Exam simulation

EASA PPL(A) - Private Pilot Licence (Aeroplane), 120 questions on 120 minutes!

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STUDENT NAME:	DATE AND TIME:

01. If unsure of taxi clearance, the pilot should...

a) continue taxiing and decide later
b) cross the runway first and ask afterwards
c) stop and ask ATC for clarification
d) assume the most convenient route was cleared

02. In radiotelephony, which statement is correct? The correct meaning of WILCO is...

a) I repeat my last transmission
b) I am unable to comply
c) Wait and I will call you
d) I understand your message and will comply

03. Which operational procedure statement is correct? A runway incursion risk is reduced by...

a) taxiing faster when unsure of the route
b) crossing hold-short markings without required clearance
c) clear readbacks, situational awareness and stopping if unsure
d) assuming an earlier taxi clearance authorises every runway crossing

04. The Pitot / static system is required to...

a) Prevent potential static buildup on the aircraft.
b) Correct the reading of the airspeed indicator to zero when the aircraft is static on the ground.
c) Measure total and static air pressure.
d) Prevent icing of the Pitot tube.

05. A test transmission should normally include...

a) the station called, the station calling, the words RADIO CHECK and the frequency being used
b) only the pilot's first name
c) only a request for QNH
d) only the words ROGER and WILCO

06. In normal private flying, which statement about QDM and QDR is correct?

a) QDM is magnetic bearing to a station and QDR is magnetic bearing from it
b) QDM is from the station and QDR is to it
c) Both are true bearings without magnetic reference
d) Both are relative bearings measured from the aircraft nose

07. A frequency change instruction should be...

a) acknowledged with the new frequency
b) acknowledged only by saying ROGER, without the assigned channel
c) ignored until landing at the destination
d) carried out without an acknowledgement or aircraft identification

08. Extending flaps usually...

a) increases stall speed under otherwise equal conditions
b) has no effect on maximum lift coefficient
c) decreases stall speed
d) reduces drag without changing lift characteristics

09. Which statement is correct for position reports?

a) A callsign alone always constitutes a complete position report.
b) They should include useful information such as call sign, position, altitude and intentions
c) Position may be omitted even when it is specifically requested.
d) A position report gives ATC responsibility for navigating the aeroplane.

10. Before entering a control zone under Special VFR, what must the pilot obtain and comply with?

a) an ATC clearance and compliance with the published conditions
b) automatic priority over IFR traffic
c) no communication requirement
d) no visibility limitation

11. Which statement gives the best operational interpretation of VOR radials?

a) A radial is always the magnetic bearing to the station
b) A radial is referenced to the aircraft nose
c) A radial is a magnetic bearing from the station
d) A radial changes its bearing simply because the aircraft changes heading

12. In radiotelephony, which statement is correct? The transponder code assigned by ATC should be...

a) changed automatically to 7700 regardless of the situation
b) left on standby throughout controlled flight
c) entered only after landing
d) set and accurately read back when assigned by voice

13. A semi-monocoque fuselage normally uses...

a) frames, stringers and stressed skin
b) a skin carrying all loads without internal frames or stringers
c) an uncovered truss with no load carried by the skin
d) a non-structural skin over a structure with no frames or stringers

14. Which statement is correct for go-around?

a) it is prohibited once final approach has started
b) It should be initiated promptly if the approach or landing is unsafe
c) it is allowed only during IFR flight
d) it must be delayed until landing is no longer possible

15. Which statement is correct for visual scanning?

a) Fixating continuously on one point gives the best traffic detection.
b) A systematic scan improves traffic detection in VMC
c) Visual scanning is unnecessary when a radio is fitted.
d) All conflicting traffic will automatically be visible without deliberate scanning.

16. What is the correct operational meaning of aerodrome operating information?

a) An old chart always takes precedence over current published aerodrome information.
b) Published procedures, runway data and local restrictions must be checked before use
c) Local operating restrictions apply only to airline flights.
d) Only runway length needs checking; surface condition and published procedures are irrelevant.

17. Fuel contamination is checked by...

a) draining samples from specified drain points
b) looking only at the fuel-quantity indication
c) inspecting only the outside of the filler cap
d) checking only that the fuel selector moves

18. Which operational procedure statement is correct? If water is found in a fuel sample, the pilot should...

a) ignore it if the tanks are full
b) add engine oil to mask the contamination
c) depart before establishing that the fuel is safe
d) continue draining and investigate until fuel is clean and safe

19. What ground features should preferably be used for orientation during visual flight?

a) Border lines
b) Farm tracks and creeks
c) Power lines
d) Rivers, railroads, highway

20. Which statement is correct for carburettor icing?

a) It can occur at temperatures above freezing when humidity is high
b) It is impossible when the outside air temperature is above freezing.
c) It occurs only when the aircraft is flying inside visible cloud.
d) High humidity eliminates the risk of ice forming in the carburettor.

