the core.
d) Above the core in the boundary between warm and cold air.

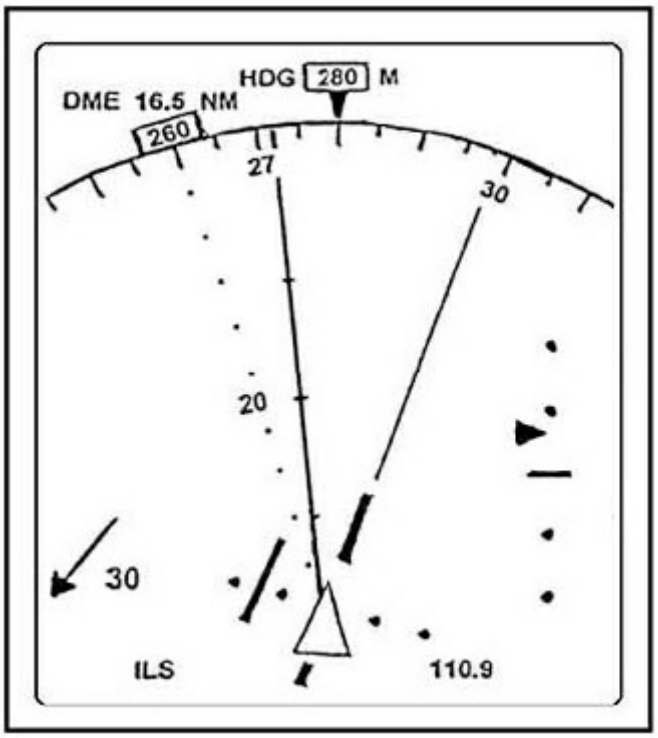
23. To prevent vertigo in flight we should

a) Look towards the sides when we make a turn
b) Breathe deeply but control the respiratory frequency
c) Not move the head suddenly while we are turning
d) Keep breathing normally

24. The best rate of climb at a constant gross mass:

a) Increases with increasing altitude due to the higher true airspeed
b) Increases with increasing altitude since the drag decreases due to the lower air density
c) Is independent of altitude
d) Decreases with increasing altitude since the thrust available decreases due to the lower air density

25. What drift is being experienced?



a) 8° Left
b) 12° Right
c) 20° Left
d) 20° Right

26. The effects of very heavy rain (tropical rain) on the aerodynamic characteristics of an aeroplane are:

a) Decrease of CLmax and decrease of drag
b) Decrease of CLmax and increase of drag
c) Increase of CLmax and decrease of drag
d) Increase of CLmax and increase of drag

27. When excessively leaning the mixture for a better fuel economy, but still on the rich side of the peak EGT, the following engine parameter(s) may exceed their normal operating ranges:

a) Oil temperature.
b) Engine RPM.
c) Manifold pressure.
d) Cylinder head and exhaust gas temperature.

28. Rods (scotopic visual cells) allow for:

a) Good, virtually instantaneous night-vision (scotopic vision)
b) Good night-vision after adaptation to darkness (30 min)
c) Red vision, both during the day and at night
d) Precise vision of contours and colours

29. What does the word 'correct' mean?

a) That is correct
b) Negative, the correct version is...
c) Permission for proposed action not granted
d) An error has been made in this transmission. The correct version is...

30. During take-off the third segment begins:

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

31. Rotation around the normal axis is called:

a) Rolling.
b) Slipping.
c) Pitching.
d) Yawing.

32. For commercial pilot licence aeroplane the applicant shall have completed in aeroplanes not less than if the privileges of the licence are to be exercised at night

a) 5 hours of night flight time including 5 take-offs and 5 landings either as pilot in command or as co-pilot

b) 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command

c) 5 hours of night flight time including 3 take-offs and 5 landings as pilot in command

d) 5 hours of night flight time including 3 take-offs and 3 landings as pilot in command

