Exam simulation

ATPL - Airline Transport Pilot license - VFR Communications

QuizVds.it

STUDENT NAME:	DATE AND TIME:

01. At a given mass the CG position is at 15% MAC. If the leading edge of MAC is at a position 625.6 inches aft of the datum and the MAC is given as 134.5 inches determine the position of the CG in relation to the datum.

a) 605.43 inches aft of datum

b) 20.18 inches aft of datum

c) 228.34 inches aft of datum

d) 645.78 inches aft of datum

02. From summer to winter the average geographic position of the polar front jet stream over the North Atlantic moves

a) Towards the south and the speed increases

b) Towards the north and the speed decreases

c) Towards the south and the speed decreases

d) Towards the north and the speed increases

03. During flight all crewmembers have one or more of the following symptoms: 1. blue lips 2. mental disturbances 3. tingling sensations in arms and/or legs 4. reduction of peripheral vision Which is the possible cause?

a) Glaucoma.

b) Hypothermia.

c) Hypoxia.

d) Hypoglycaemia.

04. The turbulence which occurs at high flight levels (above FL 250) is mainly of the type Clear Air Turbulence. In what way can moderate to severe Clear Air Turbulence affect an aircraft, the flight and the passengers?

a) The turbulence can be resembled with the roughness of a washing-board (small scale) and will not have influence on the aircraft and its solidity, but will make flight a little more difficult. The passengers will seldom notice anything of this turbulence.

b) The turbulence is a large scale one (waving) so that the aircraft will be difficult to manoeuvre. The passengers will feel some discomfort.

c) The turbulence is wave like which makes the flight unpleasant for the passengers but the manoeuvring will not be affected essentially.

d) The turbulence is a small scale one and can cause damage. The manoeuvring of the aircraft will be made more difficult or even impossible. For the passengers the flight will be unpleasant.

05. 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

06. The height of the marks under the wings of heavier than air aircraft shall be:

a) At least 50 centimetres
b) At least 75 centimetres
c) At least 60 centimetres
d) At least between 40 centimetres and 50 centimetres

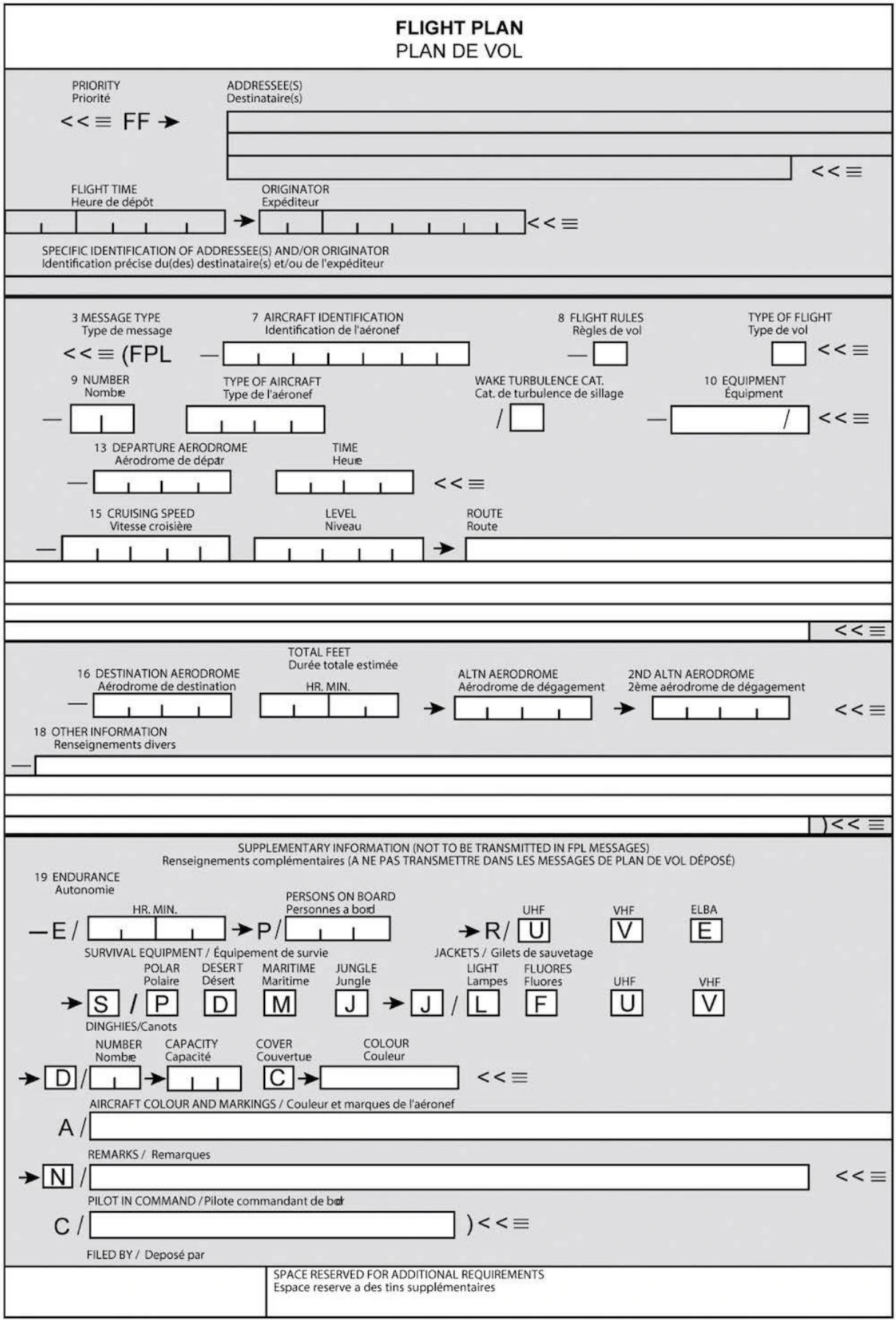
07. Flight data recorders must keep the data and parameters recorded during at least the last:

a) 30 hours of operation.
b) Flight.
c) 25 hours of operation.
d) 48 hours of operation.

08. Given: VOR station position N61° E025°, variation 13°E. Estimated position of an aircraft N59° E025°, variation 20°E What VOR radial is the aircraft on?

a) 347°
b) 167°
c) 193°
d) 160°

09. For the purposes of Item 9 (Wake turbulence category) of the ATC flight plan, an aircraft with a maximum certificated take-off mass of 62000 kg is:



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

TYPE OF FLIGHT
Type de vol
<< ≡

9 NUMBER
Nombre

TYPE OF AIRCRAFT
Type de l'aéronef

WAKE TURBULENCE CAT.
Cat. de turbulence de sillage

10 EQUIPMENT
Équipment
<< ≡

13 DEPARTURE AERODROME
Aérodrome de départ

TIME
Heure
<< ≡

15 CRUISING SPEED
Vitesse croisière

LEVEL
Niveau

ROUTE
Route
<< ≡

16 DESTINATION AERODROME
Aérodrome de destination

TOTAL FEET
Durée totale estimée
HR. MIN.

ALTN AERODROME
Aérodrome de dégagement

2ND ALTN AERODROME
2ème aérodrome de dégagement
<< ≡

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 DÉPOSÉ)

19 ENDURANCE
Autonomie
HR. MIN.

PERSONS ON BOARD
Personnes a bord

UHF
VHF
ELBA

—E/ → P/ → R/ [U] [V] [E]

SURVIVAL EQUIPMENT / Équipement de survie

JACKETS / Gilets de sauvetage

POLAR
Polaire
DESERT
Désert
MARITIME
Maritime
JUNGLE
Jungle
LIGHT
Lampes
FLUORES
Fluores
UHF
VHF

→ [S] / [P] [D] [M] [J] → [J] / [L] [F] [U] [V]

DINGHIES/Canots

NUMBER
Nombre
CAPACITY
Capacité
COVER
Couvertue
COLOUR
Couleur

→ [D] / → → [C] → << ≡

AIRCRAFT COLOUR AND MARKINGS / Couleur et marques de l'aéronef

A /

REMARKS / Remarques

→ [N] / << ≡

PILOT IN COMMAND / Pilote commandant de bord

C /)<< ≡

FILED BY / Deposé par

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace reserve a des fins supplémentaires

a) Heavy 'H'
b) Light 'L'
c) Medium 'M'
d) Unclassified 'U'

10. During a conventional approach, the Minimum Descent Height (MDH) is referred to the runway threshold altitude and not to the aerodrome altitude if the runway threshold is at more than:

a) 2 m (7 ft) below the aerodrome altitude

b) 4 m (14 ft) below the aerodrome altitude

c) 2 m (7 ft) above the aerodrome altitude

d) 4 m (14 ft) above the aerodrome altitude

11. What does the term 'waypoint' mean?

a) A defined position on an aerodrome used for the calibration of the inertial navigation system

b) A signal indicating the direction of the runway-in-use

c) A specified geographical position used to define an area navigation route or the flight path of an aircraft employing area navigation

d) A general term meaning the taxiway- and the runway-system of an international airport

12. What surface weather is associated with a stationary high pressure region over land in the winter?

a) Thunderstorms.

b) A tendency for fog and low ST.

c) The possibility of snow showers.

d) NS with continuous rain.