21. The purpose of the oil pressure gauge is to...

a) indicate whether lubrication pressure is available

b) indicate the quantity of oil in the sump directly

c) indicate the temperature of the hottest cylinder

d) measure the engine fuel supply pressure

22. Which operational procedure statement is correct? Behind a departing large aircraft, a light aeroplane should...

a) rotate beyond its rotation point and remain below its flight path

b) rotate before the rotation point of the larger aircraft when safe and avoid its wake

c) follow below its climb path regardless of separation

d) ignore its wake whenever the wind is calm

23. Which option correctly describes TAF?

a) it describes only conditions observed at its issue time

b) it is a report of weather encountered by a pilot

c) It forecasts aerodrome weather for a specified period

d) it is an actual observation with no future validity period

24. Which option correctly describes abnormal vibration?

a) Power, speed, engine indications and landing options should be managed according to the checklist

b) ignore it regardless of severity and indications

c) assume vibration always improves engine performance

d) continue normally without considering a landing or the checklist

25. After inadvertent entry into a microburst immediately after lift-off, which general response best follows an approved wind-shear escape procedure?

a) Apply maximum available power, avoid premature configuration changes and use the AFM/POH escape attitude and technique while maintaining control.

b) Set maximum power, retract landing gear and flaps, pick up speed and perform a left or a right turn in an attempt to leave the area of the microburst on the shortest way

c) Set maximum power, retract landing gear and flaps, increase pitch until attaining optimum climb speed

d) Set maximum power, maintain present aircraft configuration, pick up speed in an attempt to leave the area of the microburst as fast as possible

26. How should workload management be understood by a private pilot?

a) Tasks should be prioritised so aircraft control is protected

b) Every task should be attempted simultaneously.

c) Radio communication always takes priority over aircraft control.

d) Checklists should be skipped whenever workload increases.

27. Which principle of flight statement is correct? Manoeuvring speed is important because below it...

a) structural limits cannot be exceeded by any control sequence or turbulence

b) at the appropriate mass, a single abrupt positive-pitch input should reach the stall before the positive limit load; this does not protect against every control sequence or gust

c) VNE may be disregarded

d) flaps may be extended beyond their limiting speed

28. How does inflowing cold air affect the shape and vertical distance between pressure layers?

a) Increasing vertical distance, raise in height (high pressure)

b) Decreasing vertical distance, raise in height (high pressure)

c) Decrease in vertical distance, lowering in height (low pressure)

d) Increase in vertical distance, lowering in height (low pressure)

29. Which practical rule applies to landing distance?

a) It must be assessed using expected mass, runway condition, wind and required safety margin

b) It is always shorter with a tailwind

c) It is unaffected by runway condition

d) It is adequate to assess it only after touchdown

30. In airspace class E, what should a PPL(A) pilot remember when planning a diversion?

a) it is always prohibited airspace

b) VFR flights may operate without individual ATC clearance unless otherwise specified

c) only IFR traffic may operate

d) all VFR flights require special VFR clearance

31. What is the correct operational meaning of ATC clearance?

a) It authorises a flight to proceed subject to specified conditions

b) It transfers the pilot's responsibility for safe flight entirely to ATC.

c) It automatically permits normal VFR flight below the applicable VMC minima.

d) It authorises any route or altitude the pilot chooses, regardless of its conditions.

32. Which distances to clouds have to be maintained during a VFR flight in airspaces C, D and E?

a) 1500 m horizontally, 1000 ft vertically

b) 1500 m horizontally, 1000 m vertically

c) 1000 m horizontally, 1500 ft vertically

d) 1000 m horizontally, 300 m vertically

33. A forced landing pattern should be planned to...

a) avoid every checklist regardless of time available

b) prefer downwind landing regardless of terrain and alternatives

c) arrive at the selected field with suitable height and configuration

d) leave field selection until the final seconds

34. Under Part-NCO, an aeroplane flies farther from suitable land than 30 minutes at normal cruising speed or 50 NM, whichever is less. How must the pilot decide which additional survival equipment to carry?

a) Treat life-jackets and life-rafts as interchangeable in every case.

b) Carry a life-raft only if ATC specifically instructs the pilot to do so.

c) Assess the occupants' survival risks after ditching and determine the need for distress-signalling equipment, life-rafts and other life-saving equipment.

d) Use a flight plan as a substitute for the survival-risk assessment.