33. Other factors remaining constant, how does increasing altitude affect Vx and Vy in terms of TAS?

a) Both will remain the same

b) Both will decrease

c) Both will increase

d) Vx will decrease and Vy will increase

34. Less experienced pilots differ from experienced pilots in the following way:

a) Task for task, an expert's workload is greater than a novice's one

b) Experienced pilots are less routine-minded than young pilots because they know that routine causes mistakes

c) Flight planning performance decreases with age, and experience is unable to mask this deficiency

d) Inexperienced pilots refer to information more than experts when carrying out the same task

35. In order to plot a bearing from a VOR station, a pilot needs to know the magnetic variation:

a) At the half-way point between the aircraft and the station

b) At the aircraft location

c) At both the VOR and aircraft

d) At the VOR

36. In calculations with respect to the position of the centre of gravity a reference is made to a datum. The datum is

a) A reference plane which is chosen by the aircraft manufacturer. Its position is given in the aircraft Flight or Loading Manual.

b) Calculated from the data derived from the weighing procedure carried out on the aircraft after any major modification.

c) An arbitrary reference chosen by the pilot which can be located anywhere on the aircraft.

d) Calculated from the loading manifest.

37. When the centre of gravity is at the forward limit, an aeroplane will be:

a) Extremely stable and require small elevator control to change pitch.

b) Extremely stable and will require excessive elevator control to change pitch.

c) Extremely unstable and require small elevator control to change pitch.

d) Extremely unstable and require excessive elevator control to change pitch.

38. Two identical aircraft A and B, with the same mass, are flying steady level co-ordinated 20 degree bank turns. If the TAS of A is 130 KT and that of B is 200 KT:

a) The rate of turn of A is greater than that of B

b) The lift coefficient of A is less than that of B

c) The turn radius of A is greater than that of B

d) The load factor of A is greater than that of B

39. Member states should introduce specific security measures for the air transport of the following groups of potentially disruptive passengers defined below:

a) Deportees, inadmissible persons and persons in lawful custody

b) None of the answers is correct

c) Deportees and inadmissible persons only

d) Deportees and persons in lawful custody only

40. What type of fog is most likely to form over flat land during a clear night, with calm or light wind conditions?

a) Advection.

b) Radiation.

c) Orographic.

d) Steam.

41. During radar-control, a 'radar-controller' shall issue a missed-approach instruction, in case the 'tower-controller' has not issued a 'landing-clearance' at the moment the aircraft is:

a) 1NM from touch-down

b) 3 NM from touch-down

c) 2 NM from touch-down

d) 4 NM from touch-down

42. An air mass is called stable when

a) The temperature in a given air mass decreases rapidly with height
b) The pressure in a given area is constant
c) The vertical motion of rising air tends to become weaker and disappears
d) The environmental lapse rate is high, with little vertical motion of air currents

43. Which definition of the equator is correct?

a) The equator is a greatcircle with its plane perpendicular to the Earth rotational axis.
b) The equator is a small circle with its plane perpendicular to the Earth rotational axis.
c) The equator is a small circle, the plane is parallel to the Earth rotational axis.
d) The equator is a greatcircle with its plane parallel to the Earth rotational axis.

44. The regulations for transportation of dangerous goods are contained in:

a) ICAO Annex 18
b) ICAO Annex 17
c) The Washington Convention
d) ICAO Appendix 8

45. The empty mass of an aeroplane is given as 44800 kg. Operational items (including crew standard mass of 1060 kg) are 2300 kg. If the maximum zero fuel mass is given as 65500 kg, the maximum traffic load which could be carried is:

a) 23000 kg
b) 20700 kg
c) 19460 kg.
d) 18400 kg

46. What is the SI unit of measurement for power?

a) Pa/m2
b) Kgm/s2
c) N/m
d) Nm/s

47. In a pressurized aircraft whose cabin altitude is 8000', a crack in a cabin window makes it necessary to reduce the differential pressure to 5 psi. The flight level to be maintained in order to keep the same cabin altitude is:

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AIR FRANCE **DO.NT** **generalites** **FEV. 84**

