Exam simulation

ATPL - Airline Transport Pilot Licence - Principles of Flight

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STUDENT NAME:	DATE AND TIME:

01. Under the general FCL.060 recency rule for CAT or passenger-carrying operations, a co-pilot must have completed:

a) At least three take-offs, approaches and landings as pilot flying in the preceding 90 days, in the same type or class or an FFS representing it, in the appropriate single-pilot or multi-pilot operation.

b) He has operated as pilot-in-command or as co-pilot at the controls during take-off and landing of the type to be used in the preceding 90 days.

c) He has carried out as-pilot-in-command or as co-pilot at least three take-off and three landings in an aeroplane or an approved flight simulator of the type used, in the preceding 30 days

d) He has carried out at least three flights as pilot-in-command or as a co-pilot at the controls of the type to be used, in the preceding 90 days.

02. For approved operations on the Shanwick Tango routes T9 and T290, with the required RNP 2 Continental capability and ADS-B equipment, what is the minimum number of long-range navigation systems (LRNS)?

a) Two Inertial Navigation Systems (INS)

b) Three Inertial Navigation System (INS)

c) Two independent Long Range Navigation Systems (LRNS)

d) One Long Range Navigation System (LRNS)

03. 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

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

a) FL290

b) FL270

c) FL370

d) FL330

05. A flight benefits from a strong tail wind which was not forecast. On arrival at destination a straight in approach and immediate landing clearance is given. The landing mass will be higher than planned and

a) The landing distance will be unaffected.

b) The landing distance required will be longer.

c) The approach path will be steeper and threshold speed higher.

d) The approach path will be steeper.

06. A location in the aircraft which is identified by a number designating its distance from the datum is known as:

a) Station.

b) Index.

c) MAC.

d) Moment.

07. When quick donning masks are in use, the pilot is:

a) Able to radiotelephone.

b) Only able to transmit.

c) Only able to receive.

d) Not able to do any radio communication.

08. Regarding the DME system, which one of the following statements is true?

a) The transponder reply carrier frequency differs by 63 MHz from that of the interrogation signal.

b) When passing overhead the DME station the DME will indicate 0.

c) The DME measures the phase difference between the reference and variable phase signals to calculate the distance.

d) DME operates in the VHF frequency band.

09. What is meant by the phrase 'readability 2'?

a) Readable

b) Readable now and then

c) Readable but with difficulty

d) Unreadable

10. During a normal aeroplane take-off and landing, when is substantial airborne wake-vortex generation associated with wing lift?

a) Starts as soon as the aeroplane commences rolling and stops as soon as it has come to a stop at landing.

b) From rotation through touchdown; already-generated vortices can remain hazardous afterwards.

c) Starts when pulling out the drag devices and stops when retracting the drag devices.

d) Starts when the aeroplane reaches a height of 35 ft above the ground and stops when it crosses this height before landing.

11. Alcohol, even when taken in minor quantities

a) Can make the brain cells to be more susceptible to hypoxia

b) May improve the mental functions, so that the symptoms of hypoxia are much better to be identified

c) Will have no effect at all

d) Will stimulate the brain, making the pilot resistant to hypoxia

12. Under the basic CAT fuel scheme, a required take-off alternate for a two-engined aeroplane without ETOPS approval should be no farther away than the following flight time, calculated in ISA and still-air conditions using actual take-off mass:

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

13. The abbreviation NAT HLA means:

a) North Atlantic High-Level Area

b) North Atlantic High Level Airspace

c) North Atlantic High-Level Approach

d) North Atlantic Handling and Logistics Area

14. Under the standard category-based ATS surveillance wake minima in AMC6 ATS.TR.220, a HEAVY aeroplane follows another HEAVY (not SUPER) aeroplane on approach to the same runway. With no alternative approved wake scheme, what minimum wake separation applies?

a) 9.3 km (5 NM)

b) 11.1 km (6 NM)

c) 7.4 km (4 NM)

d) 3.7 km (2 NM)

15. What is the main composition of clouds classified as 'high level clouds'?

a) Supercooled water droplets.
b) Ice crystals.
c) Water vapour.
d) Water droplets.

16. A primary stop is mounted on an elevator control system in order to:

a) Restrict the range of movement of the control column.
b) Restrict the range of movement of the elevator.
c) Prevent overloading of control cables.
d) Maintain constant control cable tension.