35. After an aeroplane has exceeded a structural operating limitation, what is the appropriate action before further flight?

a) The pilot may continue flying if no damage is visible, without recording the exceedance.

b) Two pilots may approve further flight without a maintenance assessment.

c) Record the exceedance and obtain the required maintenance assessment and inspection before further flight.

d) A normal engine run-up alone is sufficient to approve further flight.

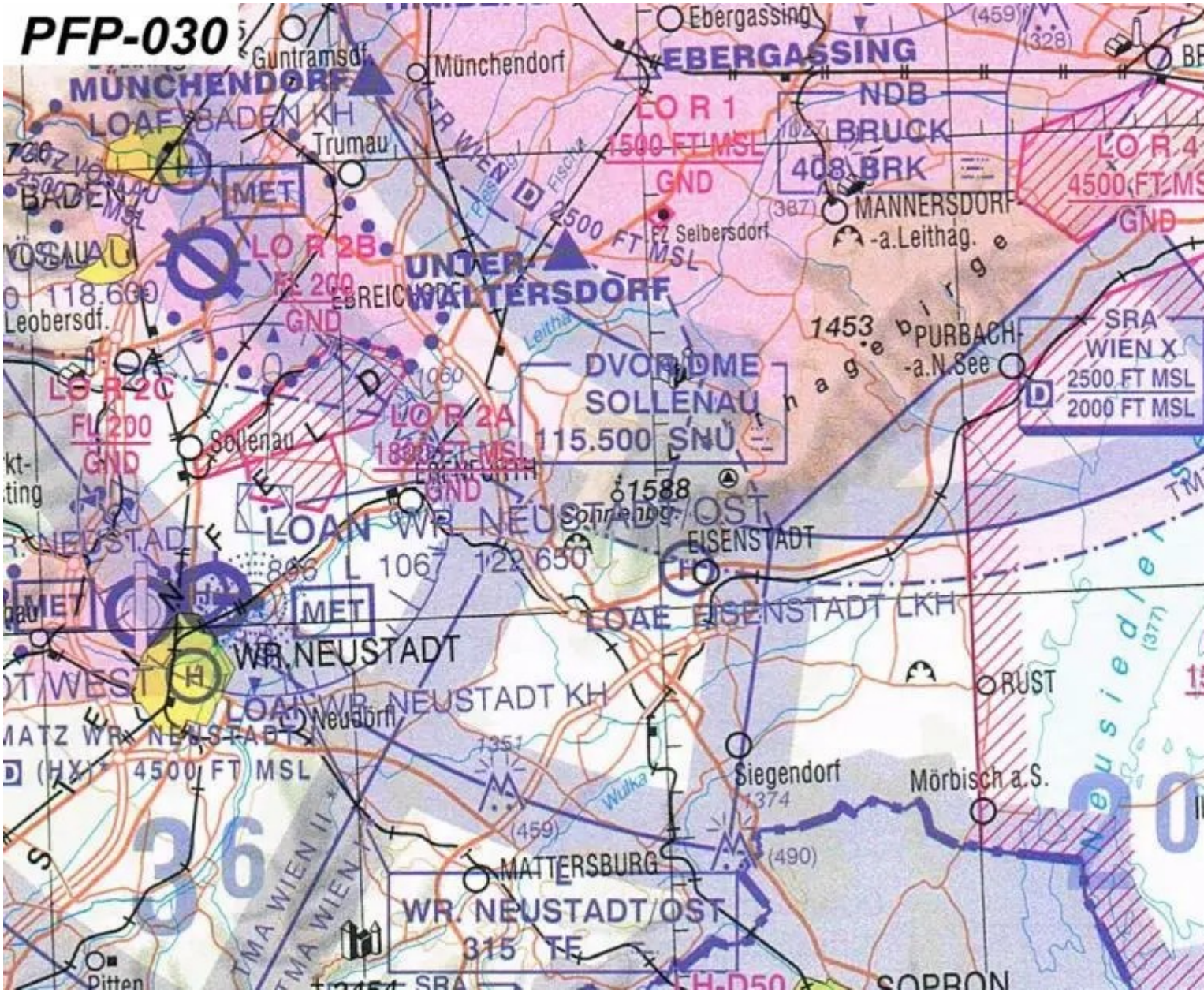
36. How should aircraft mass be understood by a private pilot?

a) Higher mass increases take-off and landing distances and reduces climb performance
b) Higher mass always improves climb performance
c) Mass affects only structural limits, never performance
d) Performance effects may be ignored whenever mass is below the maximum

37. For an international VFR flight, what is the purpose of the certificate of registration?

a) it replaces the pilot licence
b) it is used only for customs declarations
c) identifies the aircraft and its state of registry
d) it authorises flight in prohibited areas

38. The upper limit of LO R 4 equals... See annex (PFP-030)



a) 4.500 ft AGL.
b) 4.500 ft MSL.
c) 1.500 ft MSL.
d) 1.500 ft AGL.