ATMOSPHERE STANDARD

ALTITUDE	TEMPERATURE		PRESSION				RAPPORT de PRESSION	IDENSITE RELATIVE	√DENSITE	VITESSE du SON	ALTITUDE
Pieds	°C	° F	mb	P S 1	In Hg	mm Hg	$\delta = P/Po$	$\delta = \rho\ \rho_o$		(a) kt	Metres
45.000	**- 56,5**	- 69,7	**147**	2,14	4,36	110,7	0,1415	0.1936	0,440	574	**13, 716**
44.000	**- 56,5**	- 69,7	**155**	2,24	4,57	116,0	0,1527	0.2031	0,451	574	**13, 411**
43.000	**- 56,5**	- 69,7	**162**	2,35	4,79	121,7	0,1602	0,2131	0,462	574	**13, 106**
42.000	**- 56,5**	- 69,7	**170**	2,47	5,03	127,8	0,1681	0.2236	0,473	574	**12, 802**
41.000	**- 56,5**	- 69.7	**179**	2,19	5,28	134,1	0,1764	0.2346	0,484	574	**12, 497**
40.000	**- 56,5**	- 69,7	**188**	2,72	5,54	140.7	0,1851	0,2462	0.496	574	**12, 192**
39.000	**- 56,5**	- 69,7	**197**	2,81	5,81	147,6	0,1942	0,2583	0,508	574	**11, 887**
38.000	**- 56,5 -**	- 69,7	**206**	2,99	6,10	154,9	0,2018	0,2710	0,521	574	**11, 582**
37.000	**56,5**	- 69,7	**217**	3,14	6,40	162,6	0,2138	0,2843	0,533	574	**11, 278**
36.000	**- 56,3**	- 69,4	**227**	3,30	6,71	170,4	0,2243	0,2981	0,546	574	**10, 973**
35.000	**- 54,3**	- 65,8	**238**	3,46	7,04	178.8	0,2353	0,3099	0,557	576	**10, 668**
34.000	**- 52,4**	- 62,3	**250**	3,63	7,38	187,5	0,2467	0,3220	0,167	579	**10, 363**
33.000	**- 50,4**	- 58,7	**262**	3,80	7,74	196.6	0,2586	0.3345	0,578	582	**10, 058**
32.000	**- 48,4**	- 55,1	**274**	3,98	8,11	206,0	0,2709	0.3473	0,589	584	**9, 754**
31.000	**- 46,4**	- 51,6	**287**	4,17	8,49	215,6	0,2837	0.3605	0,600	587	**9, 449**
30.000	**- 44,4**	- 48,0	**301**	4,36	8,89	225,8	0,2970	0,3741	0,611	589	**9, 144**
29.000	**- 42,5**	- 44,4	**315**	4,57	9.30	256,2	0,3107	0,3881	0,623	591	**8, 839**
28.000	**- 40,5**	- 40,9	**329**	4,78	9,73	247,1	0,3250	0,4025	0,634	594	**8, 534**
27.000	**- 38,5**	- 37,3	**344**	4,99	10,17	258,3	0,3398	0,4173	0,646	597	**8, 230**
26.000	**- 36,5**	- 33,7	**360**	5,22	10,63	270,0	0,3552	0,4325	0,658	599	**7, 925**
25.000	**- 34,5**	- 30,2	**376**	5,45	11,10	281,9	0,3711	0,4481	0,669	602	**7, 620**
24.000	**- 32,5**	- 26,6	**393**	5,70	11,60	294,6	0,3876	0,4642.	0,681	604	**7, 315**