17. Blind transmission shall be made:

a) On the designated frequency (frequency in use)
b) During IFR flights only
c) On regional guard frequencies only
d) To all available aeronautical stations

18. Given: True HDG = 002°, TAS = 130 kt, Track (T) = 353°, GS = 132 kt. Calculate the W/V?

a) 090/20kt
b) 090/15kt
c) 095/25kt
d) 095/20kt

19. It is desirable to standardize as many patterns of behaviour (operating procedures) as possible in commercial aviation mainly because

a) Such behaviour reduces errors even under adverse circumstances
b) It makes the flight deck easier to design
c) This reduces the amount of training required
d) This lowers the ability requirement in pilot selection

20. How long does a typical microburst last?

a) About 5 to 15 minutes.

b) 1 to 2 hours.

c) Less than 1 minute.

d) About 30 minutes.

21. The ground - air visual signal code for use by survivors on ground in order to indicate "REQUIRE ASSISTANCE" is (search and rescue signals):

a) N

b) Y

c) V

d) X

22. The operator must ensure that the mass and balance documentation of a flight is stored for a minimum period of:

a) 3 months

b) 1 year

c) 6 months

d) 1 month

23. Given that:- Maximum structural take-off mass: 146 000 kg- Maximum structural landing mass: 93 900 kg- Maximum zero fuel mass: 86 300 kg- Trip fuel: 27 000 kg- Taxi fuel: 1 000 kg- Contingency fuel: 1350 kg- Alternate fuel: 2650 kg- Final reserve fuel: 3000 kg. The actual TOM can never be higher than:

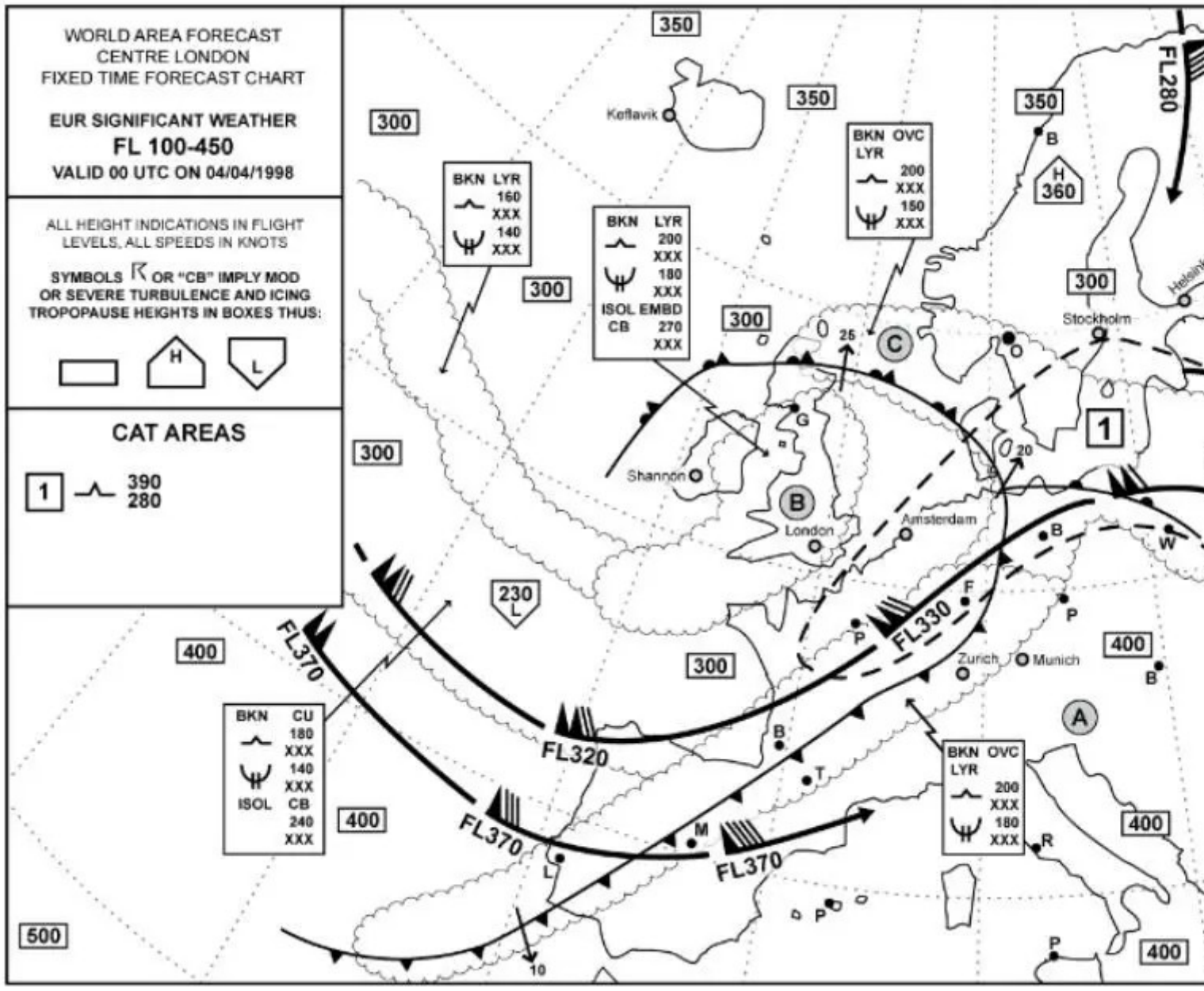
a) 120 900 kg.

b) 146 000 kg.

c) 121 300 kg.