39. Before departure, which statement is correct for a certificate of airworthiness?

a) It remains sufficient even when required continuing-airworthiness documents have expired.

b) It automatically certifies that every pilot flying the aircraft holds the required rating.

c) It replaces the need to comply with applicable airworthiness directives.

d) It supports the aircraft's legal airworthiness status together with required continuing-airworthiness documents

40. Which broadcast can provide current aerodrome weather reports by radio during a cross-country flight?

a) VOLMET

b) GAMET

c) METAR

d) AIRMET

41. In airspace class C, what should a PPL(A) pilot remember near a controlled aerodrome?

a) entry is always prohibited to VFR flights

b) ATC clearance is required for entry when operating as controlled VFR traffic

c) no radio communication is required

d) only uncontrolled traffic is permitted

42. What is the call sign of the flight information service?

a) Info

b) Advice

c) Flight information

d) Information

43. Which statement about runway surface condition is correct for a PPL(A) pilot?

a) Wet or soft surfaces always reduce landing distance

b) Contamination cannot affect directional control

c) Surface effects need not be checked when mass is below the maximum

d) Wet, soft or contaminated surfaces can increase required distances

44. When reviewing the flight, which statement is correct for brake checks during taxi?

a) They guarantee that the brakes cannot fail later in the flight.
b) They confirm braking action and directional control before departure
c) They may be omitted whenever the engine run-up is satisfactory.
d) They should be performed only after the aeroplane has reached take-off speed.

45. Best rate of climb speed is...

a) Vx
b) VFE
c) Vy
d) VNO

46. How should radio check readability be understood by a private pilot?

a) They certify that every radio component is serviceable.
b) They are a scale from 1 to 10, with 1 being perfectly readable.
c) They indicate only transmitter power, regardless of whether the words are understandable.
d) Readability reports indicate how well the transmission is received

47. When preparing a PPL(A) flight, what is correct about pressure gradient?

a) close isobars imply a weaker pressure-gradient force
b) widely spaced isobars always imply stronger prevailing winds
c) A stronger gradient normally indicates stronger wind
d) isobar spacing has no relation to the pressure gradient

48. When preparing a PPL(A) flight, what is correct about climb performance?

a) It always improves as temperature increases
b) It is unaffected by aircraft mass
c) It may be limiting when obstacles, high mass or high density altitude are present
d) It removes the need to assess obstacles

49. For safe PPL(A) operation, how should runway slope be understood?

a) It has no influence on take-off acceleration
b) It replaces the need to assess wind
c) It has no influence on landing deceleration
d) It affects acceleration during take-off and deceleration during landing

50. In radiotelephony, which statement is correct? The word BREAK is used to...

a) declare a distress situation
b) request the other station to repeat its entire message
c) separate portions of a message
d) indicate the separation between messages to different aircraft in a very busy environment

51. For safe PPL(A) operation, how should airspace monitoring be understood?

a) It is necessary only for IFR flight
b) It replaces the need to check current airspace information and NOTAMs
c) It is useful only after landing
d) Position, altitude and route must be monitored to avoid infringements

52. For a conventional elevator trim-tab system, upward tab deflection corresponds to which trim direction?

a) Neutral position
b) Nose-up position
c) Nose-down position
d) Laterally trimmed

53. Which circumstance alone does NOT justify flying below the required minimum height?

a) A descent necessary for landing at an aerodrome.
b) A go-around following a landing approach.
c) Bad weather conditions in the vicinity of an aerodrome
d) Dropping a tow rope under specific permission from the competent authority.

54. Which practical rule applies to soft-field technique?

a) It aims to reduce drag from the surface and protect the nose wheel
b) It requires heavy braking during take-off
c) It removes the need to use AFM/POH performance data
d) It always produces a shorter take-off distance regardless of surface

55. In METAR, BR indicates...

a) mist
b) fog
c) heavy rain
d) snow grains

56. For a VFR private pilot, what should be remembered about the pitot-static system?

a) It supplies pressure information for instruments such as ASI, altimeter and VSI
b) It supplies total pressure to the altimeter and VSI and static pressure to the ASI only.
c) It supplies only dynamic pressure to every pressure instrument.
d) It provides the pressure difference used by the ASI without any static-pressure source.