13. In accordance with EASA-OPS, an operator must ensure that the MDH for an ILS approach without the glidepath (LLZ only) is not lower than:

a) 200 ft

b) 300 ft

c) 250 ft

d) 350 ft

14. Just prior to departure, you accept 10 passengers additional on board who will be seated in 'compartment OC' and you have 750 kg unloaded from cargo compartment 5. The take-off centre of gravity in MAC % (Mean Aerodynamic Chord) will be located at:

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LOAD and TRIM SHEET

DRY OPERATING WEIGHT CONDITIONS	
WEIGHT (1000 kg)	CG (% MAC)
110	30,5%
DRY OPER WEIGHT INDEX	119,1

AIRCRAFT REGISTER:

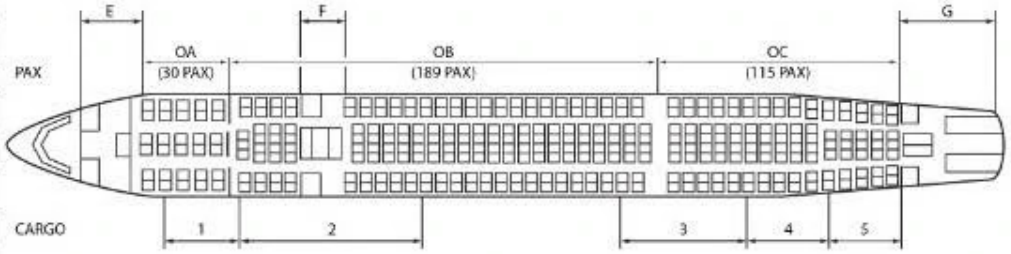
DATE: PREPARED BY:

FLT Nbr:

FROM: TO:

DRY OPERATING WEIGHT		110.000
WEIGHT DEVIATION (PANTRY)	±	100
CORRECTED DRY OPER WEIGHT	=	110.100
CARGO	+	11.500
PASSENGERS 240 x 75 =	+	18.000
ZERO FUEL WEIGHT	=	139.600
TOTAL FUEL	+	72.000
TOTAL WEIGHT	=	211.600

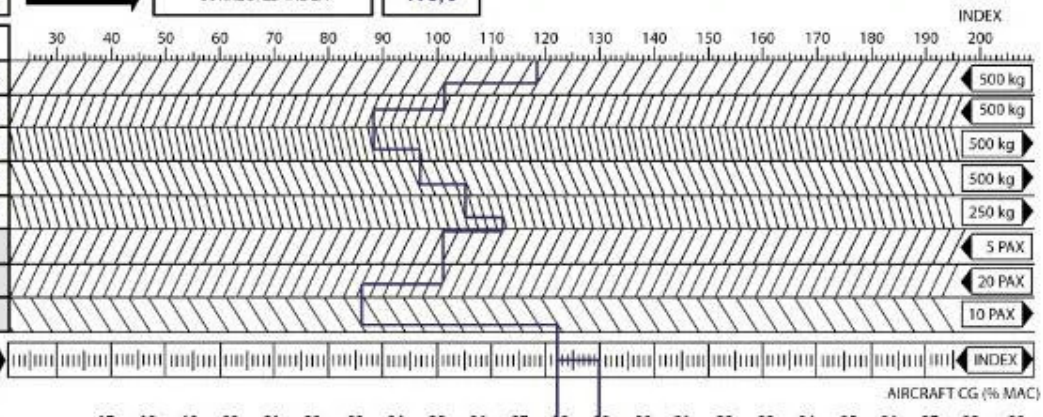
ZONES	E	F	G
WEIGHT (kg) DEVIATION		+100	



BASIC INDEX CORRECTION			
DRY OPER. WEIGHT DEVIATION	ZONES		
	E	F	G
+ 100 kg			
- 100 kg			
INDEX CORRECTION	-0,51		

CORRECTED INDEX 118,6

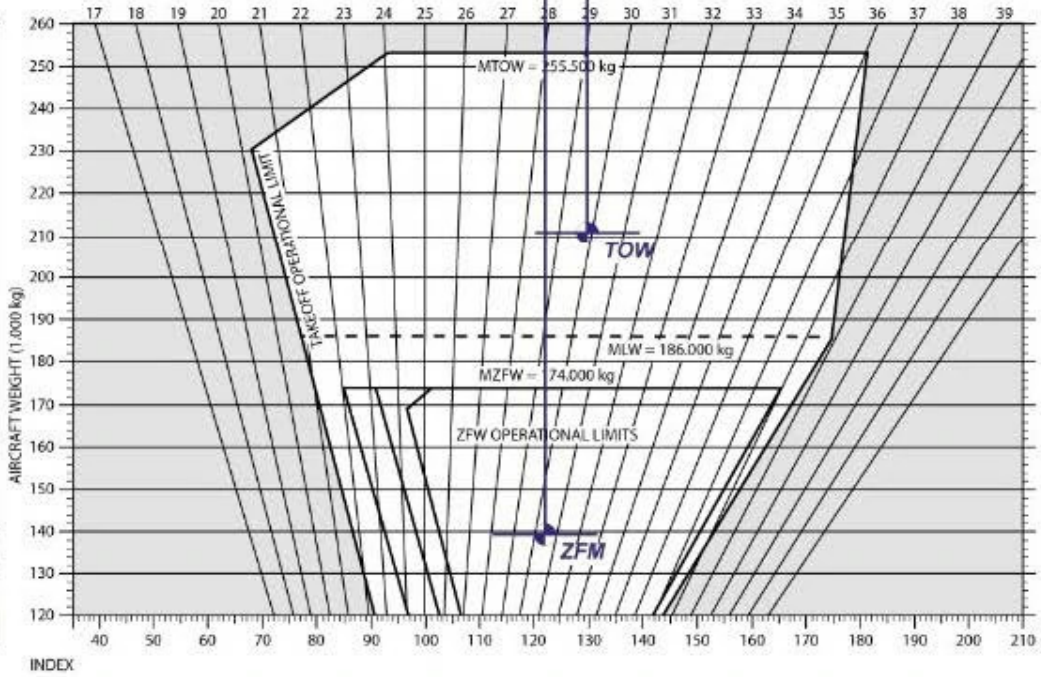
ZONES	Nbr	WEIGHT (kg)
CARGO 1		2.500
CARGO 2		3.000
CARGO 3		3.000
CARGO 4		2.000
CARGO 5		1.000
CABIN OA	20	
CABIN OB	120	
CABIN OC	100	