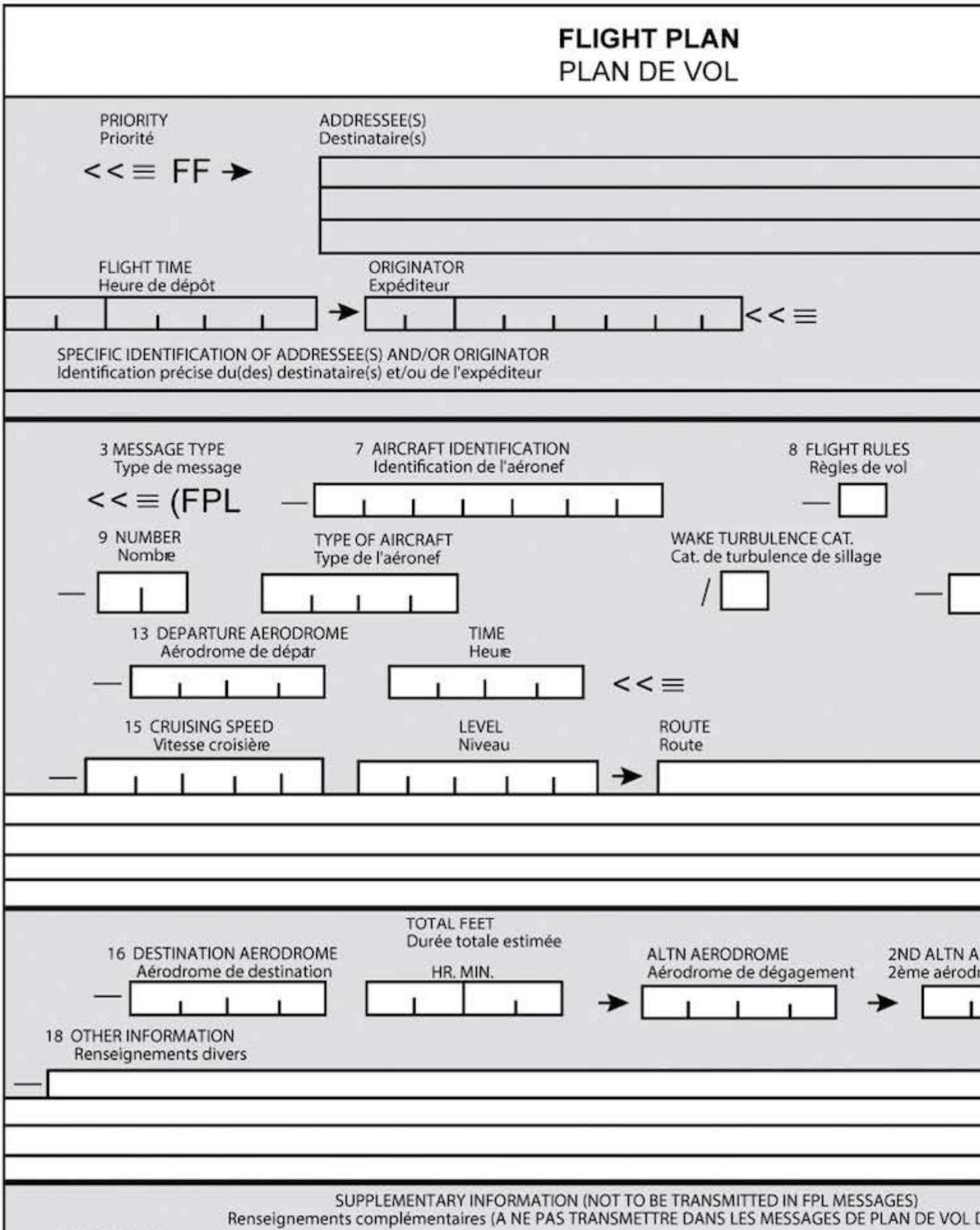
d) 120 300 kg.