57. The "swiss cheese model" can be used to explain the...

a) Error chain.
b) Procedure for an emergency landing.
c) Optimal problem solution.
d) State of readiness of a pilot.

58. How should QNH be understood by a private pilot?

a) It is the altimeter setting to indicate elevation above mean sea level
b) the altimeter reads zero at aerodrome level
c) the altimeter always indicates density altitude
d) the altimeter uses 1013.25 hPa irrespective of local pressure

59. What is meant by "inversion layer"?

a) An atmospheric layer where temperature decreases with increasing height
b) A boundary area between two other layers within the atmosphere
c) An atmospheric layer with constant temperature with increasing height
d) An atmospheric layer where temperature increases with increasing height

60. Which practical rule applies to TAF?

a) it describes only conditions observed at its issue time
b) it is a report of weather encountered by a pilot
c) It forecasts aerodrome weather for a specified period
d) it is an actual observation with no future validity period

61. Which statement about bird strike is correct for a PPL(A) pilot?

a) The pilot should assess controllability, engine indications and landing options
b) a bird strike cannot affect control or engine operation
c) continue to destination regardless of damage or indications
d) ignore the strike if there is no immediate vibration

62. The term "inclination" is defined as...

a) Deviation induced by electrical fields
b) Angle between the aeroplane's longitudinal axis and true north
c) Angle between the Earth's magnetic field lines and the horizontal plane
d) Angle between magnetic north and true north

63. How should fuel contamination be understood by a private pilot?

a) A fuel sample is unnecessary if the fuel quantity gauge reads full.
b) Any water in the fuel can be removed simply by leaning the mixture.
c) Fuel samples should be checked for water and contamination before flight
d) Fuel contamination can be ignored if the engine starts normally.

64. When preparing a PPL(A) flight, what is correct about dead reckoning?

a) It uses heading, speed, time and wind correction to estimate position

b) It determines position without any elapsed-time information

c) It uses only a destination bearing and ignores speed

d) It requires no starting position or previous position estimate

65. A flashing red light signal to an aircraft in flight means...

a) Aerodrome unsafe, do not land.

b) Cleared to land.

c) Give way and continue circling.

d) Return for landing.

66. Which optical illusion might be caused by a runway with an upslope during the approach?

a) The pilot has the feeling that the approach is too fast and reduces the speed below the normal approach speed

b) The pilot has the feeling that the approach is too high and therefore descends below the regular glide slope

c) The pilot has the feeling that the approach is too slow and speeds up above the normal approach speed

d) The pilot has the feeling that the approach is too low and therefore approaches the runway above the regular glide slope

67. Which of the stated surfaces will reduce the wind speed most due to ground friction?

a) Flat land, deserted land, no vegetation

b) Oceanic areas

c) Mountainous areas, vegetation cover

d) Flat land, lots of vegetation cover

68. For a VFR private pilot, what should be remembered about flaps?

a) They eliminate stall risk

b) They decrease wing camber in every case

c) They are used solely to increase cruising speed

d) they generally increase maximum lift coefficient and drag, and change pitching moments

69. How should standard phraseology be understood by a private pilot?

a) It is required only for airline crews.
b) It may be replaced by slang whenever the frequency is busy.
c) It reduces ambiguity and improves safety on the frequency
d) It eliminates the need to listen carefully to the full message.

70. Which situation can produce wind shear?

a) An inversion with a marked change of wind speed or direction across it.
b) In calm wind in cold weather
c) During a summer day with calm winds
d) A layer with uniform wind speed and direction throughout.

71. For a VFR private pilot, what should be remembered about flap limitations?

a) Flaps must be operated within the approved speed and configuration limits
b) Flaps may be extended above VFE if the air is smooth.
c) Flap extension eliminates the possibility of a stall.
d) The same flap speed limit applies to every aeroplane regardless of its flight manual.

72. Wake turbulence is caused by...

a) Wind shear at the wingtip of an aerofoil.
b) Jet blast behind a turbine engine.
c) Turbulence at the downwind side of a mountain range.
d) Pressure compensation at the wingtip of an aerofoil.