23.000	**- 30,6**	- 23,0	**410**	5,95	12,11	307,6	0,4047	0,4806	0,693	607	**7, 010**
22.000	**- 28,6**	- 19,5	**428**	6,21	12,64	321,1	0,4223	0,4976	0,705	609	**6, 706**
21.000	**- 26,6**	- 15,9	**446**	6,47	13,18	334,8	0,4406	0,5150	0,718	612	**6, 401**
20.000	**- 24,6**	- 12,3	**466**	6,75	13,75	349,3	0,4596	0,5328	0,730	614	**6, 096**
19.000	**- 22,6**	- 8,8	**485**	7,04	14.34	364,2	0,4791	0,5511	0,742	617	**5, 791**
18.000	**- 20,7**	- 5,2	**506**	7,34	14,94	379,5	0,4994	0,5699	0,755	619	**5, 486**
17.000	**- 18,7**	- 1,6	**527**	7,65	15.57	395,5	0,5203	0,5892	0.768	622	**5, 182**
16.000	**- 16,7**	+ 1,9	**549**	7,97	16,22	412,0	0,5420	0,6089	0.780	624	**4, 877**
15.000	**- 14,7**	+ 5,5	**572**	8,29	16,89	429,0	0,5644	0,6292	0,793	626	**4, 572**
14.000	**- 12,7**	+ 9,1	**595**	8,63	17,58	446,1	0,5875	0,6500	0,806	629	**4, 267**
13.000	**- 10,7**	+ 12,6	**619**	8.99	18,29	464,6	0.6113	0,6713	0.819	631	**3, 962**
12.000	**- 8,8**	+ 16,2	**644**	9,35	19,03	483,4	0,6360	0,6932	0,833	634	**3, 658**
11.000	**- 6,8**	+ 19,8	**670**	9,72	19,79	502,7	0,6614	0,7155	0,846	636	**3, 353**
10.000	**- 4,8**	+ 23,3	**697**	10,11	20,58	522,7	0,6877	0,7385	0,859	638	**3, 048**
9.000	**- 2,8**	+ 26,9	**724**	10,50	21,39	543,3	0.7148	0,7619	0,873	641	**2, 743**
8.000	**- 0,8**	+ 30,5	**753**	10,92	22,23	564,6	0,7428	0,7860	0,887	643	**2, 438**
7.000	**+ 1.1**	+ 34,0	**782**	11,34	23,09	586,5	0,7716	0,8106	0,900	645	**2, 134**
6.000	**+ 3,1**	+ 37,6	**812**	11,78	23,98	609,1	0.8014	0,8358	0,914	648	**1, 829**
5.000	**+ 5,1**	+ 41,2	**843**	12,23	24,90	652,5	0,8321	0,8616	0.928	650	**1, 524**
4.000	**+ 7,1**	+ 44,7	**875**	12,69	21,84	656,3	0.8037	0,8881	0,942	652	**1, 219**
3.000	**+ 9,1**	+ 48,3	**908**	13,17	26,82	681,2	0,8962	0,9151	0,957	655	**914**
2.000	**+ 11,0**	+ 51,9	**942**	13,66	27,82	706,6	0,9298	0,9427	0,971	657	**610**
1.000	**+ 13,0**	+ 55,4	**977**	14,17	28,86	733,0	0,9644	0,9710	0,985	659	**305**
0	**+ 15,0**	+ 59,0	**1013**	14,70	29,92	760,0	1,0000	1,0000	1,000	661	**0**
1.000	**+ 17,0**	+ 62,5	**1050**	15,23	31,02	787,9	1,0366	1,0295	1,015	664	**-305**