FUEL INDEX +8

SEE TABLE OVERLEAF

AIRCRAFT CG (% MAC)



NOTA

TAKE OFF
CG % MAC
29,9

FUEL INDEX	
WEIGHT tons	CG % MAC
139,6	30,5

a) 29.5 %
b) 27.8 %
c) 27.2 %
d) 30.5 %

15. Hypoxia can affect night vision:

a) Less than day vision
b) And causes the autokinetic phenomena
c) At approximately 5000'
d) And causes hyperventilation

16. An aeroplane is said to be 'neutrally stable'. This is likely to:

a) Be caused by a centre of gravity which is towards the forward limit
b) Be totally unrelated to the position of the centre of gravity
c) Be caused by a centre of gravity which is towards the rearward limit
d) Cause the centre of gravity to move forwards

17. In order to perceive colour vision, it is necessary: - 1: for there to be sufficient amount of light (ambient luminosity) - 2: at night to look at the point to be observed at an angle of 15° - 3: to allow the eye a period of time to get used to the light - 4: to avoid white light

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

18. Which of the following satellite navigation systems has Full Operational Capability (FOC) and is approved for specified flights under IFR conditions in Europe?

a) COSPAS-SARSAT
b) NNSS-Transit
c) GLONASS
d) NAVSTAR/GPS

19. The mass of an item multiplied by its distance from the datum is its

a) Moment
b) Force
c) Moment arm
d) Centre of gravity

20. For the purpose of completing the Mass and Balance documentation, the Operating Mass is considered to be Dry Operating Mass plus

a) Ramp (Block) Fuel Mass.

b) Trip Fuel Mass.

c) Take-off Fuel Mass.

d) Ramp Fuel Mass less the fuel for APU and run-up.

21. Following an explosive decompression, the maximum altitude without oxygen supply at which flight crew efficiency is not impaired is:

a) 14000 ft

b) 25000 ft

c) 2500 ft

d) 8000 ft

22. Which of the following operations are performed more effectively by automatic systems than by people? 1. Waiting for an infrequent phenomenon 2. Long term controlling of a set value (for example, holding of trajectory) 3. Monitoring to ensure that certain values are not exceeded (for example, holding of flight path) 4. Qualitative decision-making

a) 1,2,3

b) 2,3,4

c) 3,4

d) 2,4

23. AIP Which part of the AIP contains information relating to existing prohibited, restricted and danger areas?

a) GEN

b) AD

c) ENR

d) The AIP does not contain this information

24. The speed limitation for IFR flights inside ATS airspace classified as E, when flying below 3 050 m (10 000 ft) AMSL, is:

a) 250 KT IAS

b) 260 KT IAS

c) Not applicable

d) 250 KT TAS

25. Given: Maximum allowable crosswind component is 20 kt. Runway 06, RWY QDM 063°(M). Wind direction 100°(M). Calculate the maximum allowable wind speed?

a) 26 kt

b) 37 kt

c) 25 kt

d) 33 kt

26. 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'