24. On the supplied training SIGWX chart, consider the Munich–Amsterdam route outside any cumulo Which listed flight level is above the depicted layer-cloud tops and below the base of the CAT area af route?



a) FL 180
b) FL 320
c) FL 140
d) FL 260

25. 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.

26. A ground radar transmitting at a PRF of 1200 pulses/second will have a maximum unambiguous range of approximately:

a) 135 NM
b) 67 NM
c) 27 NM
d) 270 NM

27. A scheduled IFR operator plans a flight within the EUROCONTROL Network Manager area from Paris-Orly to Angouleme. Before filing, the planned destination is changed to Limoges because Angouleme is closed. Can the operator use the Network Manager repetitive flight plan (RPL) service for this flight under the current arrangements?

a) No. The NM RPL service was discontinued in March 2020; an individual flight plan must be filed for the flight with its actual planned destination
b) Yes, provided the pilot reports the new destination only 15 minutes before arrival
c) No individual flight plan can be filed because a scheduled service may never change its destination
d) Yes, the operator must update the seasonal RPL listing instead of filing an individual flight plan

28. Errors which occur during highly automated actions may result from: 1. the capture of a poor action subprogram 2. a mistake in the decision making process 3. the application of a poor rule 4. an action mode error

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

29. Density altitude is the:

a) Altitude read directly from the altimeter
b) Altitude reference to the standard datum plane
c) Height above the surface
d) Pressure altitude corrected for 'non standard' temperature

30. After explosive decompression to 40,000 ft without supplemental oxygen, which statement best describes time of useful consciousness?

a) Every person is guaranteed at least one minute to take action.

b) It is exactly 30 seconds for every person.

c) Every person is guaranteed five minutes to take action.

d) It can be very short and varies with the person and conditions; oxygen-mask use must be immediate, without relying on a guaranteed time window.

31. The function of the stick pusher is:

a) To activate and push the stick forward prior to stick shaker

b) To activate and push the stick forward at or beyond a certain value of angle of attack

c) To pull the stick, to avoid a high speed stall

d) To vibrate the controls

32. Cherokee XY-ABC receives: “X-BC, climb straight ahead until 2500 feet before turning right, wind 270 degrees 6 knots, cleared for take-off”. Which read-back includes the required clearance elements without repeating the wind information?

a) Wilco, cleared for take-off, X-BC

b) Climb straight ahead to 2500 feet, then turn right; cleared for take-off, X-BC.

c) Straight ahead, 2500 feet right turn, wind west 6 knots, cleared for take-off, X-BC

d) Right turn after 2500, roger, X-BC

33. For an EU commercial air transport aeroplane with reciprocating engines, final reserve fuel is calculated at holding speed at 1500 ft above the applicable aerodrome elevation in standard conditions, using the estimated arrival mass. What is the minimum flight time represented by this reserve?

a) Fuel to fly for 2 hours

b) Fuel to fly for 1 hour at holding speed

c) Fuel to fly for 45 minutes

d) Fuel to fly for 30 minutes at holding speed

34. Under current SERA rules, a controlled flight is at cruising level without an ATC-assigned speed. At what sustained variation of true airspeed from the current flight plan must the appropriate ATS unit be informed?

a) A variation of 5% of the planned TAS, irrespective of the number of knots

b) Only when the variation exceeds 20 kt

c) A variation of plus or minus 10 kt TAS or more

d) Only when the speed variation creates an emergency

35. In the EASA theoretical-knowledge objective on remaining within protected ILS approach airspace, which glidepath deflection limit is specified?

a) Three quarter scale deflection.

b) One quarter scale deflection.

c) Full scale deflection.

d) Half-scale fly-up indication.

36. A map is conformal when:

a) The meridians are straight lines and the scale is constant.

b) The variation information is printed on the map as isogonals.

c) When it conforms to the specifications.

d) The meridians and the parallels of latitude intersects at right angles and when the scale from any selected point is the same in all directions.

37. Under CAT.OP.MPA.255, which requirement applies before intentionally commencing a flight into expected or actual icing conditions?

a) The flight should be planned so that a change of cruising level can be initiated rapidly

b) The aircraft must be certified and equipped to cope with those conditions, within its applicable limitations.

c) A meteorologist shall decide whether the flight may be performed without ice-protection systems

d) The aircraft shall before flight be sprayed with anti-icing fluid

38. Which statement about information held in short-term or working memory is correct?

a) It can be lost rapidly without active attention or rehearsal, and interruption or interference can disrupt retention.

b) It can be lost only through brain damage or disease.

c) Its contents automatically become permanent and cannot be affected by interference.

d) Every unrelated cockpit action inevitably erases all information held in it.