a) FL 230
b) FL 180
c) FL 280
d) FL 340

48. Refer to Performance Manual MRJT1 Figures 4.5.2 and 4.5.3.4 Given: Distance C - D: 540 NM Cruise 300 KIAS at FL 210 Temperature Deviation from ISA: +20°C Headwind component: 50 kt Gross mass at C: 60 000 kg. The fuel required from C to D is:

CIVIL AVIATION AUTHORITY
FUEL PLANNING

DATA SHEET
MRJT 1

Figure 4.5.3.4 LOW LEVEL CRUISE 300KIAS

All Engines Maximum Cruise Thrust Limits A/C Auto

PRESSURE ALTITUDE 21000Ft TAS 406 Kts

GROSS WT KG	0	100	200	300	400	500	600	700	800	900
	CRUISE DISTANCE NAUTICAL AIR MILES									
35000	0	16	33	49	66	82	99	115	132	148
36000	165	181	198	214	231	247	264	280	297	313
37000	330	346	363	379	396	412	429	445	461	478
38000	494	511	527	543	560	576	592	609	625	642
39000	658	674	691	707	723	739	756	772	788	805
40000	821	837	853	870	886	902	918	935	951	967
41000	983	999	1016	1032	1048	1064	1080	1096	1112	1129
42000	1145	1161	1177	1193	1209	1225	1241	1257	1273	1289
43000	1305	1321	1337	1353	1369	1385	1401	1417	1433	1449
44000	1465	1481	1497	1513	1529	1545	1561	1577	1593	1609
45000	1624	1640	1656	1672	1688	1704	1719	1735	1751	1767
46000	1783	1798	1814	1830	1846	1861	1877	1893	1909	1924
47000	1940	1956	1971	1987	2003	2018	2034	2050	2065	2081
48000	2096	2112	2128	2143	2159	2174	2190	2205	2221	2236
49000	2252	2267	2283	2298	2314	2329	2345	2360	2376	2391
50000	2407	2422	2437	2453	2468	2483	2499	2514	2530	2545
51000	2560	2576	2591	2606	2621	2637	2652	2667	2682	2698
52000	2713	2728	2743	2758	2774	2789	2804	2819	2834	2849
53000	2865	2880	2895	2910	2925	2940	2955	2970	2985	3000
54000	3015	3030	3045	3060	3075	3090	3105	3120	3135	3150
55000	3165	3180	3195	3209	3224	3239	3254	3269	3284	3299
56000	3313	3328	3343	3358	3373	3387	3402	3417	3432	3446
57000	3461	3476	3490	3505	3520	3534	3549	3564	3578	3593
58000	3608	3622	3637	3651	3666	3681	3695	3710	3724	3739
59000	3753	3768	3782	3797	3811	3826	3840	3854	3869	3883
60000	3898	3912	3926	3941	3955	3969	3984	3998	4012	4027
61000	4041	4055	4070	4084	4098	4112	4126	4141	4155	4169
62000	4183	4197	4212	4226	4240	4254	4268	4282	4296	4310
63000	4324	4338	4352	4366	4381	4395	4409	4423	4437	4451
64000	4465	4478	4492	4506	4520	4534	4548	4562	4576	4590
65000	4604	4617	4631	4645	4659	4672	4686	4700	4714	4728
66000	4741	4755	4769	4782	4796	4810	4823	4837	4851	4864
67000	4878	4892	4905	4919	4932	4946	4959	4973	4987	5000

NOTE - OPTIMUM WEIGHT FOR PRESSURE ALTITUDE IS 64200 KG
THRUST LIMITED WEIGHT FOR ISA + 10 AND COLDER EXCEEDS STRUCTURAL LIMIT
THRUST LIMITED WEIGHT FOR ISA + 15 EXCEEDS STRUCTURAL LIMIT
THRUST LIMITED WEIGHT FOR ISA + 20 EXCEEDS STRUCTURAL LIMIT
ADJUSTMENTS FOR OPERATION AT NON-STANDARD TEMPERATURES-
INCREASE FUEL REQUIRED BY 0.5 PERCENT PER 10 DEGREES C ABOVE ISA
DECREASE FUEL REQUIRED BY 0.5 PERCENT PER 10 DEGREES C BELOW ISA
INCREASE TAS BY 1 KNOT PER DEGREE C ABOVE ISA
DECREASE TAS BY 1 KNOT PER DEGREE C BELOW ISA

a) 4242 kg
b) 3350 kg
c) 3680 kg
d) 4620 kg

49. The Flight Management System (FMS) is organised in such a way that the pilot can:

a) Modify the database every 14 days
b) Modify the data in the database between two updates
c) Read and write at any time in the database
d) Insert navigation data between two database updates

50. Given: True HDG = 133°, TAS = 225 kt, Track (T) = 144°, GS = 206 kt. Calculate the W/V?

a) 075/45kt
b) 075/50kt
c) 070/45kt
d) 070/40kt

51. Which of the following equipments uses primary radar principles?

a) Distance Measuring Equipment (DME)
b) Secondary Surveillance Radar (SSR)
c) Global Positioning System (GPS)
d) Airborne weather radar (AWR)

52. During a deceleration phase at constant attitude, the control system of the artificial horizon results in the horizon bar indicating a

a) Nose down attitude.
b) Nose up followed by a nose down attitude.
c) Constant attitude.
d) Nose up attitude.