ISA -6°C TO -15°C

Press. Alt. ft	Units Min/kg. NAM/Kt	BRAKE RELEASE WEIGHT KG										
		68000	66000	64000	62000	60000	58000	56000	52000	48000	44000	40000
37000	Time/Fuel				30/2100	25/1800	22/1650	20/1550	17/1350	15/1200	13/1050	12/950
	Dist/TAS				184/391	148/387	130/385	117/383	98/381	85/379	73/378	64/377
36000	Time/Fuel			28/2050	24/1800	22/1650	20/1550	19/1450	16/1300	14/1150	13/1100	11/900
	Dist/TAS			166/388	142/385	127/383	115/381	106/380	91/378	79/377	69/376	60/375
35000	Time/Fuel	32/2350	27/2000	24/1850	22/1700	20/1600	19/1500	17/1400	15/1250	13/1100	12/1000	11/900
	Dist/TAS	195/390	156/385	139/383	125/381	114/380	105/378	97/377	85/376	74/375	65/374	57/373
34000	Time/Fuel	26/2000	23/1850	21/1700	20/1600	19/1500	17/1400	16/1350	14/1200	13/1100	11/950	10/850
	Dist/TAS	152/383	136/381	123/379	113/378	105/376	97/375	90/375	79/373	70/372	61/371	54/371
33000	Time/Fuel	23/1850	21/1750	20/1650	19/1550	17/1450	16/1350	15/1300	14/1150	12/1050	11/950	10/850
	Dist/TAS	133/378	121/376	112/375	104/374	97/373	90/372	84/372	74/371	66/370	58/369	51/368
32000	Time/Fuel	21/1750	20/1650	19/1550	17/1500	16/1400	16/1300	15/1250	13/1150	12/1000	11/900	9/800
	Dist/TAS	120/374	111/373	103/372	96/371	90/370	84/369	79/369	70/368	62/367	55/366	48/366
31000	Time/Fuel	20/1700	19/1600	18/1500	17/1400	16/1350	15/1300	14/1200	13/1100	11/1000	10/900	9/800
	Dist/TAS	110/370	102/369	95/368	89/367	84/367	79/366	74/366	66/365	58/364	52/364	46/363
30000	Time/Fuel	19/1600	18/1550	17/1450	16/1350	15/1300	14/1250	13/1200	12/1050	11/950	10/850	9/800
	Dist/TAS	101/366	95/365	89/1364	83/364	78/363	74/363	70/362	62/362	55/361	49/361	43/360
29000	Time/Fuel	17/1550	16/1450	16/1400	15/1300	14/1250	13/1200	13/1150	11/1050	10/950	9/850	8/750
	Dist/TAS	92/361	87/360	81/360	77/359	72/359	68/358	64/358	57/357	51/357	46/357	41/356
28000	Time/Fuel	16/1450	15/1400	15/1300	14/1250	13/1200	13/1150	12/1100	11/1000	10/900	9/800	8/750
	Dist/TAS	84/356	79/356	75/355	70/355	67/355	63/354	59/354	53/353	48/353	42/353	38/352
27000	Time/Fuel	15/1400	14/1350	14/1250	13/1200	12/1150	12/1100	11/1050	10/950	9/850	8/800	8/700
	Dist/TAS	77/352	73/351	69/351	65/351	61/350	58/350	55/1350	49/349	44/349	39/349	35/348
26000	Time/Fuel	14/1350	14/1250	13/1200	12/1150	12/1100	11/1050	11/1000	10/900	9/850	8/750	7/700
	Dist/TAS	71/348	67/347	63/347	60/347	57/347	54/346	51/346	46/346	41/345	37/345	33/345
25000	Time/Fuel	13/1300	13/1200	12/1150	12/1100	11/1050	11/1000	10/950	9/900	8/800	8/750	7/650
	Dist/TAS	65/344	61/343	58/343	55/343	52/343	50/343	47/342	42/342	38/342	34/342	30/341
24000	Time/Fuel	13/1200	12/1150	11/1100	11/1050	10/1000	10/950	10/950	9/850	8/750	7/700	6/650
	Dist/TAS	60/340	56/340	54/340	51/339	48/339	46/339	43/339	39/339	35/338	32/338	28/338
23000	Time/Fuel	12/1150	11/1100	11/1050	10/1000	10/1000	9/950	9/900	8/800	7/750	7/700	6/600
	Dist/TAS	55/336	52/336	49/336	47/336	44/336	42/335	40/335	36/335	33/335	29/335	26/335
22000	Time/Fuel	11/1100	11/1050	10/1000	10/1000	9/950	9/900	9/850	8/800	7/700	6/650	6/600
	Dist/TAS	50/333	48/333	45/333	43/332	41/332	39/332	37/332	33/332	30/332	27/332	24/331
21000	Time/Fuel	10/1050	10/1000	10/1000	9/950	9/900	8/850	8/800	7/750	7/700	6/650	6/550
	Dist/TAS	46/330	44/329	42/329	40/329	38/329	36/329	34/329	31/329	28/328	25/328	22/328
20000	Time/Fuel	10/1000	9/950	9/950	9/900	8/850	8/800	8/800	7/700	6/650	6/600	5/550
	Dist/TAS	42/326	40/326	38/326	36/326	35/326	33/326	31/326	28/326	26/325	23/325	21/325
19000	Time/fuel	9/950	9/950	8/900	8/850	8/800	7/800	7/750	7/700	6/650	6/600	5/500
	Dist/TAS	39/323	37/323	35/323	33/323	32/323	30/323	29/323	26/323	24/322	21/322	19/322
18000	Time/Fuel	9/900	8/900	8/850	8/800	7/800	7/750	7/700	6/650	6/600	5/550	5/500
	Dist/TAS	35/320	34/320	32/320	31/320	29/320	28/320	26/320	24/320	22/320	19/319	17/319
17000	Time/Fuel	8/900	8/850	8/800	7/800	7/750	7/700	6/700	6/650	5/600	5/550	5/500
	Dist/TAS	32/317	31/317	29/317	28/317	27/317	25/317	24/317	22/317	20/317	18/317	16/317
16000	Time/Fuel	8/850	7/800	7/750	7/750	7/700	6/700	6/650	6/600	5/550	5/500	4/450
	Dist/TAS	29/314	28/314	27/314	25/314	24/314	23/314	22/314	20/314	18/314	16/314	15/314
15000	Time/Fuel	7/800	7/750	7/750	6/700	6/700	6/650	6/650	5/600	5/550	4/500	4/450
	Dist/TAS	26/312	25/312	24/312	23/311	22/311	21/311	20/311	18/311	16/311	15/311	13/311
14000	Time/Fuel	7/750	6/700	6/700	6/650	6/650	6/600	5/600	5/550	5/500	4/450	4/400
	Dist/TAS	24/309	23/309	22/309	21/309	20/309	19/309	18/309	16/309	15/309	13/309	12/309
13000	Time/Fuel	6/700	6/700	6/650	6/650	5/600	5/600	5/550	5/500	4/500	4/450	4/400
	Dist/TAS	21/306	20/306	19/306	19/306	18/306	17/306	16/306	15/306	13/306	12/306	11/306
12000	Time/Fuel	6/650	6/650	5/600	5/600	5/600	5/550	5/550	4/500	4/450	4/400	3/400
	Dist/TAS	19/304	18/304	17/304	17/304	16/304	15/304	14/304	13/304	12/304	11/304	10/304
11000	Time/Fuel	5/650	5/600	5/600	5/550	5/550	5/500	4/500	4/450	4/450	3/400	3/350
	Dist/TAS	17/301	16/301	15/301	15/301	14/301	13/301	13/301	12/301	11/301	10/301	9/301
10000	Time/Fuel	5/600	5/550	5/550	5/550	4/500	4/500	4/500	4/450	4/400	3/350	3/350
	Dist/TAS	15/299	14/299	13/299	13/299	12/299	12/299	11/299	10/299	9/299	8/299	7/299
8000	Time/Fuel	4/500	4/500	4/500	4/450	4/450	4/450	3/400	3/400	3/350	3/350	3/300
	Dist/TAS	11/294	10/294	10/294	9/294	9/294	9/294	8/294	7/294	7/294	6/294	6/294
6000	Time/Fuel	4/450	3/400	3/400	3/400	3/400	3/350	3/350	3/350	3/300	2/300	2/250
	Dist/TAS	7/290	7/290	6/290	6/290	6/290	6/290	5/290	5/290	5/290	4/290	4/290
1500	Time/Fuel	2/250	2/250	2/250	2/250	2/250	2/250	2/250	2/200	2/200	2/200	1/150