39. With respect to multi-engine piston powered aeroplane, determine the ramp mass (lbs) in the following conditions: Basic empty mass: 3 210 lbs Basic arm: 88.5 Inches. One pilot: 160 lbs. Front seat passenger: 200 lbs. Centre seat passengers: 290 lbs. One passenger rear seat: 110 lbs. Baggage in zone 1: 100 lbs. Baggage in zone 4: 50 lbs. Block fuel: 100 US Gal. Trip fuel: 55 US Gal. Fuel for start up and taxi (included in block fuel): 3 US Gal. Fuel density: 6 lbs/US Gal.

ITEM	Mass (lbs)	Arm Aft Of Datum (in)	Moment ÷ 100 (in.lbs)
Basic Empty Mass	3210	88.5	
Pilot and Front Passenger		85.5	
Passengers (Centre Seats) or Baggage Zone 2 (360 lb Max.)		118.5	
Passengers (Rear Seats) or Baggage Zone 3 (400 lb Max.)		157.6	
Baggage Zone 1 (100 lb Max.)		22.5	
Baggage Zone 4 (100 lb Max.)		178.7	
Zero Fuel Mass (4,470 lb Max - Std)			
Fuel (123 gal. Max.)		93.6	
Ramp Mass (4,773 lb Max)			
Fuel Allowance for Start, Taxi, Run-up		93.6	
Take-off Mass (4,750 lb Max.)			
Minus Estimated Fuel Burn-off		93.6	
Landing Mass (4,513 lb Max.)			

NOTE: Maximum mass values given in this table are for structural limits only.

Figure 3.4 Blank Loading Manifest

a) 4120
b) 4390
c) 4720
d) 4372

40. Using the standard radio-horizon approximation D(NM) = 1.23 × √h(ft), with the aircraft 14,000 ft above a flat ground station of negligible antenna height, which is the nearest approximate VHF line-of-sight range?

a) About 240 NM
b) About 300 NM
c) About 40 NM
d) About 140 NM

41. In determining the Dry Operating Mass of an aeroplane it is common practice to use 'standard mass' values for crew. These values are

a) Flight crew 85 kg., cabin crew 75 kg. each. These do not include a hand baggage allowance.

b) Flight crew 85 kg., cabin crew 75 kg. each. These are inclusive of a hand baggage allowance.

c) Flight crew (male) 88 kg. (female) 75 kg., cabin crew 75 kg. each. These do not include an allowance for hand baggage.

d) Flight crew (male) 88 kg. (female) 75 kg., cabin crew 75 kg. each. These include an allowance for hand baggage.

42. 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:

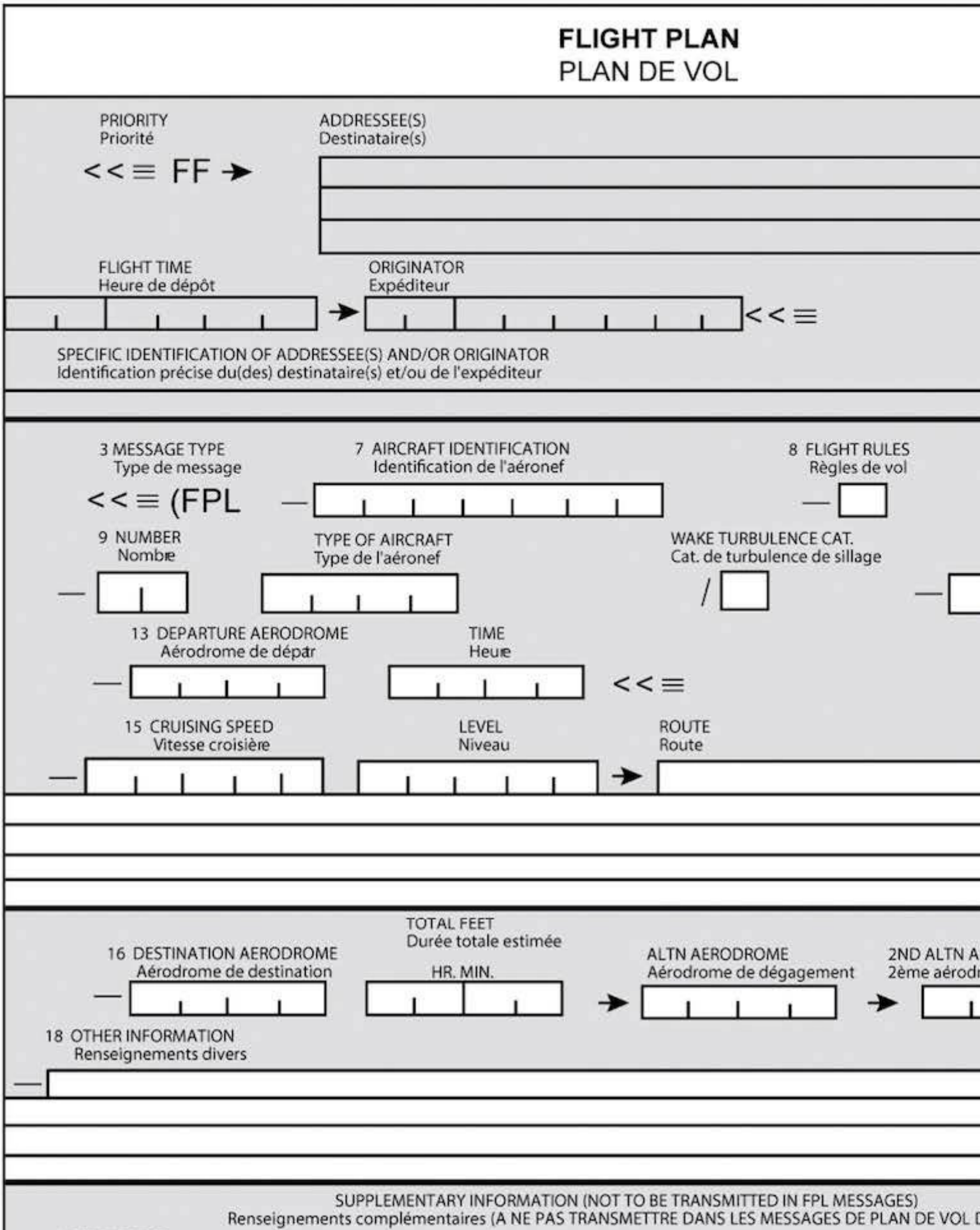
a) 1: 1 000 000

b) 1: 1 850 000

c) 1: 18 500 000

d) 1: 185 000

43. In Item 10a of the current ICAO flight plan, what does the standard COM/NAV/approach equipment code S normally represent, unless the appropriate ATS authority prescribes another combination?


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) VHF RTF, ADF, VOR and transponder
b) Serviceable VHF RTF, VOR and ILS
c) VHF RTF, VOR, INS and transponder
d) VHF RTF, VOR, ILS and transponder

44. Position A is located on the equator at longitude 130°00E. Position B is located 100 NM from A on a bearing of 225°(T). The coordinates of position B are:

a) 01°11'S 131°11'E
b) 01°11'N 131°11'E
c) 01°11'N 128°49'E
d) 01°11'S 128°49'E

45. The term 'Maximum Zero Fuel Mass' consist of:

a) The maximum permissible mass of an aeroplane with no usable fuel.
b) The maximum mass for some aeroplanes including the fuel load and the traffic load
c) The maximum mass authorized for a certain aeroplane not including the fuel load and operational items
d) The maximum mass authorized for a certain aeroplane not including traffic load and fuel load.

46. In the conventional MLS path-geometry model, without DME/P the approach is normally:

a) An ILS-like straight-line approach.

b) A staged approach but not with a curved path

c) Automatically a curved path suitable for any Category III landing.

d) An approach with a curved path but not staged

47. 'Tuck under' may happen at:

a) Low Mach numbers.

b) High Mach numbers.

c) Only at low altitudes.

d) All Mach numbers.

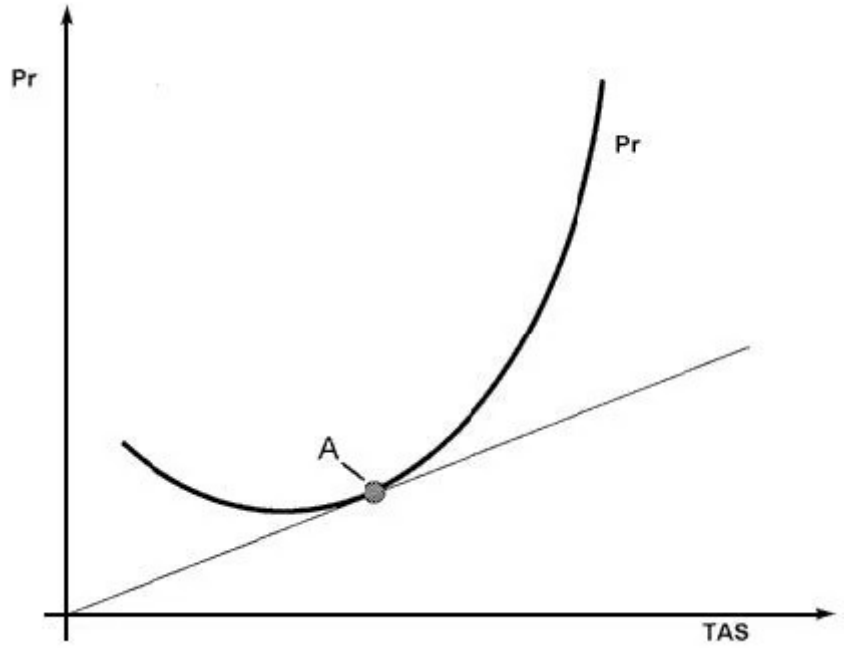
48. Refer to Performance Manual MRJT1 Page 21 Figure 4.5.1 En-route Climb 280/0.74 (continued) Find: Time, Fuel, Still-Air Distance and TAS for an enroute climb 280/.74 to FL 350. Given: Brake release mass 64000 kg, ISA +10°C, airport elevation 3000'