73. Take-off mass is 746 kg and CG arm 37.1 cm. During flight, 30.5 L of fuel of density 0.72 kg/L is burned at arm 45 cm. What is landing CG arm, rounded to 0.1 cm?

a) 37.2 cm
b) 37.5 cm
c) 36.3 cm
d) 36.9 cm

74. A pitot tube supplies pressure primarily to the...

a) airspeed indicator
b) altimeter
c) vertical speed indicator
d) turn coordinator

75. The directional information "12 o'clock" is correctly transmitted as...

a) One two.
b) One two o'clock.
c) One two hundred.
d) Twelve o'clock.

76. Which human performance statement is correct? A pilot with a cold should be cautious because...

a) a cold always improves pressure equalisation
b) blocked sinuses or ears can cause barotrauma
c) ear pain on descent proves that the Eustachian tubes are working normally
d) nasal congestion cannot affect the ears or sinuses

77. Phosphate-ester aviation hydraulic fluids belong to which category?

a) Mineral oil
b) Vegetable oil
c) Bio-oil
d) Synthetic oil

78. Which statement is correct? The ammeter indicates...

a) electrical system voltage
b) battery temperature
c) electrical current flow or charging/discharging depending on installation
d) resistance of the entire electrical system

79. Which statement about situational awareness is correct for a PPL(A) pilot?

a) It is established before take-off and never needs updating.
b) It requires continuous monitoring of aircraft state, position, weather and plan
c) It depends only on knowing the radio frequency.
d) It removes the need to monitor changing weather.

80. Which phrase is used by a pilot when he wants to fly through controlled airspace?

a) Apply
b) Want
c) Would like
d) Request

81. What is the correct operational meaning of chart scale?

a) It allows distances measured on the chart to be converted to ground distance
b) It converts magnetic variation into compass deviation
c) It gives the same ground distance per centimetre for every chart scale
d) It states a time-to-distance ratio regardless of speed

82. Which principle of flight statement is correct? The elevator controls...

a) yaw as its primary controlled motion
b) roll as its primary controlled motion
c) pitch
d) mixture without affecting pitch

83. Which option correctly describes a blocked pitot tube?

a) The ASI is always unaffected provided the static port is serviceable.
b) The ASI always shows the correct airspeed once the aircraft is in level flight.
c) It can make the airspeed indication unreliable
d) The ASI can be relied on because any blockage automatically clears during climb.

84. Which statement about a blocked static source is correct for a PPL(A) pilot?

a) It affects only the altimeter; the ASI and VSI remain reliable.
b) It affects only the VSI; the ASI and altimeter remain reliable.
c) It affects only the ASI; the altimeter and VSI remain reliable.
d) It can affect the altimeter, VSI and airspeed indicator

85. For safe PPL(A) operation, how should take-off distance be understood?

a) It is constant for every flight in the same aeroplane
b) It must be checked against actual mass, wind, runway, slope, temperature and pressure altitude
c) It is unaffected by runway slope or surface
d) It need only be calculated after lift-off

86. Wake turbulence from a heavier aircraft is strongest when it is...

a) heavy, slow and clean
b) light and fast with the same configuration
c) not generating lift and standing still
d) taxiing with no significant wing lift

87. Which option correctly describes wind shear?

a) it guarantees improved performance throughout every encounter
b) it can affect an aeroplane only above FL 300
c) It can cause sudden changes in airspeed, flight path and performance
d) it changes temperature while wind speed and direction remain constant

88. During VFR flight planning, how should take-off distance be understood by a private pilot?

a) It is constant for every flight in the same aeroplane
b) It must be checked against actual mass, wind, runway, slope, temperature and pressure altitude
c) It is unaffected by runway slope or surface
d) It need only be calculated after lift-off

89. Which option correctly describes confirmation bias?

a) It can make a pilot favour information that supports the desired plan
b) It guarantees that the chosen plan is the safest.
c) It is the impartial assessment of evidence against the original plan.
d) It automatically disappears when a pilot has a valid licence.

90. Which statement about the pitot-static system is correct for a PPL(A) pilot?

a) It supplies total pressure to the altimeter and VSI and static pressure to the ASI only.
b) It supplies only dynamic pressure to every pressure instrument.
c) It provides the pressure difference used by the ASI without any static-pressure source.
d) It supplies pressure information for instruments such as ASI, altimeter and VSI

91. Which statement is correct for lost procedure?

a) The pilot should descend without checking terrain or visibility
b) The pilot should ignore the remaining fuel while fixing position
c) The pilot should maintain safe flight, fix position if possible and seek assistance
d) The pilot should assume uncertainty authorises entry into controlled airspace

92. Which statement about emergency priorities is correct for a PPL(A) pilot?

a) communication always comes before aircraft control
b) navigation means ignoring airspeed and attitude
c) Aviate, navigate and communicate remain the basic order of priorities
d) aircraft control begins only after every checklist is complete