53. Waypoint 1 is 60°N 30°W. Waypoint 2 is 60°N 20°W. The aircraft autopilot is coupled to the INS steer. What is the latitude on passing 25°W?

a) 60°11'N
b) 60°05'S
c) 60°05'N
d) 59°49'S

54. Given: TAS = 200 kt, Track (T) = 073°, W/V = 210/20kt. Calculate the HDG (°T) and GS?

a) 079 - 211 kt
b) 077 - 214 kt
c) 077 - 210 kt
d) 075 - 213 kt

55. Given: True course A to B = 250° Distance A to B = 315 NM TAS = 450 kt. W/V = 200°/60kt. ETD A = 0650 UTC. What is the ETA at B?

a) 0730 UTC
b) 0736 UTC
c) 0716 UTC
d) 0810 UTC

56. 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

57. 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.

58. Ignoring pulse length, the maximum pulse repetition frequency (PRF) that can be used by a primary radar facility to detect targets unambiguously to a range of 200 NM is: (pps = pulses per second)

a) 782 pps
b) 405 pps
c) 375 pps
d) 308 pps

59. On hearing an urgency message a pilot shall:

a) Acknowledge the message immediately
b) Impose radio silence on the frequency in use
c) Monitor the frequency to offer assistance if required
d) Change the frequency, because radio silence will be imposed on the frequency in use

60. How is stall warning presented to the pilots of a large transport aeroplane?

a) Stick shaker and / or aerodynamic buffet
b) Aural warning only
c) Stall warning light only
d) Stick pusher

61. The climb limited take-off mass can be increased by:

a) Selecting a lower V2
b) Selecting a lower V1
c) Selecting a lower VR
d) A lower flap setting for take-off and selecting a higher V2

62. When being engaged, and without selecting a particular mode, an automatic pilot enables:

a) Aeroplane stabilisation with attitude hold or maintaining vertical speed and possibly automatic trim.
b) Aeroplane piloting and guidance functions.
c) All aeroplane piloting and guidance functions except maintaining radio-navigation course lines.
d) A constant speed on track, wings horizontal.

63. In a stationary subsonic streamline flow pattern, if the streamlines converge, in this part of the pattern, the static pressure (I) will... and the velocity (II) will...:

a) (I) decrease, (II) decrease.
b) (I) increase, (II) increase.
c) (I) increase, (II) decrease.
d) (I) decrease, (II) increase.

64. The standard parallels of a Lambert's conical orthomorphic projection are 07°40'N and 38°20'N. The constant of the cone for this chart is:

a) 0.60
b) 0.39
c) 0.42
d) 0.92

65. You would use a powder fire-extinguisher for: 1. a paper fire; 2. a plastic fire; 3. a hydrocarbon fire; 4. an electrical fire. The combination regrouping all the correct statements is:

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

66. Which of the following laws explains bubbles of nitrogen coming out of solution in body tissues due to a decrease in atmospheric pressure?

a) Dalton's law
b) Boyle's law
c) Gay Lussac's law
d) Henry's law

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

a) A reduction of screen height is allowed in order to reduce weight penalties
b) Screen height reduction cannot be applied because of reduction in obstacle clearance
c) In case of a reverser inoperative the wet runway performance information can still be used
d) The use of a reduced VR is sufficient to maintain the same safety margins as for a dry runway

68. The advantage of mounting the tailplane on top of the vertical stabilizer (a "T-tail" configuration) is:

a) To have greater effectiveness at high speed.
b) To decrease fuel consumption by creating a tail heavy situation.
c) That it does not require a de-icing system.
d) To withdraw it from the influence of wing turbulence.

69. Passenger A has passed through security and meets passenger B who has not been through security. What should be the subsequent procedure?

a) Both passengers to pass through security.

b) Passenger A to pass through security again.

c) Passenger B to pass through security.

d) Both passengers and their luggage to pass through security.

70. The mass displacement caused by landing gear extension:

a) Does not create a longitudinal moment

b) Creates a pitch-up longitudinal moment

c) Creates a pitch-down longitudinal moment

d) Creates a longitudinal moment in the direction (pitch-up or pitch-down) determined by the type of landing gear

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Response Scheme

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

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