CAP 697

Press. Alt. ft	Units Min/kg. NAM/Kt	68000	66000	64000	62000
37000	Time/Fuel				33/2350
	Dist/TAS				212/409
36000	Time/Fuel			30/2250	26/2000
	Dist/TAS			189/405	161/402
35000	Time/Fuel	35/2600	29/2250	26/2050	23/1900
	Dist/TAS	224/407	180/402	157/399	141/397
34000	Time/Fuel	28/2250	25/2050	23/1900	21/1800
	Dist/TAS	173/400	154/397	140/395	128/394
33000	Time/Fuel	25/2100	23/1950	21/1800	20/1700
	Dist/TAS	151/394	138/393	127/391	118/390
32000	Time/Fuel	23/1950	21/1850	20/1750	19/1650
	Dist/TAS	136/390	126/389	117/388	109/387
31000	Time/Fuel	22/1850	20/1750	19/1650	18/1550
	Dist/TAS	125/386	116/385	108/384	101/383
30000	Time/Fuel	20/1800	19/1700	18/1600	17/1500
	Dist/TAS	115/382	108/381	101/380	95/379
29000	Time/Fuel	19/1700	18/1600	17/1550	16/1450
	Dist/TAS	105/376	98/376	92/375	87/374
28000	Time/Fuel	17/1600	17/1550	16/1450	15/1400
	Dist/TAS	95/371	90/371	84/370	80/370
27000	Time/Fuel	16/1550	15/1450	15/1400	14/1350
	Dist/TAS	87/366	82/366	77/366	73/365
26000	Time/Fuel	15/1450	15/1400	14/1350	13/1250

a) 20 min, 1750 kg, 117 Nautical Air Miles (NAM), 288 kt
b) 26 min, 2050 kg, 157 Nautical Air Miles (NAM), 399 kt
c) 25 min, 1875 kg, 148 Nautical Air Miles (NAM), 391 kt
d) 26 min, 1975 kg, 157 Nautical Air Miles (NAM), 399 kt

49. Consider the graphic representation of the power required versus true air speed (TAS), for a piston engine aeroplane with a given mass. When drawing the tangent from the origin, the point of contact (A) determines the speed of:



a) Maximum specific range
b) Critical angle of attack
c) Maximum thrust
d) Maximum endurance

50. Under EU CAT.IDE.A.250, an aeroplane with a maximum operational passenger seating configuration (MOPSC) of 501 to 600 must have at least:

a) 6 hand fire-extinguishers conveniently located in the passenger compartment.
b) 7 hand fire-extinguishers conveniently located in the passenger compartment.
c) 8 hand fire-extinguishers conveniently located in the passenger compartment.
d) 5 hand fire-extinguishers conveniently located in the passenger compartment.

51. 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 (for example, wing / fuselage)

52. Which of the following lists information required to input a waypoint or 'Phantom Station' into a basic VOR/DME-based Area Navigation System?

a) Magnetic track and distance from the aircraft to the waypoint or 'Phantom Station'

b) Magnetic track and distance to a VOR/DME from the waypoint or 'Phantom Station'

c) Radial and distance from a VOR/DME to the waypoint or 'Phantom Station'

d) Radials from a minimum of two VORs to the waypoint or 'Phantom Station'

53. What airborne equipment, if any, is required to be fitted in order that a VDF let-down may be flown?

a) VOR

b) VHF radio

c) VOR/DME

d) None

54. Which scenario presents a wake-vortex drift hazard to an aeroplane using a closely spaced parallel runway?

a) If just before landing a much lighter aircraft has landed at the same runway with heavy crosswind.

b) A heavy aeroplane has just taken off on the adjacent runway, with a light crosswind carrying its wake toward your runway.

c) When a preceding aircraft has briefly applied reverse-thrust just prior to take-off.

d) Following a preceding aircraft at high speed.