93. Which statement about carrying the certificate of registration is most appropriate?

a) The document is needed only for IFR flights.
b) A valid pilot licence always replaces this aircraft document.
c) The document is never required on flights outside the State of registry.
d) It should be available when required for the flight and inspection

94. Which statement is correct? A rough magneto check may indicate...

a) a blocked static port with an otherwise serviceable engine
b) a vacuum failure affecting only the attitude indicator
c) a stuck mechanical airspeed indicator with an otherwise serviceable engine
d) ignition system or spark plug problems

95. In the ICAO spelling alphabet, the letter O is transmitted as...

a) November
b) Papa
c) Oscar
d) Quebec

96. The leans are associated with...

a) vestibular illusions after prolonged or unnoticed turns
b) a true change in aircraft attitude confirmed by all reliable instruments
c) normal focusing of the eyes on a nearby instrument
d) pressure equalisation through the Eustachian tube

97. Which section of the flight manual describes the basic empty mass of an aircraft?

a) Normal procedures
b) Limitations
c) Performance
d) Weight and balance

98. Which of the following is responsible for the blood coagulation?

a) Red blood cells (erythrocytes)
b) Capillaries of the arteries
c) White blood cells (leucocytes)
d) Blood platelets (thrombocytes)

99. When reviewing the flight, what is correct about hypoxia?

a) It can impair judgement and performance before the pilot fully recognises it

b) A feeling of well-being reliably proves oxygen supply is adequate.

c) It always improves night vision before causing any other effect.

d) It cannot impair a pilot who remains conscious.

100. For a VFR private pilot, what should be remembered about best angle and best rate climb?

a) best angle maximises height gain per distance through the air in still air; best rate maximises height gain per time

b) Best angle and best rate speeds are identical in every condition

c) Best rate necessarily gives the shortest distance through the air to gain height

d) Best angle means maximum forward speed rather than climb gradient

101. What cloud type does the picture show? See figure (MET-004).



a) Altocumulus

b) Cumulus

c) Stratus

d) Cirrus

102. GNSS position is based on...

a) bearings from NDB loop aerials alone

b) aircraft static pressure alone

c) satellite ranging and timing

d) visual alignment of runway lights alone

103. Groundspeed is 160 kt and flight time is 18 minutes. What distance is covered?

a) 60 NM

b) 36 NM

c) 48 NM

d) 18 NM

104. If an aeroplane is not equipped and approved for icing flight, which statement about planned flight in known or expected icing conditions on its route is correct?

a) Flight into known or forecast icing conditions is only allowed as long as it is ensured that the aircraft can still be operated without performance degradation.

b) Flight into forecast icing conditions is prohibited. Should the aircraft enter an area of icing conditions inadvertently, the flight may be continued as long as visual meteorological conditions are maintained.

c) Flight into known or forecast icing conditions is prohibited. Should the aircraft enter an area of icing conditions inadvertently, it should be left without delay.

d) Flight into areas of precipitation is prohibited.

105. What is correct about evacuation?

a) The aircraft should be secured and occupants moved clear when safe to do so

b) remain close to the aircraft while a fire threatens it

c) collect baggage before evacuating from a fire

d) leave the engine running while occupants pass close to the propeller

106. The ammeter indicates...

a) electrical system voltage

b) battery temperature

c) electrical current flow or charging/discharging depending on installation

d) resistance of the entire electrical system

107. At a constant descent rate of 1200 ft/min, approximately how long does a descent from 9000 ft to 1500 ft take, rounded to the nearest minute?

a) 6 min.
b) 15 min.
c) 12 min.
d) 8 min.

108. For safe PPL(A) operation, how should induced drag be understood?

a) It is greatest when wing lift is zero
b) It is associated with lift and is greater at low speed and high lift coefficient
c) It is caused only by skin friction on the fuselage
d) It disappears as lift coefficient becomes high near the stall

109. What is the correct operational meaning of passenger management?

a) Passenger requests should always take priority during critical tasks.
b) Briefing passengers and managing distractions supports cockpit safety
c) A passenger briefing removes the need to manage later distractions.
d) Passengers should operate emergency controls without any instruction.

110. Carbon monoxide in a light aeroplane may come from...

a) normal air entering through an uncontaminated fresh-air vent
b) a serviceable electrical battery with no combustion source
c) a leaking exhaust or cabin heat system
d) a sound exhaust heat exchanger that completely separates exhaust gases from cabin air

111. When must the information in an ATIS message be updated?

a) Only at fixed 30-minute intervals, regardless of changes.
b) Only at fixed 60-minute intervals, regardless of changes.
c) Only when a pilot requests a new broadcast.
d) Immediately when a significant change occurs.