Fuel Adjustment for high elevation airports	Airport Elevation	2000	4000	6000	8000	10000	12000
Effect on time and distance is negligible	Fuel Adjustment	-50	-100	-150	-250	-300	-350

Figure 4.5.1 En-route Climb 280/.74

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

27. Generally northern hemisphere winds at 5000 FT/AGL are south-westerly while most of the surface winds are southerly. What is the primary reason of difference between these two wind directions?

a) Friction between the wind and the surface.
b) The influence of warm air at the lower altitude.
c) Stronger Coriolis force at the surface.
d) A strong pressure gradient at higher altitudes.

28. The airspeed indicator of a twin-engine aircraft comprises different sectors and colour marks. The blue line corresponds to the:

a) Speed not to be exceeded, or VNE
b) Optimum climbing speed with one engine inoperative, or Vy
c) Maximum speed in operations, or VMO
d) Minimum control speed, or VMC

29. The lift force, acting on an aerofoil:

a) Increases, proportional to the angle of attack until 40 degrees
b) Is mainly caused by overpressure at the underside of the aerofoil
c) Is mainly caused by suction on the upperside of the aerofoil
d) Is maximum at an angle of attack of 2 degrees

30. The urgency message to be sent by an aircraft reporting an urgency condition shall contain at least the following elements/details:

a) Aircraft call sign, destination airport, ETA at destination, route of flight
b) Aircraft call sign, nature of the urgency condition, pilot's intention, present position, level and heading
c) Aircraft identification, aerodrome of departure, level and heading
d) Name of the station addressed, present position, assistance required

31. What characterises the notion of role?

a) The function and behaviour associated with the particular role
b) The hierarchical position of the function and the associated behaviour
c) The characteristic behaviour associated with the description of the various roles of a particular status
d) Only the functions associated with role

32. 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.

33. When decelerating on a westerly heading in the Northern hemisphere, the compass card of a direct reading magnetic compass will turn:

a) Anti-clockwise giving an apparent turn towards the south
b) Clockwise giving an apparent turn toward the south
c) Anti-clockwise giving an apparent turn towards the north
d) Clockwise giving an apparent turn towards the north

34. At which levels may Reduced Vertical Separation Minimum (RVSM) be used within the NAT region?

a) Between FL275 and FL400 inclusive.

b) Between FL245 and FL410 inclusive.

c) Between FL290 and FL410 inclusive.

d) Below FL290.