55. Under CAT.OP.MPA.130, who is responsible for establishing appropriate aeroplane-type operating departure and arrival/approach procedures for noise abatement?

a) State in which the aeroplane is operating

b) State of the operator

c) Commander

d) Operator

56. According to the Airbus A330-800/-900 rescue and firefighting chart, which approach is recommended for trained fire personnel attending very hot landing gear while observing the hazard-area precautions?

a) Sidewards.

b) Approach with extreme caution obliquely toward the tyre shoulder, avoiding the wheel-rim hazard areas.

c) From the inboard side.

d) From any direction.

57. For turbine-engined aeroplanes using the basic CAT fuel scheme with the isolated-aerodrome variation, the minimum additional-fuel amount in the pre-flight calculation is based on:

a) 2 hours at holding consumption at 1 500 ft (450 m) above aerodrome elevation in standard conditions.

b) 30 minutes at normal cruise consumption, including final reserve fuel.

c) 30 minutes at holding consumption at 1 500 ft (450 m) above aerodrome elevation in standard conditions.

d) 2 hours at normal cruise consumption, including final reserve fuel.

58. Which listed thermal structure can reduce climb performance by exposing an aircraft to a rapid increase in air temperature as it climbs through the layer?

a) A very strong temperature inversion

b) Low relative humidity

c) Very pronounced downdrafts

d) Sand/dust in the engines

59. What data may be obtained from buffet onset boundary data?

a) The values of Mcrit at different weights and altitudes

b) The values of MMO at different weights and altitudes

c) The values of the Mach Number at which low speed and shock-stall occur at different weights and altitudes

d) The values of the Mach Number at which low speed and Mach Buffet occur at different weights and altitudes

60. 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

61. The vane of a stall warning system with a flapper switch is activated by the change of the:

a) Centre of pressure

b) Centre of gravity

c) Stagnation point

d) Point of lowest pressure

62. An Air Traffic Control Unit:

a) May ask an aircraft to temporarily change its call sign for safety reasons when there is a risk of confusion between two or more similar call signs.

b) Must not ask an aircraft to change its call sign.

c) May require to change the call sign for safety reasons when there is a risk of confusion between two or more similar call signs providing the aircraft is on a repetitive flight plan.

d) May not ask an aircraft to change its call sign after accepting the flight plan.

63. A conventional direct-reading compass is used at a moderate northerly magnetic latitude during a shallow-bank, coordinated right turn within the compass operating limits from 330° to 040°. Assume compass-liquid swirl drags the magnetic assembly in the same direction as the turn. How do northerly turning error and this swirl affect the indicated turn?

a) Under-indicate the turn and liquid swirl will increase the effect

b) Over-indicate the turn and liquid swirl will increase the effect

c) Under-indicate the turn and liquid swirl will decrease the effect

d) Over-indicate the turn and liquid swirl will decrease the effect

64. 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

65. In order to align an inertial reference system (IRS), it is required to insert the local geographical coordinates. This enables the IRS to:

a) Find True North.

b) Compare the longitude it finds with that entered by the operator.

c) Initialize the FMS flight plan.

d) Compare the latitude it finds with that entered by the operator.

66. Regarding flight deck information presentation, which of the following statements is correct?

a) Analogue presentation is most suitable for quantitative information

b) Digital presentation is more suited to qualitative or comparative information

c) Tape presentation is most suitable for quantitative information

d) Analogue presentation is most suitable for qualitative or comparative information

67. The Take-off Mass of an aeroplane is 66700 kg which includes a traffic load of 14200 kg and a usable fuel load of 10500 kg. If the standard mass for the crew is 545 kg the Dry Operating Mass is:

a) 56200 kg

b) 42000 kg

c) 42545 kg

d) 41455 kg

68. What type of front / occlusion usually moves the fastest?

a) Cold front.

b) Warm occlusion.

c) Cold occlusion.

d) Warm front.

69. What is the equation for the climb gradient expressed in percentage during unaccelerated flight (applicable to small angles only)?

a) Climb Gradient = ((Thrust - Drag) / Weight) x 100

b) Climb Gradient = (Lift / Weight) x 100

c) Climb Gradient = ((Thrust - Mass) / Lift) x 100

d) Climb Gradient = ((Thrust + Drag) / Lift) x 100

70. The minimum number of hand fire-extinguishers to be located in the passenger compartment of an aircraft with a maximum approved passenger seating configuration of 31 is:

a) 3

b) 1

d) 2

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Response Scheme

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

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

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