112. What is the correct operational meaning of pressure altitude?

a) It is used with temperature to assess density altitude and performance
b) It always equals QNH-indicated altitude
c) It is height measured by a radio altimeter
d) It makes temperature irrelevant to performance

113. What is the approximate load factor in a level 45° banked turn?

a) 1
b) 2
c) 3
d) 1.4

114. In normal private flying, which statement about temperature inversion is correct?

a) It can trap haze, mist or low cloud and reduce visibility
b) it always promotes strong thermals through the inversion
c) it guarantees removal of all fog and haze
d) it makes temperature decrease with height within the layer

115. For a VFR private pilot, what should be remembered about aircraft documents?

a) They are optional on every flight
b) They replace the licence
c) They are used only after an accident
d) Required documents must be valid and available as required by the operation

116. What is the correct way to transmit the call sign OE-JVK?

a) Omega Echo Jankee Victor Kilo
b) Oscar Echo Jankee Victor Kilogramm
c) Oscar Echo Juliett Victor Kilo
d) Oscar Echo Juliett Victor Kias

117. Which statement is correct for ground effect?

a) It reduces induced drag close to the ground and can affect landing and take-off behaviour

b) It greatly increases induced drag at unchanged lift

c) It occurs only above the clouds

d) It removes the need for sufficient speed to climb out of ground effect

118. What kind of information should be included in an urgency message?

a) Nature of problem or observation, important information for support, departure aerodrome, information about position, heading and altitude

b) Intended routing, important information for support, intentions of the pilot, information about position, departure aerodrome, heading and altitude

c) Nature of problem or observation, important information for support, intentions of the pilot, information about position, heading and altitude

d) Intended routing, important information for support, intentions of the pilot, departure aerodrome, destination aerodrome, heading and altitude

119. For safe PPL(A) operation, how should true course and magnetic course be understood?

a) Magnetic variation is applied to convert between true and magnetic directions

b) Compass deviation is the same as wind drift

c) Magnetic variation converts indicated airspeed into groundspeed

d) Magnetic course is always equal to compass heading

120. Which transponder code indicates a radio failure?

a) 7700

b) 7600

c) 7500

d) 7000

Exam simulation

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Response Scheme

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

01: **C**	02: **D**	03: **C**	04: **C**
05: **A**	06: **A**	07: **A**	08: **C**
09: **B**	10: **A**	11: **C**	12: **D**
13: **A**	14: **B**	15: **B**	16: **B**
17: **A**	18: **D**	19: **D**	20: **A**
21: **A**	22: **B**	23: **C**	24: **A**
25: **A**	26: **A**	27: **B**	28: **C**
29: **A**	30: **B**	31: **A**	32: **A**
33: **C**	34: **C**	35: **C**	36: **A**
37: **C**	38: **B**	39: **D**	40: **A**
41: **B**	42: **D**	43: **D**	44: **B**
45: **C**	46: **D**	47: **C**	48: **C**
49: **D**	50: **C**	51: **D**	52: **C**
53: **C**	54: **A**	55: **A**	56: **A**
57: **A**	58: **A**	59: **D**	60: **C**
61: **A**	62: **C**	63: **C**	64: **A**
65: **A**	66: **B**	67: **C**	68: **D**
69: **C**	70: **A**	71: **A**	72: **D**
73: **D**	74: **A**	75: **D**	76: **B**
77: **D**	78: **C**	79: **B**	80: **D**
81: **A**	82: **C**	83: **C**	84: **D**

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85: **B**	86: **A**	87: **C**	88: **B**
89: **A**	90: **D**	91: **C**	92: **C**
93: **D**	94: **D**	95: **C**	96: **A**
97: **D**	98: **D**	99: **A**	100: **A**
101: **D**	102: **C**	103: **C**	104: **C**
105: **A**	106: **C**	107: **A**	108: **B**
109: **B**	110: **C**	111: **D**	112: **A**
113: **D**	114: **A**	115: **D**	116: **C**
117: **A**	118: **C**	119: **A**	120: **B**

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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:
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65:	66:	67:	68:
69:	70:	71:	72:
73:	74:	75:	76:
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85: 86: 87: 88:

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93: 94: 95: 96:

97: 98: 99: 100:

101: 102: 103: 104:

105: 106: 107: 108:

109: 110: 111: 112:

113: 114: 115: 116:

117: 118: 119: 120:

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