35. An aircraft is flying a 3° glidepath and experiences a reduction in groundspeed from 150 kt at the outer marker to 120 kt over the threshold. The effect of this change in groundspeed on the aircraft's rate of descent will be a decrease of approximately:

a) 50 FT/MIN

b) 250 FT/MIN

c) 100 FT/MIN

d) 150 FT/MIN

36. Which one of the following statements applies to the tropopause?

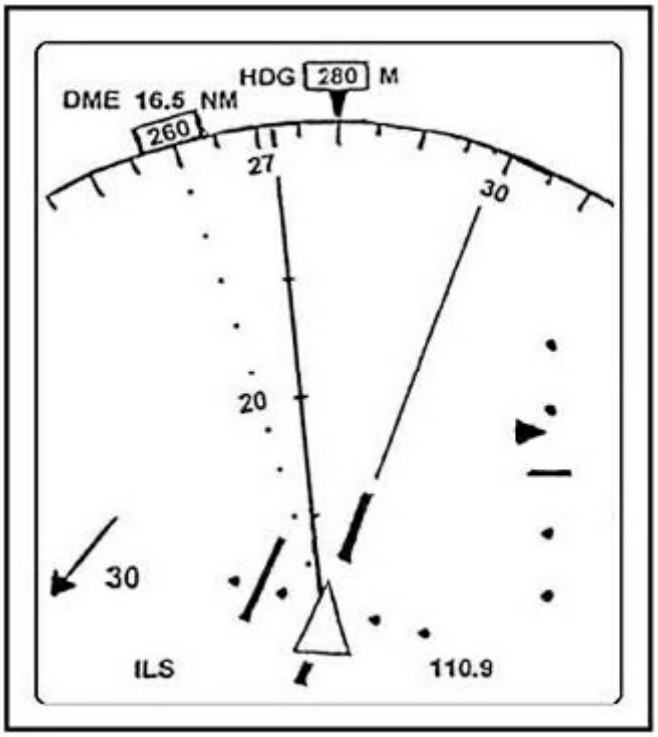
a) It separates the troposphere from the stratosphere

b) It is, by definition, a temperature inversion

c) It indicates a strong temperature lapse rate

d) It is, by definition, an isothermal layer

37. What drift is being experienced?



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

38. At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean head-wind component significant change is:

a) 5 KT
b) 8 KT
c) 10 KT
d) 4 KT

39. Without any external action, the axis of a free gyroscope is fixed with reference to:

a) The earth.
b) The apparent vertical.
c) The aircraft.
d) Space.

40. When leaving the NAT HLA oceanic control area for a domestic controlled area, the pilot has to:

a) Take the Mach number specified in this initial flight plan

b) Maintain the Mach number previously assigned up to the last position shown in the oceanic clearance

c) Take the Mach number provided for this type of flight by their airline

d) Take any Mach number

41. 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

42. When an aeroplane with the centre of gravity forward of the centre of pressure of the combined wing / fuselage is in straight and level flight, the vertical load on the tailplane will be:

a) Zero because in steady flight all loads are in equilibrium.

b) Upwards.

c) Downwards because it is always negative regardless of the position of the centre of gravity.

d) Downwards.

43. What conditions are most likely to lead to the formation of hill fog?

a) High relative humidity and an unstable air mass.

b) Clear skies, calm or light winds, with relatively low humidity.

c) Humid stable air mass, wind blowing towards the hills.

d) Precipitation which is lifted by the action of moderate winds striking the range.

44. In flight, if the Constant Speed Drive (CSD) temperature indicator is in the red arc the:

a) Pilot must disconnect it, and the generator is not available for the rest of flight.

b) Pilot must disconnect it and manually control the alternator.

c) Pilot can disconnect it to allow it to cool and use it again.

d) Pilot has to throttle back.

45. Given: Distance from departure to destination: 2000 NM Endurance: 5 h TAS: 500 kt Ground Speed Out: 480 kt Ground Speed Home: 520 kt. What is the distance of the PSR from the departure point?

a) 1248 NM

b) 752 NM

c) 624 NM

d) 1040 NM

46. Induced drag at constant IAS is affected by:

a) Aeroplane wing location

b) Aeroplane weight

c) Engine thrust

d) Angle between wing chord and fuselage centre line

47. The region of the globe where the greatest number of tropical revolving storms occur is

a) The north-west Pacific, affecting Japan, Taiwan, Korea and the Chinese coastline.

b) The northern Indian ocean, affecting India, Sri Lanka and Bangladesh.

c) The south-western Indian ocean, affecting Madagascar, Mauritius and the island of Réunion.

d) The Caribbean sea, affecting the West Indies, Mexico and the south-east coastline of the US

48. To calculate a allowable take-off mass, the factors to be taken into account include:

a) The sum of the maximum landing mass and the fuel on board at take-off.

b) The sum of the maximum zero fuel mass and the trip fuel.

c) The sum of the maximum landing mass and the trip fuel.

d) The maximum take-off mass minus the trip fuel.

49. The rate of descent required to maintain a 3.25° glide slope at a groundspeed of 140 KT is approximately:

a) 850 fpm

b) 760 fpm

c) 700 fpm

d) 670 fpm

50. 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

51. Conversion of fuel volume to mass

a) May be done by using standard fuel density values as specified in EASA Part-CAT.

b) May be done by using standard fuel density values as specified in the Operations Manual, if the actual fuel density is not known.

c) Must be done using fuel density values of 0.79 for JP 1 and 0.76 for JP 4 as specified in EASA AMC.

d) Must be done by using actual measured fuel density values.

52. Approach procedures, Arrival and Approach Segments - Intermediate approach segment. What is the minimum obstacle clearance requirement at the end of the primary area of the intermediate approach segment in an instrument approach procedure?

a) 450m (1476 ft) reducing to 150 m (492 ft).

b) 150m (492 ft) reducing to 0 m.

c) 300 m (984 ft) reducing to 0 m.

d) 300m (984 ft) reducing to 150 m (492 ft).

53. The principle of the TCAS (Traffic Collision Avoidance Systems) is based on the use of:

a) Airborne weather radar system

b) Transponders fitted in the aircraft

c) Air traffic control radar systems

d) FMS (Flight Management System)

54. Which of the following is the correct suffix for the ATC unit controlling the traffic on the ground at an airport?

a) Radar

b) Approach

c) Ground

d) Delivery

55. What is the average track (M) and distance between WTD NDB (N5211.3 W00705.0) and KER NDB (N5210.9 W00931.5)?

a) 090° - 91 NM

b) 270° - 89 NM

c) 278° - 90 NM

d) 098° - 90 NM

56. An aeroplane whose maximum approved passenger seating configuration is 501 to 600 seats must be equipped with 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.

57. 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

58. The Coriolis effect in spatial disorientation occurs as a result of:

a) Simultaneous stimulation of several semicircular canals

b) Absence of semicircular canal stimulation

c) On stimulating the cochlea intensely

d) Stimulation of the saccule and the utricle (otoliths) of the inner ear

59. In the 'VASIS', how many light units are in each wing bar?

a) 3.

b) 5.

c) 4.

d) 2.

60. The one engine out take-off run is the distance between the brake release point and:

a) The lift-off point
b) The point where V2 is reached
c) The middle of the segment between VLOF point and 35 ft point
d) The point half way between V1 and V2

61. The purpose of the primary stops in a flying control system is to:

a) Prevent damage to the system when the helicopter is parked in high winds.
b) Act as a stop in case of vibration of the controls.
c) Bring the main and tail rotors to rest as soon as possible after shut-down.
d) Restrict the movement of the controls within the correct range.

62. If a pilot has to perform two tasks requiring the allocation of cognitive resources:

a) The only way of not seeing performance tail off is to switch to knowledge-based mode for the two tasks
b) A person reaches his limits as from simultaneous tasks, and performance will then tail off
c) The only way of not seeing performance tail off is to switch to rules-based mode for the two tasks
d) The sharing of resources causes performance on each task to be reduced

63. What does the phrase 'Go ahead' mean:

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

64. 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.

65. In the Flight Management Computer (FMC) of the Flight Management System (FMS), data relating to cruising speeds is stored in the:

a) Air data computer

b) Navigation database

c) Performance database

d) Auto flight computers

66. During certification test flights for a turbojet aeroplane, the actual measured take-off runs from brake release to a point equidistant between the point at which VLOF is reached and the point at which the aeroplane is 35' above the take-off surface are: - 1747 m, all engines operating; - 1950 m, with the critical engine failure recognized at V1, the other factors remaining unchanged. Considering both possibilities to determine the take-off run (TOR). What is the correct distance?

a) 2243 m

b) 2096 m

c) 2009 m

d) 1950 m

67. In a given configuration the endurance of a piston engine aeroplane only depends on:

a) Altitude, speed, mass and fuel on board.

b) Speed, mass and fuel on board.

c) Speed and mass.

d) Altitude, speed and mass.

68. In order to avoid CB a pilot wants to turn right to a magnetic heading of 100 degrees. The correct way to ask the ATC unit for permission is:

a) Request right turn to heading one-double-0

b) Request right turn to heading one-hundred degrees

c) Request right turn to heading one-point-zero-zero

d) Request right turn, heading one-zero-zero

69. 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

70. The main factor which contributes to the formation of very low clouds ahead of a warm front is the:

a) Saturation of the cold air by rain falling into it and evaporating
b) Warm air moving over a cold surface
c) Reduction of outgoing radiation due to clouds
d) Saturation of the warm air by rain falling into it and evaporating

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Response Scheme

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

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

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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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41:	42:	43:	44:
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69:	70:		

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